

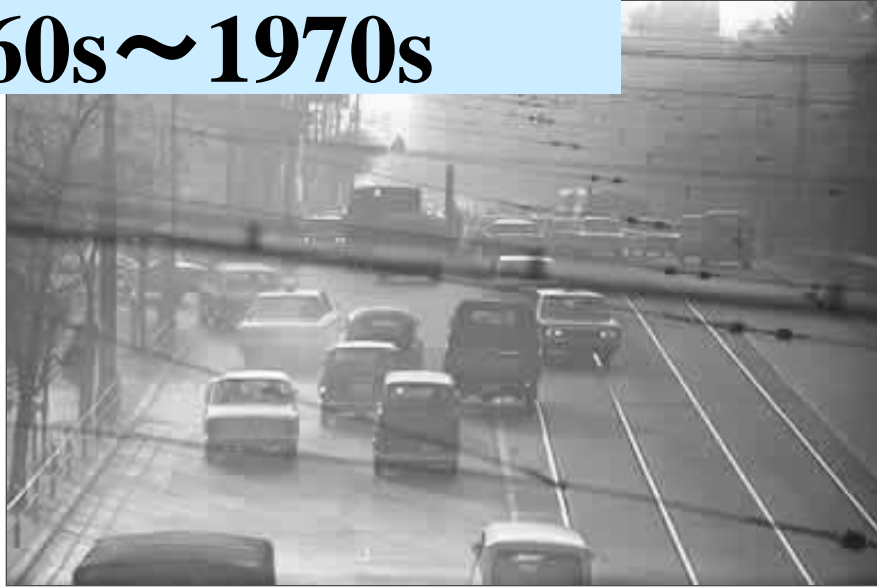
TMG's measures to improve air quality

— Diesel Vehicle Control —

**Bureau of Environment,
Tokyo Metropolitan Government (TMG)**

Tokyo

1960s~1970s

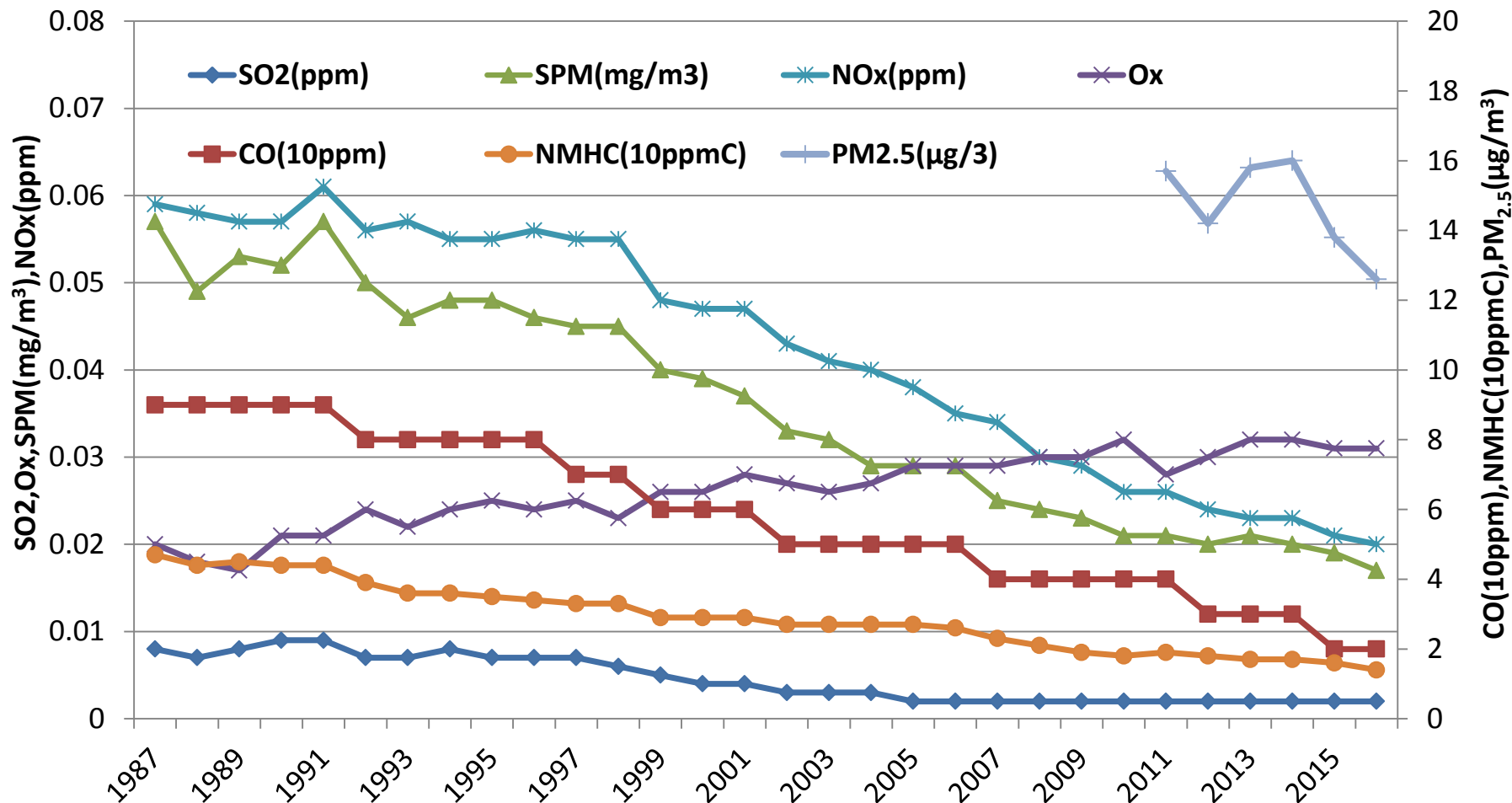


1980s~1990s

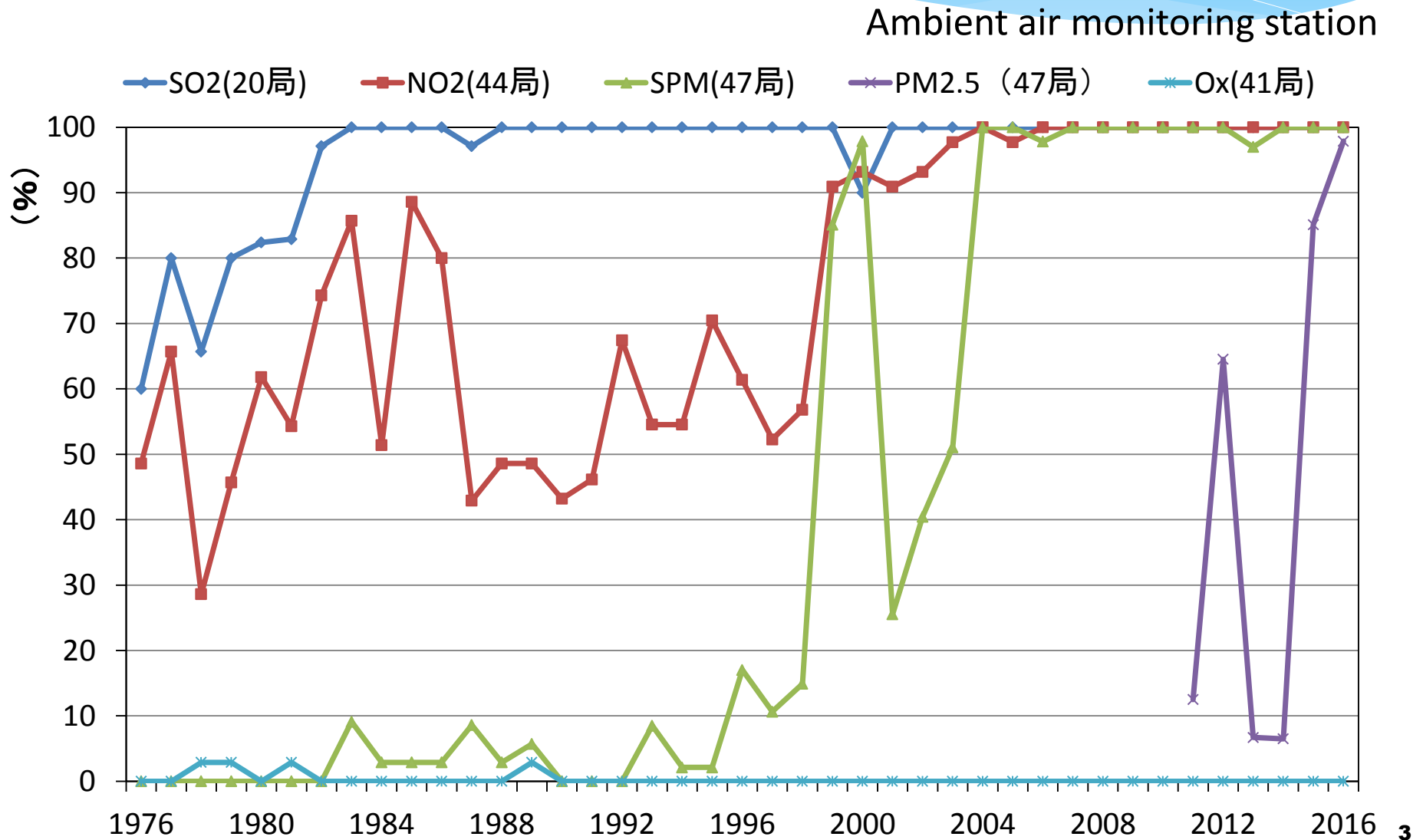


Trends of the Concentration of Air Pollutants

Ambient air monitoring station



Current status of Air Pollutants



The development of measures in Tokyo

1999 Aug.

“NO Diesel Vehicle Campaign” started

2000 Dec.

The Tokyo Metropolitan Ordinance on Environmental Preservation was enacted

2002 Sep.

"Illegal Diesel Vehicle Elimination Campaign" started

2003 Oct.

TMG's diesel vehicle control started
(Three neighboring prefectures also started diesel vehicle control)

2006 Apr.

TMG enhanced diesel vehicle control.

1999 Aug. ~

NO Diesel Vehicle Campaign

call for active discussion on the automobile pollution measure and activities to change the usage of diesel vehicles



- Five proposals to tackle automobile pollution

Ex.) Proposal 1 - Not to use, purchase and sale diesel passenger vehicles in Tokyo

- Set up a forum for discussion

Ex.) public forum with Governor, online debate

- Issue Green paper

Ex.) Documents on health damage caused by diesel vehicles

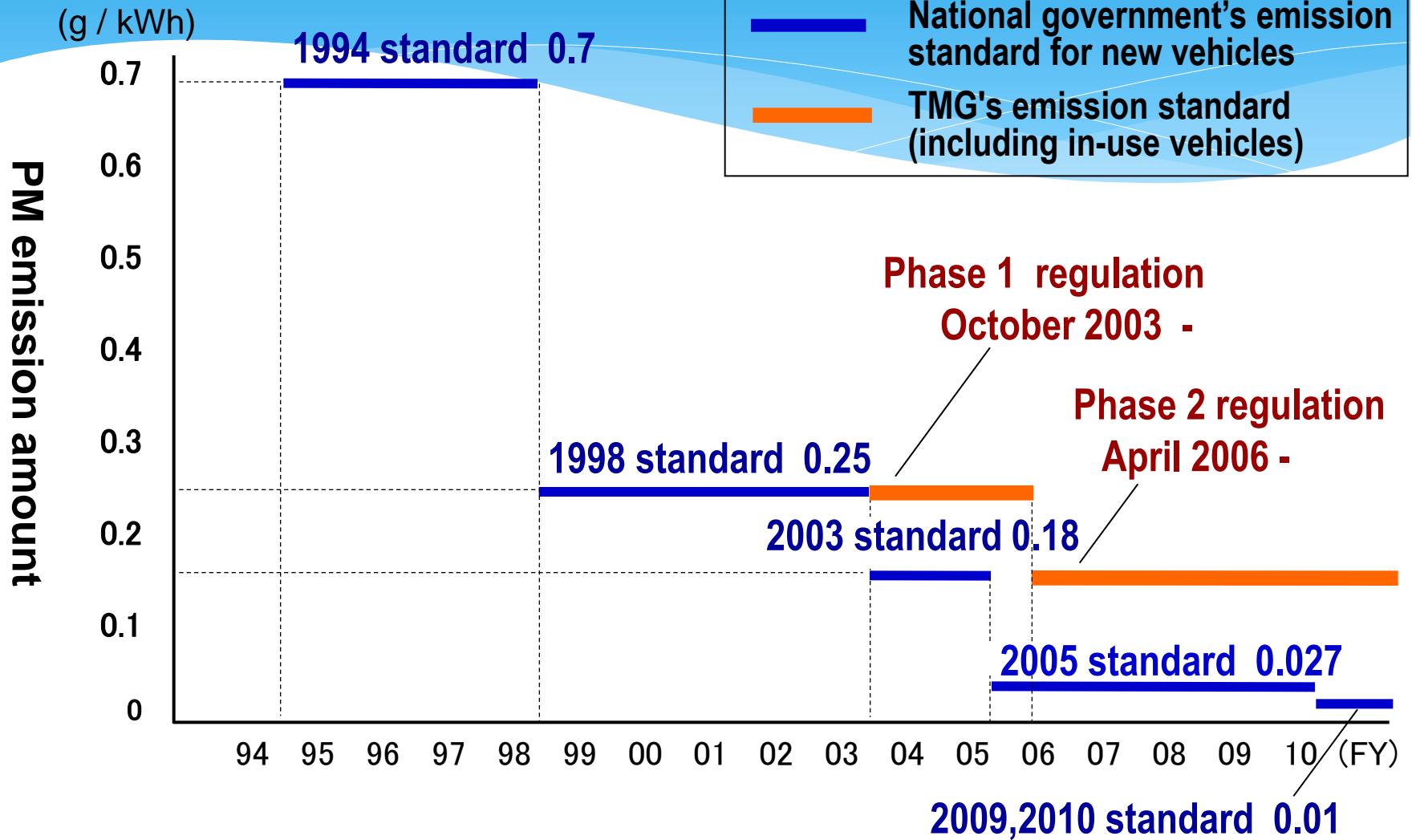
2000 Dec. ~

Ordinance on Environmental Preservation Control diesel vehicle emission gases

starting date	Oct 1, 2003
Target substances	Particulate matter (PM) emitted from diesel vehicles
Target area	Entire area of Tokyo (but not including islands)
Contents of regulations	Diesel vehicles not satisfying the PM emission standard defined by the governor are banned from being driven
Target vehicles	Trucks, buses, special-purpose motor vehicles (such as refrigerator vehicles) * Except for passenger vehicles
Exemption period	Seven years after the initial registration of a new vehicle
Designated device	Vehicles equipped with a PM reduction device designated by the governor (DPF or oxidation catalytic device) are considered to satisfy the standards.
Penalties	The user of a vehicle not complying with the regulations will be given an order not to operate it. In the case of repeating an offence, a fine up to 500,000 yen is imposed.

Emission standard

* 2 ton loading capacity truck
(Gross vehicle weight of 4 tonnes)



2002 Sep. ~

Illegal Diesel Vehicle Elimination Campaign

Encouragement for the business operators who use diesel vehicles and cargo owners to observe the ordinance

- On-site instructions by regulatory officials for business operators who use 20 or more vehicles
(Approximately 3,800)
- Send direct mails to those who have a diesel vehicle in Tokyo
(5.5 million mails in total)
- Individually visit 100 groups of cargo owners in Japan.
- Questionnaire of the regulation compliance status for 2,000 large-sized enterprises in Japan

To achieve the goals in regulations

- 1 Early supply of low sulfur diesel fuels
- 2 Putting into practical use and spreading of PM reduction devices (DPF, oxidation catalysis)
- 3 Cooperation with Tokyo and three neighboring prefectures



Regulations of offending vehicles

Regulations on the street

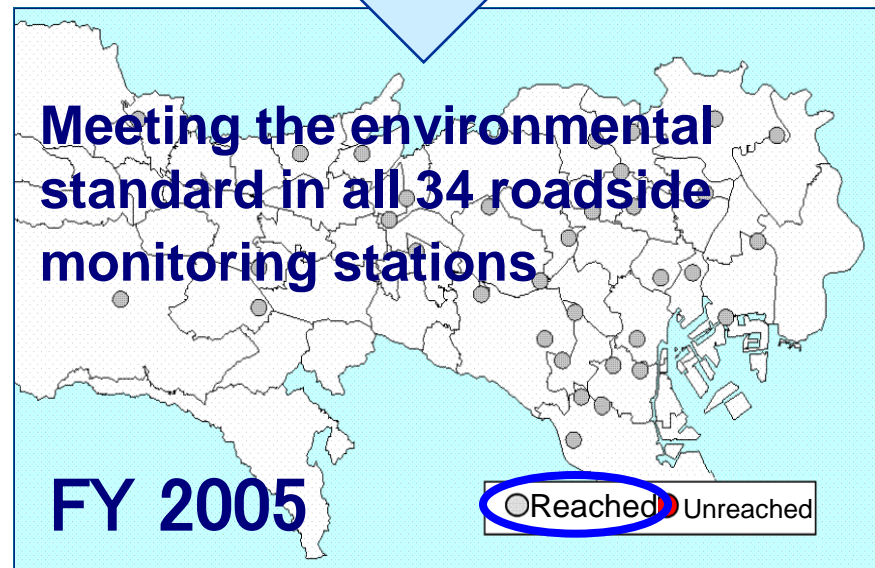
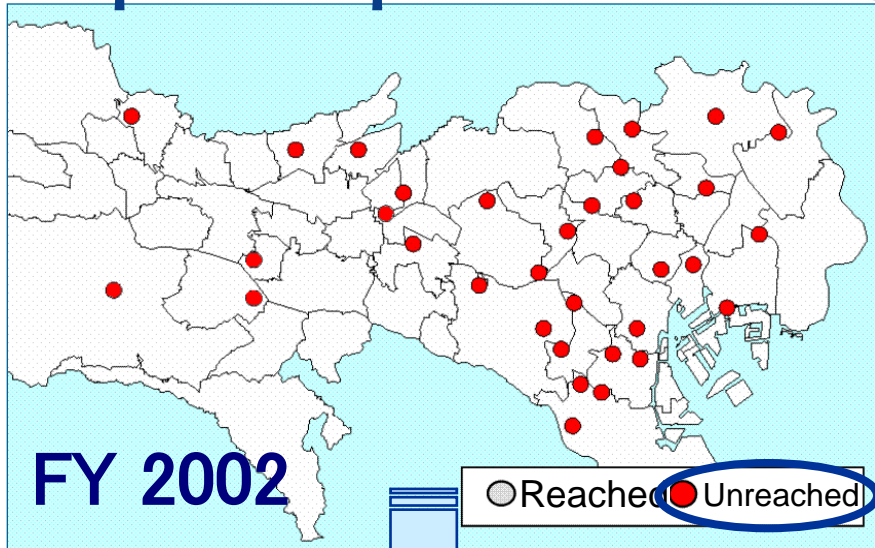


Monitoring camera



Photographing of license plates

Atmospheric concentration of suspended particulate matter (SPM)



Current view of Tokyo

— Mt. Fuji can be seen clearly



Toward a sustainable city

Subsidies for environmental cars

Type of vehicles	Subsidies
EV, PHV,FCV	EV – Up to ¥200,000 PHV – Up to ¥100,000 FCV – Up to ¥1,040,000
EV,PHV taxi	Up to ¥1,000,000
Universal design HV taxi	Up to ¥600,000
FCV, HV bus	FCV – Up to ¥50,000,000 HV – Up to ¥2,500,000
HV truck	Up to ¥164,000
HV garbage truck	Up to ¥195,000

Environmental cars rate obligation

- Target – Companies using more than 200 vehicles in Tokyo
- Obligation – The companies must introduce Low or Zero Emission Vehicles, more than 15% of the total vehicles by 2020



**Thank you for your kind
attention.**