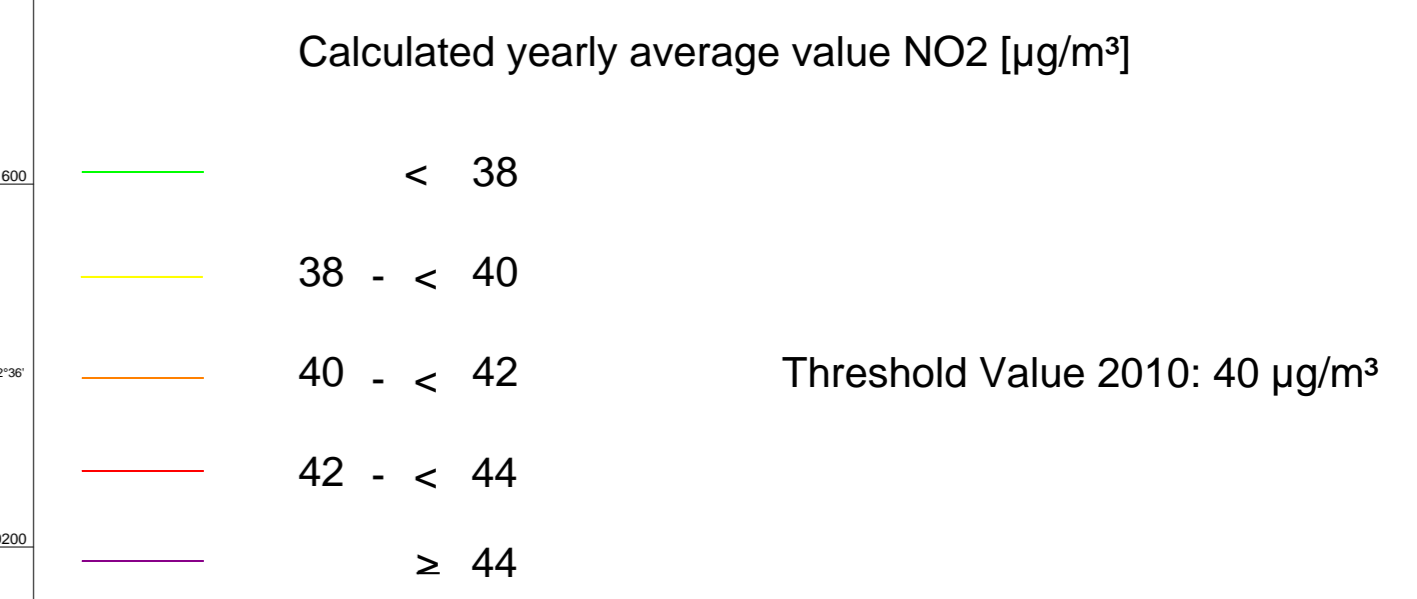


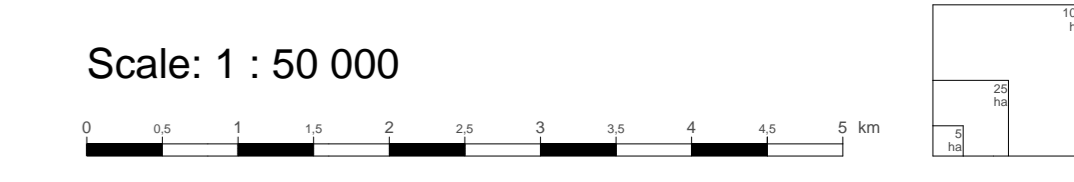
Clean Air Plan 2011 - 2017
 Scenario: NO₂ Road Traffic by Improved Vehicle Technology

Prediction of NO₂-concentration caused by road traffic 2015



1. Pursuant to §47 & 27 BImSchG and 39th BImSchV, a Clean Air Plan (CAP) is to be established, under certain conditions. These conditions exist in Berlin. The present plan is an update of the 2005-2010 Clean Air Plan.
2. Five packages of measures were established to model the emissions and immissions-related effects of measures for 2015. Measures for which an emissions-reduction effect can be expected city-wide, or at least for a large share of road sections where exceedances of the limits occur, were selected.
3. To ascertain the maximum potential reduction, measures were established regardless of their concrete implementability.
4. The following table provides an overview of the measures considered:

Abbreviation	Package of measures	Measures included
MB1	Improved vehicle technology	* Environmental Zone with no single-case exceptions * Higher share of Euro-6 vehicles * Promotion of electro-vehicles * Retrofitting with particulate filters (EURO-4-PKW/LKW) and NOx scrubber systems (EURO-4-Trucks)
MB2	Traffic flow optimization	Reduced traffic congestion through: * Traffic signal coordination * Inflow metering * 30 km/h speed limit
MB3	30 km/h speed limit at hotspots	* Introduction of 30 km/h zones
MB4	Emissions reduction in the urban background	* Ban on solid fuels for heating * Particulate filter for construction machinery * Retrofitting of passenger ships with particulate filters
MB5	Early achievement of 2020 fleet	* Fulfillment of regulations which are noch mandatory until 2020



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Based on Map: * Block map 1:5,000 (ISU5) of the ISU (Information System City and Environment) of the Senate Department for Urban Development III F, as of 31/12/2010

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