

Integrationsbüro EDA/EVD

777.560 baf/fan

Bern, 11. Juni 1993

Notiz**EC - EFTA High Level Meeting Environment****Sitzung vom 2. Juni 1993 in Brüssel****Geht an:** Botschafter B. SPINNER

Kopie an: egg, hlg, mci, zis, fed, gab
 BUWAL, Herrn S. Schwager
 Frau S. Grundlehner
 BAWI: blf, jek, her
 EDA: KE, VDF, NF
 Schweiz. Mission, Brüssel (AM)

Zum zweiten Mal (erstmalig am 29. Oktober 1992) fand dieser Gedankenaustausch zwischen Generaldirektor Brinkhorst (B), GD 11, und den Chefs der Umweltbehörden der EFTA-Länder statt. Nachstehend einige Eindrücke und Ergebnisse (Agenda in Beilage 1, Teilnehmer EG Beilage 2, Teilnehmer EFTA-Länder Beilage 3¹⁾):

- Gute konstruktive Atmosphäre, überwiegend gehaltvolle Diskussion.
- Es handelte sich um eine EG-EFTA-Uebung. Dennoch begann B mit einer Differenzierung der EFTA-Länder: 4 Beitrittskandidaten, 6 EWR-Vertragsparteien, 7 EFTA - Länder. Er liess durchblicken, dass sich der institutionelle Rahmen nach Inkrafttreten des EWR ändern dürfte. Anmerkung: Gemäss heutiger EWR-Mechanik könnten wir an den Treffen mit der EGK nicht teilnehmen. Der Wegfall dieses Forums wäre ein empfindlicher Verlust.
- B bedauerte mehrmals das schweizerische Abseitsstehen beim EWR.
- In der Uebergangsphase bis zum Inkrafttreten des EWR müsse - so B - die Zusammenarbeit mit den EFTA-Ländern informell und pragmatisch bleiben, auch komme eine à la carte - Zusammenarbeit nicht in Frage. Sie muss im beidseitigen Interesse liegen.
- B war besorgt über Entwicklung in den USA bezüglich Energiesteuer: Clinton's Ehrgeiz sinkt. Dies dürfte die europäischen Bestrebungen für eine CO2-Steuer bremsen.
- Prioritäres Anliegen der EGK: Integration der Umweltaspekte in anderen Politiken wie Verkehr, Energie, Tourismus, Handel usw. B war sehr interessiert an Erfahrungen der EFTA-Länder auf diesem Gebiet (Querschnittsproblem).

1) Bericht BUWAL folgt



- Der schwedischen Delegation gehörte ein Vertreter des Verkehrsministeriums an (= konkreter Schritt zur Integration Umwelt/Verkehr), der Substantielles zur Zusammenarbeit zwischen Umwelt- und Verkehrsministerium zu sagen hatte.
 - Ein Vertreter der GD 11 (Henningsen) bedauerte, dass die Integration Umwelt/Luftverkehr generell noch kaum funktioniere.
 - Umweltagentur: Mitarbeit der EFTA-Länder vor Entscheid über Sitzfrage nicht möglich.
 - Follow-up 5. Umweltaktionsprogramm: B will Teilnahme der EFTA-Länder in drei neuen Gremien prüfen. Antwort bis Ende Juni.
 - Umwelt und Verkehr: schweizerische Präsentation mit Arbeitspapier (s. Beilage 4)
 - Follow-up: Oesterreich organisiert Seminar über Handel und Umwelt.
 - Follow-up: Ein nordisches Land lädt zu einem Seminar ein über
 - Follow-up 5. Aktionsprogramm
 - Erfahrungsaustausch über Integration Umweltpolitik in andere Politiken
 - Der Gedankenaustausch führt der schweizerischen Delegation erneut vor Augen, dass sie sich während der EWR-Verhandlungen verschiedentlich mit Erfolg für spezifische Umweltanliegen eingesetzt hat, z.T. gegen den Willen unserer EFTA-Partner, und heute auf bilateralem Weg fast bei Null wiederbeginnen muss.
- Beispiele:
- 1) Umweltagentur (Art. 3, Abs. 2. von Protokoll 31, EWR-A)
Nach Lösung der Sitzfrage werden wir uns auf einen langwierigen bilateralen Weg aufmachen müssen (Art. 228 EWG V).
 - 2) Eco-label (Zusatzprotokoll "newly adopted acquis" zum EWR-A)
 - 3) Eco-Auditing (EWR-relevant, Zusatzprotokoll)
- Nächstes High Level Meeting: Dezember 1993 (nach Umweltrat vom 2.12.1993)
 - Pressemitteilung des EFTA-Sekretariats in Beilage 5.



R. Bärffuss

Beilagen: erwähnt

1993-05-24

DIRECTORS-GENERAL MEETING 2 JUNE (EFTA-DG XI)

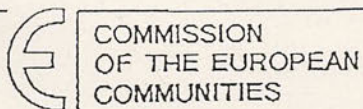
EFTA building, 74 rue de Treves, 7th floor

Proposed agenda

- 9.30 Introduction and opening of the meeting
(Persson/Brinkhorst)
Follow-up of last meeting (summary record)
- 10.00 The follow-up of the 5th Action Programme with
special emphasis on integration in sectors
- Introduction by Mr. Brinkhorst
- Introduction from EFTA-side (Austria)
- Discussion on i.a. possible instruments for
integration (sectorial targets, economic
incentives etc.)
- 11.00 Coffee
- 11.20 Transport and the Environment
- EC views (incl. report from informal Council)
- Introduction from EFTA-side on principles and
experiences for integration of environmental
concerns into the transport sector (Switzerland)
- Discussion on i.a. economic instruments, physical
planning/infrastructure, emission regulations,
financial instruments
- 13.00 Lunch (hosted by Sweden)
Directors-Generals + 1
Le Concert Noble, 84 rue d'Arlon
- 15.00 Trade and the Environment
- EC views
- Introduction from EFTA-side
(Finland)
- Discussion on i.a. GATT, OECD
- 16.00 EFTA-EC cooperation: status report
Future cooperation (incl participation
in EC expert groups and committees)

- 16.30 Other business:
- waste (landfill, PCB/PCT)
- 17.00 Closure of the meeting

It would be an advantage if experts participating only under one agenda item could be present some time before the indicative times given above.



COMMISSION
OF THE EUROPEAN
COMMUNITIES

Directorate-General
Environment, Nuclear Safety
and Civil Protection
International Affairs

Brussels,
BL/bl
28.05.93

2

EC/EFTA High Level Meeting, 02.06.93

EC Participants

Mr L.J. Brinkhorst, Director General, DG XI
Mr R. Hull, Advisor
Mr R. di Carpegna, Director, DG XI-C
Mr J. Henningsen, Director, DG XI-B
Ms M. Brusasco-Mackenzie, Head of Unit, DG XI-C-1
Mr P. Perera Manzanedo, Head of Unit, DG XI-B-3
Mr A. Majocchi, DG XI-C-3
Mr A. Piavaux, DG XI-A-4
Ms B. Lorz, DG XI-C-1
Ms S. Motard, DG XI-C-1

(2)

26 May 1993

EFTA ENVIRONMENT GROUP
HIGH-LEVEL EC-EFTA MEETING

Brussels, 2 June 1993

List of Participants

AUSTRIA

Mr. Heinz SCHREIBER Director General
 Ministry for Environment,
 Youth and Family

Ms. Elisabeth FREYTAG Director
 Ministry for Environment,
 Youth and Family

Ms. Eveline WOLFSLEHNER Environmental Attaché,
 Austrian Mission to the EC

Ms. Helene STEINHÄUSL First Secretary,
 Austrian Mission to the EC

FINLAND

Mr. Lauri TARASTI Director General
 Ministry of the Environment

Mr. Klaus FRÖSEN Legislative Counsellor
 Ministry of the Environment

Ms. Satu NURMI Counsellor
 Finnish Mission to the EC

ICELAND

Mr. Magnus JOHANNESON Secretary General
 Ministry of the Environment

Ms. Adalheidur JOHANNSDOTTIR Ministry of the Environment

LIECHTENSTEIN

Mr. Felix NÄSCHER Landesforstamt

NORWAY

Mr. Oddmund GRAHAM	Secretary General Ministry of Environment
Mr. Kjell GLOMNES	Director General Ministry of Environment
Ms. Eli Marie ÅSEN	Assistant Director General, Ministry of Environment
Mr. Geir Moe SØRENSEN	Head of Division, Ministry of Foreign Affairs
Mr. Gunnar MATHISEN	Counsellor Norwegian Mission to the EC
Mr. Magnar ØDELIEN	Executive Officer Ministry of Environment

SWEDEN

Mr. Göran PERSSON	Under Secretary of State for the Ministry of Environment and Natural Resources
Mr. Rolf ANNERBERG	Director General Swedish Environmental Protection Agency
Mr. Staffan TILLANDER	Ministry of Environment and Natural Resources
Mr. Mats ENGSTRÖM	Environmental Attaché Swedish Mission to the EC

SWITZERLAND

Mr. Phillipe ROCH	Director Federal Office for Environment, Forests and Landscape
Mr. Rudolf BÄRFUSS	Federal Integration Office
Mr. Michael AMBÜHL	Counsellor Swiss Mission to the EC
Mr. Stefan SCHWAGER	Federal Office for Environment, Forests and Landscape

Ms. Sibylle GRUNDLEHNER

Federal Office for
Environment, Forests and
Landscape

EFTA SECRETARIAT

Mr. Jérôme LUGON

Director
Specific Integration Affairs

Mr. Sture IRBERGER

Senior Officer
Specific Integration Affairs

Ms. Andrea PETZNEK

Officer
Specific Integration Affairs

Ms. Hege ANDENES

National Expert
Specific Integration Affairs

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SWISS PAPER ON TRANSPORT AND ENVIRONMENT

For the High level Meeting EFTA-CE, Brussels, 2nd June 1993

I Introduction

The geographical situation of Switzerland, being a transit country in the heart of the Alps, plays an important role in the development of its transport policy. The history of our country has always been linked to providing and securing ways of communication for Europe.

The Swiss Federal Government aims at satisfying the real needs of transport, without artificially stimulating the mobility. In order to alleviate concerns about the environment, quality of life and road safety, measures were developed to protect the environment and repair the damages as well as secure an environmentally sound transport system.

The targets of the Federal Council are the following:

- apply the "the polluter pays" principle;
- apply the principle of territoriality (charge the costs where they occur, given higher costs in mountain and peripheral regions);
- reduce the traffic of empty lorries;
- make heavy vehicles contribute to the costs of infrastructure;
- integrate the external costs and benefits in heavy vehicles traffic;
- favour the "green lorries", i.e. less polluting vehicles, by means of an additional levy on emissions from polluting vehicles;
- encourage a modal shift from road to rail transport;
- encourage the use of new railway lines (ex.: NARA, see below).

II Fiscal measures and economic instruments

In March 1993, Switzerland raised its import duties on petrol by 0.20 SFr per litre (1 SFr = 0.6 ECU), thereby raising the basic tax on petrol to a total of 0.50 SFr per litre. The price of petrol now approaches the average European price. Though this measure is mainly fiscal, it is hoped that it will induce a reduction in the use of private cars.

In 1985, Switzerland introduced special levies on transport. An annual levy is collected on lorries over 3.5 t according to their weight, ranging from 500 SFr to 3000 SFr (for 1992: 136 million SFr). Foreign lorries pay a daily levy of 15 SFr while in transit. The annual levy for private cars using motorways is 30 SFr (for 1992: 200 million SFr). The levies on national vehicles are collected by the cantons while the foreign vehicles pay at the border.

As the cost for infrastructure is still not covered by these levies, two federal decrees will be presented to the Swiss electorate in a referendum in early 1994. One concerns levies for the heavy vehicles and the other one concerns the use of motorways, increasing the price and extending the period of application. Lorries would have to pay between 650 SF to 4000 SF and cars 40 SF. All these levies are only interim measures, having little effect on the transport volume.

Switzerland, in common with the EC Commission, aims at the internalisation of external costs (i.e. accidents, air pollution and noise emissions, etc...) and benefits, so that the prices reflect environmental impacts. This is based on the "the polluter pays" principle. This new approach concerns the heavy vehicles (over 3.5 t).

Another federal decree will be used to introduce a new constitutional article allowing the introduction of a new mileage-based levy. This will be submitted to a referendum in early 1994, along with the two other federal decrees.

The new levy, which will replace the one presently in force, will not only take into account the mileage of a vehicle but also the vehicles' technical specifications (i.e. total weight, number and place of axles, noise and air pollutants emission levels). An electronic device will be mounted in the lorries, allowing to count the kilometers. Vehicles transiting through Switzerland by way of combined transport will not pay any levy.

The planned introduction of a CO₂ tax in Switzerland is a further step towards the internalisation of external costs. The tax rate is to be increased step by step. An official consultation procedure on the project will start during this summer, if the Federal Government so decides.

The revenues generated by the CO₂ tax could be redistributed according to:

A: **Full compensation** (not specifically allocated), whereby a fourth of the revenues would be given back to industry, based on their contribution to the retirement pension fund of employees and the rest on a per capita basis, e.g. as health insurance coverage.

B: A second option is envisaged for which a 1/3 of the total revenues (no higher than 300 million SFr per year and during a well defined period of time) will be earmarked for international and national projects. The projects that would be subsidized concern mainly building insulation, change to more sustainable heating systems, or industrial processes. The rest will be redistributed (see A).

III Programmes for a sustainable transport policy

Transport should be compatible with human needs and environment. In Switzerland, measures will be taken to maintain and create necessary capacities for the railways and accompanying measures to favor the use of these capacities.

3.1 National priorities

- A. **Rail and Bus 2000:** the national railway network will be modernized. It should be progressively built by the year 2000. The objectives are: a new time-table for passenger and freight transport, increased frequencies, better connections in the main stations, better coordination between bus and train connections in regional zones to shorten waiting, connection and travelling times. This should increase the public transport capacity by 30 to 50 %. It requires improvements to the railway network and the replacement of the rolling stock.
- B. Completion of the existing **motorway network**, but no new development. Once the 3 new sections have been finished in 2000/2005, the motorway network will represent 1800 km (1993: about 1500 km).
- C. Improvement in **agglomeration traffic** mainly by promoting public transport. The Confederation sets the objectives in physical planning, environmental and transport policies, which are implemented by the Cantons and the municipalities. The following principles have to be respected:
- Traffic increase must be managed. At the same time, negative impacts on the environment and the quality of life must be reduced.
 - Free choice of transport mode must be guaranteed.
 - Internalisation of external costs must be reached progressively.
 - Priority must be given to public transport.

The Confederation is responsible for public transport regulation and for the coordination of regional policies. The competence attribution is based on a 3-level-subsidiarity principle (Confederation-Canton-Municipalities).

- D. Transport uses about 1/3 of the total energy consumed in Switzerland, out of which, rail accounts for 4%, road for 77%, air for 18% and others for 1%. The main objectives of the programme Energy 2000 are: a stabilization of the total consumption of fossile energies and CO2 emissions by the year 2000 at the levels of the year 1990 plus a further reduction, a slow down of the increase in electricity consumption followed by stabilization in the year 2000, an increase in production of renewable energies.

3.2 International

- A. **New Alpine Rail Axis (NARA):** In September 1992, the Swiss population approved the building of two rail axis through the Alps, with two base tunnels: the Lötschberg-Simplon, about 30 km long, and the Saint-Gothard, about 50 km long. Already before the completion of this 15 billion SF railway project, Switzerland shall increase its piggy-back offer to 470'000 shipments per annum (710'000 shipments when containers included) by 1994/95. On a long-term basis, the NARA will allow the transport of 67 millions of tons, which represents more than half of the alpine transit volume once the base tunnels are realized (Lötschberg in the year 2000/2005, Gothard in the year 2010/2015). This project is a part of the **Transit Agreement** concluded between the EC and Switzerland.
- B. **Transit Agreement:** In order to guarantee the international transport of goods through the Alps, without exposing the population and the environment to more nuisance of road transport, Switzerland has integrated its transport philosophy in the **Transit Agreement with the European Community**. This agreement, which entered into force on 22nd January 1993, makes combined transport a priority with the **New Alpine Rail Axis as the backbone of an ecologically oriented transport system**. Only an integrated European network for combined transport can improve the efficiency of such a system and make it attractive. Infrastructure improvement is also foreseen in some countries of the European Community so as to ensure long-distance continuity of combined traffic routes and remove bottlenecks on Community railway lines. Therefore, the Transit Agreement is a first step towards an integrated transport philosophy, **taking into account the requirements of sustainable development with respect to economic criteria**. In article 12 of the Transit Agreement, the contracting parties envisage to introduce progressively coordinated solutions for road fiscality, in a first phase, based on the infrastructure costs due to transport and in a second phase, based on environmental costs.

Other measures are taken into account. Concerning road transports of goods, some restrictions have been maintained, such as bans on lorries during the night and Sunday as well as the 28 t-limit.

- C. In 1991, Switzerland has signed the **Convention for the protection of the Alps (Alpine Convention)** with 6 other Alpine countries and the EC. Specific measures to protect the Alps are being negotiated (protection of nature and landscape planning, transport, mountain agriculture, tourism and physical planning) and will be fixed in additional protocols. Switzerland is now chairing the group for the protocol on transport.

IV Other measures

4.1 Air protection

In Switzerland, a strategy against air pollution was established in 1986, fixing the emissions of the coming years to be lowered to the values of the 1960s. In order to achieve these goals, the best available technology (BAT) was applied. This meant that, for example, in order to meet the more stringent emission standards, new cars had to be equipped with catalytic converters. In September 1992, 54% of the Swiss cars had a catalytic converter.

In order to reduce air pollution, the Clean Air Ordinance made it compulsory for each canton to present a plan of measures to prevent or limit excessive imission values based on an emission cadaster recording all the emission sources from transport, home heating to industry.

A network for monitoring imissions, called NABEL (stands for Nationales Beobachtungsnetz für Luftfremdstoffe, i.e. National Observation Network for Air Pollutants), was installed in 1978. The 16 NABEL monitoring stations are distributed in different types of ecosystems such as mountains, forests, agricultural lands, cities, etc. The following gases are measured: SO₂, CO, NO, NO₂, O₃ as well as dust. Meteorological parameters are also recorded. The NABEL enables authorities as well as the public to compare the targets that were set with the reality.

4.2 Noise

The Swiss Noise Abatement Ordinance aims at the limitation and reduction of the exposure of the population to excessive outdoor noise.

The first aim of the Noise Abatement Ordinance is the limitation of noise emissions by measures taken at the source. Emissions are limited by the

application of maximum emission levels, regulations governing building and plants as well as traffic or operating regulations.

The targets can also be imission limit values, which is the second scope of the Swiss Noise Abatement Ordinance. It was also compulsory to present a noise imission cadaster for all the main noise sources (i.e. road, railways, civil and military air traffic). These cadasters are the basis for improvement programmes and help to monitor whether or not the situation is improving.

4.3 Protection of nature and landscape

The construction and the use of transport links are submitted to specific regulations in favour of the protection of environment, nature, and cultural sites. Such rules can be found in the legislation dealing with environment, nature, protection of landscape, physical planning and protection of forests. Switzerland's dense traffic infrastructure occupies a lot of land, most of which lies in residential and fertile land. Transport has direct and indirect effects on nature and landscapes, bringing by road building new urbanization and increasing the access to rather untouched regions. Environmental impact assessments are compulsory before roads or railway lines are built.

V Conclusion

While Switzerland works on certain programmes and projects on transport, the EC also strives for sustainable mobility; among the measures to be taken, the internalisation of external costs and benefits is developed in its white book. Switzerland is ready to cooperate with the EC and EFTA States to find European solutions in order to harmonize within the given possibilities the different fiscal instruments and solve other problems linked to transport.

1.6. 1993



EFTA

Mission Suisse
7-06-1993
Réf.: 77.560.3

4 June, 1993

B-9/93/SP

EFTA-EC High-Level meeting on the environment

On 2 June 1993 senior EFTA and EC environment officials met in Brussels. The meeting was chaired by Mr. Göran Persson, Under-Secretary of State for the Ministry of Environment in Stockholm, and by Mr. Jan Laurens Brinkhorst, Director-General of DG XI in the EC Commission.

The meeting stressed - similarly to an earlier meeting in October 1992 - that EFTA-EC co-operation should be increased and, in particular, deal with integration of environmental considerations into other policy areas. It was agreed that joint High-Level Meetings should be held twice in every year.

The EC Fifth Environment Action Programme was considered an important basis for future development in the direction of sustainability. EFTA-EC dialogue in this field should continue and be strengthened. A joint seminar on the integration of the environment into sectoral policies at national and Community levels will be organized.

Integration of environmental considerations into regional and structural policies was seen as a future EFTA-EC co-operation area. A joint expert meeting will take place to discuss environmental criteria for the EC Structural Funds, the Cohesion Fund and the EFTA Financial Mechanism.

The meeting acknowledged the increasing importance of pollution from the transport sector and agreed that further EFTA-EC co-operation on a series of items was useful. Among them are reduction of the demand for transport, stricter standards for car exhausts, emission norms for airplanes and use of economic instruments.

Trade and environment was an area of common interest. It was agreed to exchange views continuously. A seminar will discuss this co-operation further.

DG XI will invite EFTA countries to another High-Level Meeting in late autumn 1993. This meeting will deal with the co-operation in the light of the entry into force of the EEA Agreement and, inter alia, with nuclear safety.

For further information please contact:

Sture Irberger, EFTA Brussels, Specific Integration Affairs Tel. 286.18.66

Andrea Petznek, EFTA Brussels, Specific Integration Affairs Tel. 286.18.67

Q	V-SO
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