**Selected typical EPR recommendations grouped by theme/type of mechanism, for groups’ discussion under agenda item 5(a).**

|  |  |  |  |
| --- | --- | --- | --- |
| **Themes/mechanisms** | **Recommendations** | | |
| **POLICY** | Develop Sustainable Urban Mobility Plans for cities in the region aimed at encouraging the shift away from private car use | Develop public transport networks to improve accessibility, affordability and quality for citizens | Promote active (non-motorized) mobility in cities and assess the possible benefits of such a transformation |
| **ROAD VEHICLE STANDARDS** | Ensure that vehicle standards are adopted that guarantee that the vehicles that are registered nationally reflect the most recent emission and safety requirements as set out in the UN vehicle regulations | Ensure mandatory inspections of roadworthiness and vehicle emissions for all vehicles | Ensure that fuels used for vehicles are of the highest quality to increase the efficiency of vehicles and reduce the environmental impact of road transport |
| **INTERNATIONAL LAW** | Ensure accession to, and implementation of, UN inland transport Conventions and Legal Instruments, in particular road safety conventions | Ensure accession to, and the implementation of, the Annex VI Prevention of Air Pollution from Ships of the International Convention for the Prevention of Pollution from Ships (MARPOL) |  |
| **SUBSIDIES & TAXES** | Adapt a road and vehicle ownership taxation structure to ensure that owners of vehicles that emit more pollutants pay higher taxes | Ensure fuel pricing policy is appropriate to reflect market prices and to disincentivize the use of low-quality fuels and private transport | Consider introducing appropriate road charging policies to incentivize the use of public transport and active mobility |
| **INCENTIVES & CHARGES** | Introduce economic incentives to facilitate the renewal of the country’s ageing vehicle fleet with a view to improving the situation regarding motor vehicle emissions | Introduce a green public procurement system and advise national public institutions and municipalities to renew the public transport fleet, including by using the green public procurement system, favouring electric and gas-powered buses | Develop incentives to encourage the renewal of the car fleet and preferably to give a comparative advantage to cars with good environmental performance |
| **INFRASTRUCTURE & INVESTMENT** | Ensure that investments in public transport seek to maximize multimodal transport possibilities | Develop alternatives to road trucks in the freight transport sector, such as the development of freight rail and alternative urban freight solutions. | Support municipalities to abate air pollution from transport by improving their public transport system, in particular by promoting the use of clean and energy-efficient transport modes |
| **INFORMATION AND AWARENESS** | Invest in information dissemination and marketing campaigns aimed at increasing the use of public transport and active mobility | Ensure that the local executive and administrative bodies continue to deploy intelligent transportation system (ITS) solutions in order to improve traffic demand management and mitigate the negative externalities caused by private urban transport | Gather, manage and publish all information on transport and its environmental impacts, following internationally recognized statistical systems and indicators |