

PROGRAM BIVEC Symposium on LEZ

9.45	COFFEE	
10.15	Opening	Stef Proost (KULeuven)
10.30	EU air quality regulations over time	Wouter Lefebvre, Inge Mayeres VITO
11.00	Italian experience with ecopass in Milan	Angelo Martino (TRT, Italy):
11.30	German experience	Axel Friedrich, Germany
12.15	LUNCH	
13.30	Dutch policy perspective	Jan Annema (TUDelft)
14.00	Belgian perspective (Brussel, Antwerpen, Vlaanderen)	Ysaak Yperman (TML) & Inge Mayeres (VITO)
15.00	COFFEE	
15.30	Round table: What can we expect in terms of policy?	Michel Martens, FEBIAC Mark Major, DG Mobility and transport Lieslotte Wackenier, Flanders Administration
16.30	RECEPTION	Frank Witlox (UG), chairman BIVEC

PARTICIPANTS TO THE PANEL

Mark Major, European Commission DG Mobility and Transport

Michel Martens, director Studies, FEBIAC

Lieslotte Wackenier, Flemish Administration Environment and
Mobility

Questions

1. In Germany, the LEZ have been initiated in order to comply with the EU air quality directives. Do the same air quality directives hold or are they likely to become more stringent?
2. Besides LEZ, also the promotion of public transport and more fluid traffic were considered as potential measures to improve air quality. According to studies in Germany, only the LEZ were really effective in improving air quality. Is the situation in Belgium (Flanders) comparable to some German cities and is there a need for LEZ initiatives in Belgium – Flanders, Brussels?

Questions

3. Do we need LEZ's when the clean cars will, in a few years time, constitute a large part of the car stock?
4. Are cities in Belgium allowed to take these initiatives, or what regulatory framework do they have to observe?
5. Is the broader concept of 'access restrictions' (that may also address emissions, congestion, safety etc.) a more useful concept for cities?
6. What legal/technical framework should the EU provide for LEZ/access restrictions?