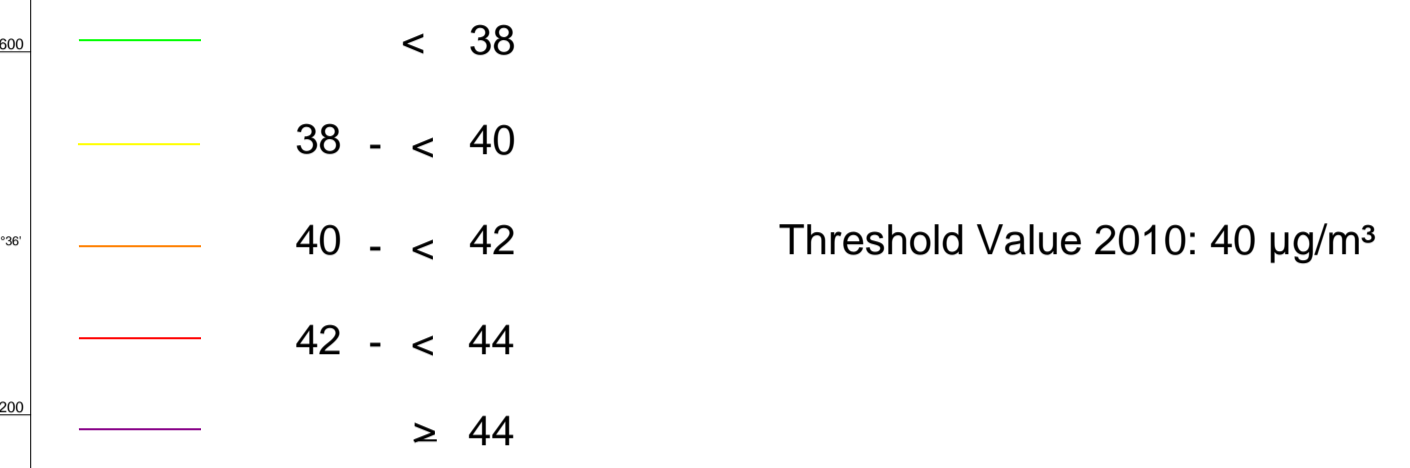


Clean Air Plan 2011 - 2017
 Scenario: NO2 Road Traffic by
 Traffic Flow Optimization

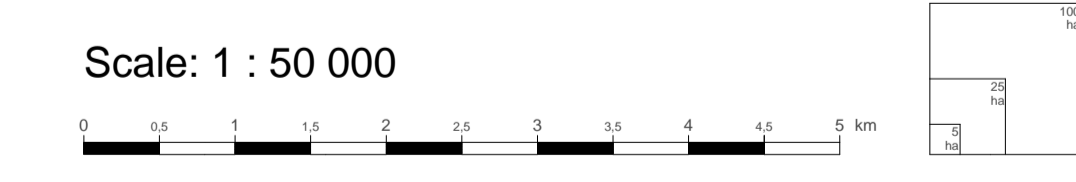
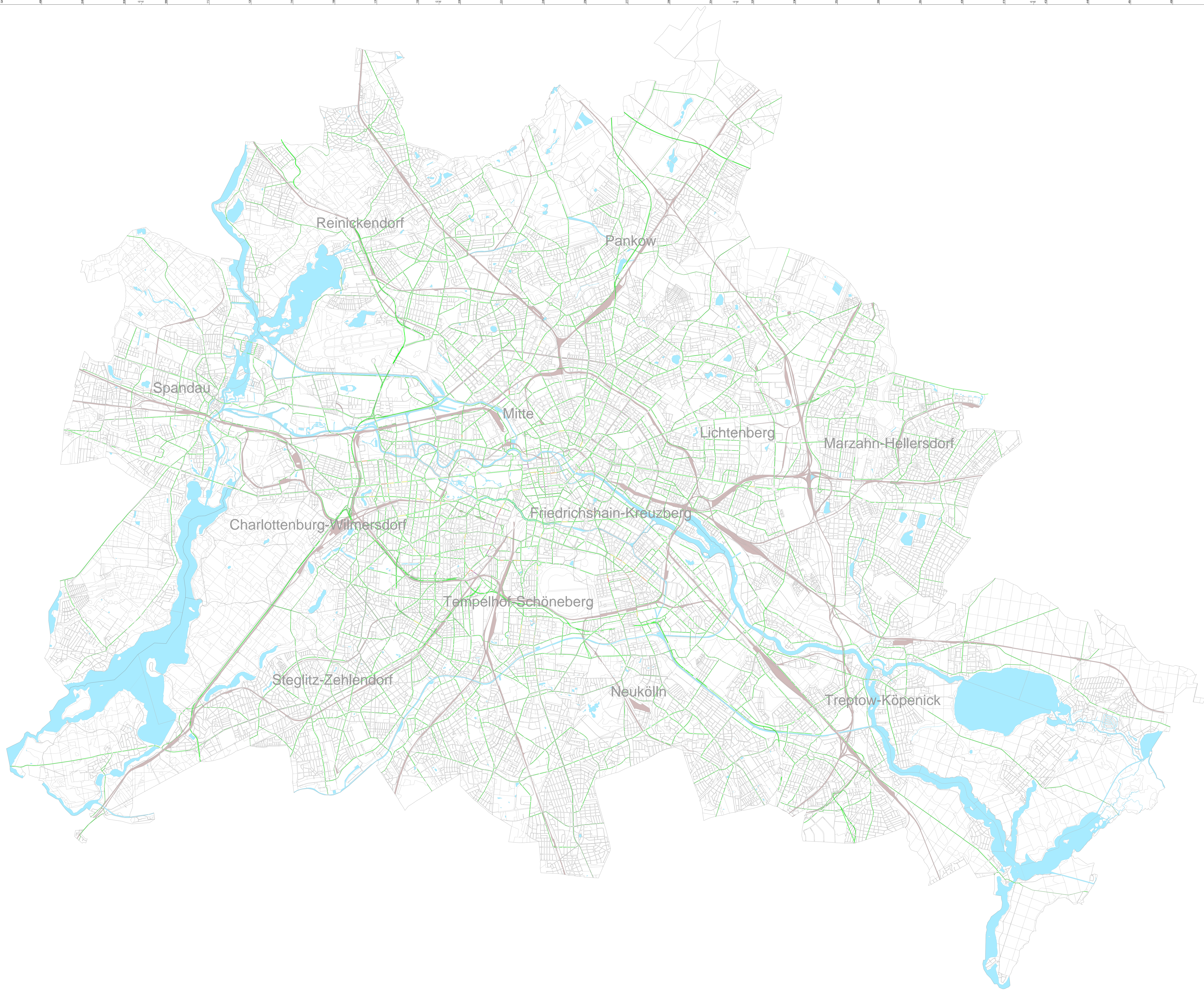
Prediction of NO2-concentration caused by road traffic 2015

Calculated yearly average value NO2 [$\mu\text{g}/\text{m}^3$]



- 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.
- 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.
- To ascertain the maximum potential reduction, measures were established regardless of their concrete implementability.
- The following table provides an overview of the measures considered:

Abbreviation	Package of measures	Measures included
MB1	Improved vehicle technology	<ul style="list-style-type: none"> Environmental Zone with no single-case exceptions Higher share of Euro-6-vehicles Promotion of electric-vehicles Retrofitting with particulate filters (EURO-4-PKW/LKW) and NOx scrubber systems (EURO-4-Trucks)
MB2	Traffic flow optimization	<ul style="list-style-type: none"> Reduced traffic congestion through: <ul style="list-style-type: none"> Traffic signal coordination Inflow metering 30 km/h speed limit
MB3	30 km/h speed limit at hotspots	<ul style="list-style-type: none"> Introduction of 30 km/h zones
MB4	Emissions reduction in the urban background	<ul style="list-style-type: none"> Ban on solid fuels for heating Particulate filter for construction machinery Retrofitting of passenger ships with particulate filters
MB5	Early achievement of 2020 fleet	<ul style="list-style-type: none"> Fulfillment of regulations which are noch mandatory until 2020



Published by: Senate Department for Urban Development and the Environment
 Communication

Conception: Referat III F (Information System City and Environment, Environmental Atlas) in cooperation with Referat IX D Immission- and Climate Protection SenStadtUm

Data: Modellierung emissions- und immissionsseitiger Wirkungen für das Jahr 2015 im Rahmen der Arbeiten zum Luftreinhalteplan 2011-2017, IX D SenStadtUm

Data Collection and Map Construction: IX D SenStadtUm in cooperation with III F

Colour Concept: III F 1

End of Work: March 2012

Based on Map: Block map 1:5,000 (ISUS) 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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Extended Edition 2012
 Internet-Address: <http://www.stadtentwicklung.berlin.de>