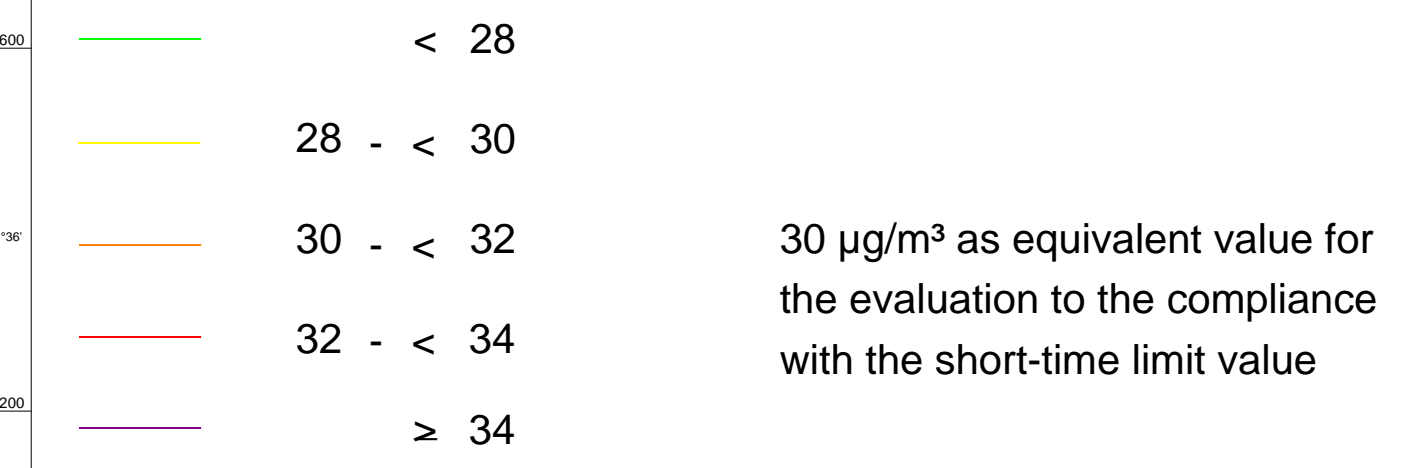


**Clean Air Plan 2011 - 2017**  
 Scenario: PM10 Road Traffic by  
 Traffic Flow Optimization

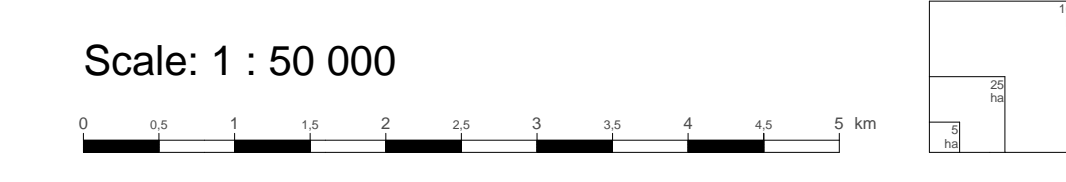
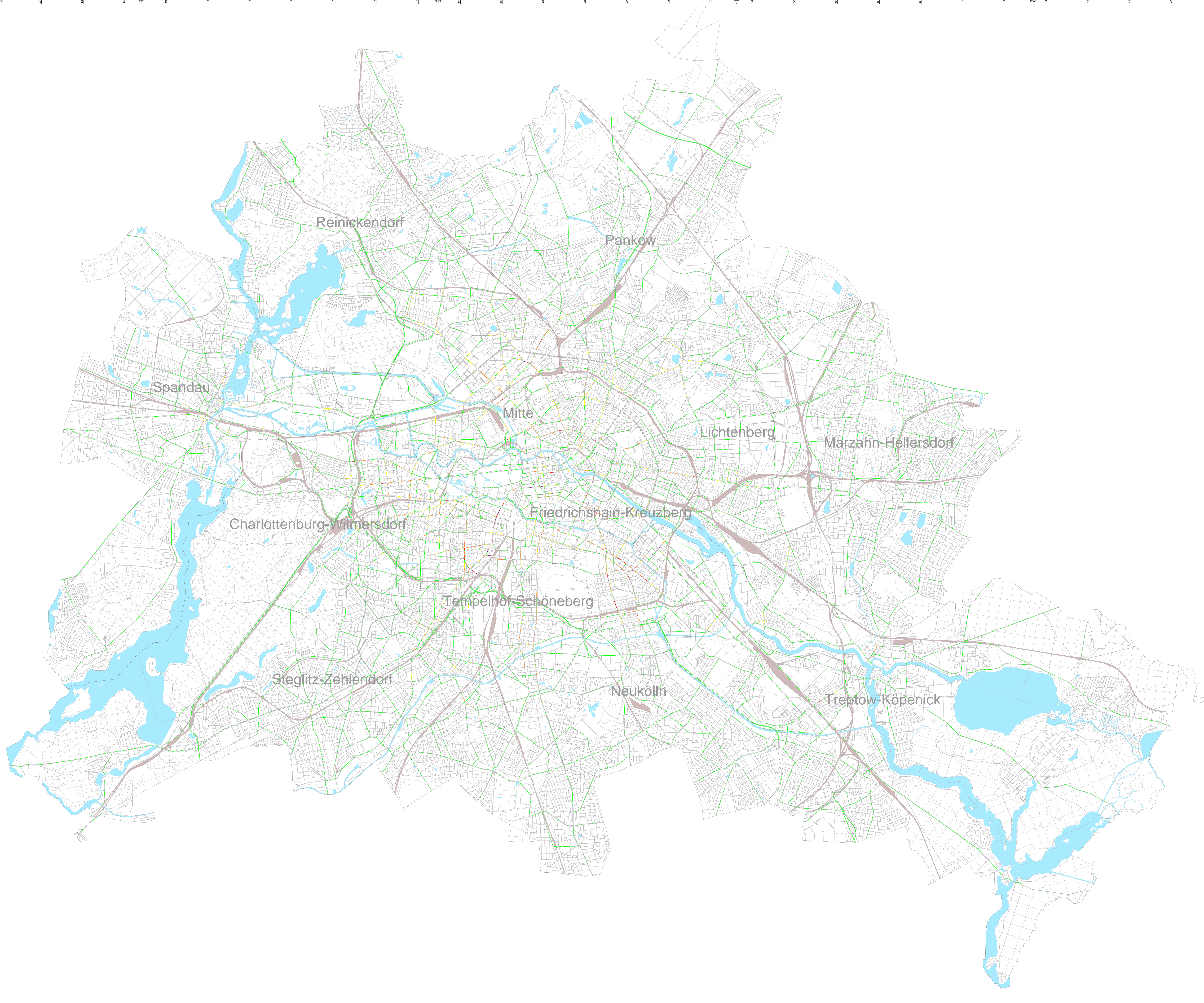
**Prediction PM10-Concentration by Road Traffic 2015**

Calculated Yearly Average Value PM10 [ $\mu\text{g}/\text{m}^3$ ]



- 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	* Environmental Zone with no single-case exceptions * Higher share of Euro-4 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	* Fulfilment of regulations which are noch mandatory until 2020



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**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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