

### Abstract

The scientific advisers of the minister of traffic have dealt with possibilities and measurements to reduce the traffic emission of air pollution, especially the emission of carbon-dioxide: They have elaborated two comments: the title "analysis of consequences regarding the carbon-dioxide emission of traffic", developed by the group "B" (traffic-technique) examines the potential savings of possible measurements to reduce and to lower the emission of the individual and goods traffic. The realization of such potential savings with the help of suitable traffic-political measurements is the subject of the comment of the group "A" (economic aspects of traffic) of the scientific advisers with the title "economic instruments for the reduction of the emission of air pollution of the traffic".

The primary interest of every strategy to reduce the emission of gases with an impact to the climate has to be focused upon the road traffic, which generates more than 80 % of the whole emission of traffic. The comparison accomplished by the group "B" concerning alternative reducing strategies shows, that the highest potential savings are to be expected from technological diversifications of the vehicles themselves. These might be realized by reducing the specific weight, the coefficient of rolling-resistance, the consumption of energy by additional vehicle features, the carbon ratio of energy-supply and by increasing the efficiency of the power-supply itself. However, a considerable part of the emission-reduction achievable by measurements concerning the vehicles will be compensated by the increasing traffic expected until 2005. In so far, strategies to reduce the growth of traffic, particularly through a better coordination of single movements and through a displacement upon lower-emission traffics gain an important impact. Thus respectively, the range of future carbon-dioxide-emission is broad:

- Possible seems a maximum reduction of the carbon-dioxide-emission of traffic of about 20 - 25 %, if basic changes of the external conditions lead to an invention of the technological and organizational reduction potentials.
- In contradiction, presuming a careful estimation of the increasing traffic, an increase of carbon-dioxide of about 10 % has to be calculated, if the technological and organizational improvements are utilized to the same extent as in the past.

### INHALT DES HEFTES:

Nutzen des Verkehrs und der verschiedenen Verkehrsmittel Von Prof. Dr. Rainer Willeke, Köln	Seite 137
Verkehrsdatenmix und Zeitcluster - ein Ansatz zur multivariaten Verkehrsanalyse Von Prof. Dr. Klaus-Jürgen Richter, Dresden	Seite 153
Aufbau, Methoden und Ziele der Fahrleistungserhebung 1990 Von Dipl.-Volksw. Günter Zimmermann, Bergisch Gladbach	Seite 169
Verkehrsinfrastrukturpolitik der EG Von Rüdiger Wenk, Brüssel	Seite 180
Forschungsprogramm „Sicherheit in der Gefahrgutbeförderung“ Von der Projektgruppe „Gefahrguttransport“	Seite 189
Buchbesprechung	Seite 198

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