

# Better Air for Berlin



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Senate Department for Health,  
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Design:  
Jan Lengert, ZenonDesign

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## Berlin's Environmental Zone from 2008

What drivers need to know



## The environmental zone

**Dear Berlin citizens,  
dear visitors**

high concentrations of harmful emissions from motor vehicles are a threat to the health of Berlin's inner city inhabitants. That is why vehicles with extremely high emissions of noxious substances will be banned from the inner city from 2008 on. This restriction applies to less than 7% of the total number of 1.2 million motor vehicles currently registered in Berlin. But it helps to significantly reduce the concentration of harmful pollutants, which is an important step on our way to becoming an ecological and healthy metropolis. It is a benefit for all of us.



Katrin Lompscher  
Senator for Health, Environment  
and Consumer Protection



## What is the environmental zone?

The environmental zone is the area within the suburban rail ring. Only vehicles meeting certain exhaust gas standards are allowed within the area. Vehicles with particularly high emission levels have to stay outside.

### Why is an environmental zone necessary?





In the densely populated inner city districts of Berlin the limit values for fine dust (PM 10) and nitrogen dioxide (NO2) are exceeded in many major streets. Street traffic is the largest source of these noxious substances in Berlin, contributing to about 40 % of the fine dust and 80 % of the nitrogen dioxide pollution. Improving health protection for the people living here means reducing traffic-related emissions. This measure helps to reduce the number of people affected by excessive concentrations of noxious substances by one quarter. In addition the improvement also has an effect on residential areas that are not directly located on busy streets.

### What area is covered by the environmental zone?

The environmental zone includes the inner city of Berlin within the suburban rail ring. It is about 88 km<sup>2</sup> of a very densely built-up area with one million residents. Since the suburban rail ring is the boundary of the environmental zone the bridges underneath and above the suburban rail tracks are marked with special traffic signs. The southern part of the city motorway, which is located within the suburban rail ring, does not belong to the environmental zone. It can be used freely, because the motorway ring is also used as a way to bypass the environmental zone. In certain places it is necessary for the zone boundary to deviate from the inner suburban rail ring. So, there are nine streets within the ring

that do not belong to the environmental zone whereas one street outside the inner suburban rail ring is included. You can check maps with exact descriptions of the streets belonging to the environmental zone on the Internet under [www.berlin.de/umweltzone](http://www.berlin.de/umweltzone).



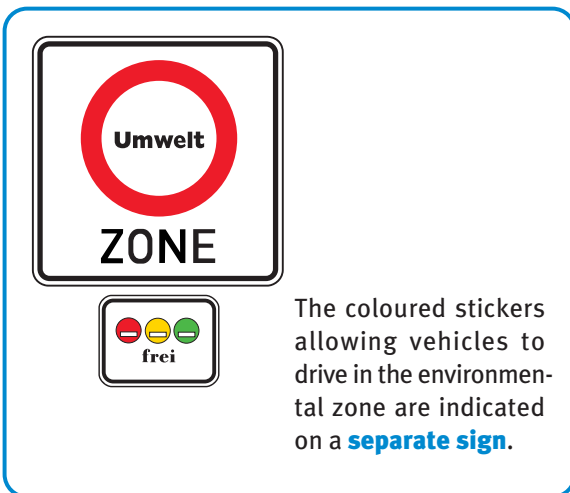
-  **Stage 1 from 1.1. 2008:**  
Vehicles (lorries and passenger cars) must at least meet the requirements of Pollutant Class 2 of the recently adopted national vehicle marking scheme. Therefore, vehicles with red, yellow and green stickers are allowed.
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-  **Stage 2 from 1.1.2010:**  
Only vehicles in Pollutant Class 4 — thus, only vehicles with green stickers — can drive in the zone.



## The traffic sign

### How can I see where the environmental zone begins?

There is a new traffic sign no. 270.1 for the environmental zone in the Road Traffic Regulations. An additional sign specifies the coloured windscreen stickers that entitle vehicles to use the environmental zone from January 1, 2008 onwards.



### When does the environmental zone regulation come into force?

The environmental zone comes into force on **January 1, 2008**. The traffic restrictions of the environmental zone apply permanently, i.e. not only for certain times, in order to reduce the air pollution in Berlin permanently. The driving ban is independent from the current pollution level of the air.

## The windscreen sticker

### What does the Marking Ordinance govern?

The Marking Ordinance issued by the German government governs the use of windscreen stickers to mark vehicles according to their pollutant classes and certain exemptions from driving bans. Thus it creates the preconditions for introducing environmental zones and driving bans depending on vehicle emission levels.

The Marking Ordinance itself does not lay down any environmental zones or driving bans. This may be done by the competent authorities of the federal states if air quality limit values are exceeded and if motor traffic is a major cause. The Ordinance establishes four pollutant classes that apply to passenger cars and trucks.

### How are the pollutant classes defined?

The four pollutant classes follow the Euro standards for vehicles with diesel engines. By retrofitting a diesel particulate filter a vehicle can be upgraded to the next better pollutant class.

For vehicles with petrol engines there are two classes: Pollutant class 1 without a windscreen sticker for vehicles that do not meet the Euro 1 standard, and pollutant class 4 for all vehicles meeting or exceeding the requirements of Euro 1, i. e. vehicles with a closed-loop catalytic converter.

Details may vary due to the complex exhaust gas standards for petrol, and especially for diesel engine vehicles. The classification of a vehicle is done in accordance with the emission key number in the vehicle licence.

## Who may drive in the environmental zone in Berlin?

Sticker	Pollutant group			
	1	2	3	4
Sticker	No Sticker			
Requirement for <b>diesel-driven cars</b>	Euro 1 or worse	Euro 2 or Euro 1 + particle filter	Euro 3 or Euro 2 + particle filter	Euro 4 or Euro 3 + particle filter
Requirement for <b>petrol-driven cars</b>	Without 3-Way catalytic converter			Euro 1 with regulated catalytic converter or better

Space for registration number

Stage 1 beginning on Jan. 1, 2008:

Vehicles (trucks and passenger cars) have to meet or exceed the requirements of pollutant class 2. So vehicles with a red, yellow or green windscreen sticker may enter the zone.

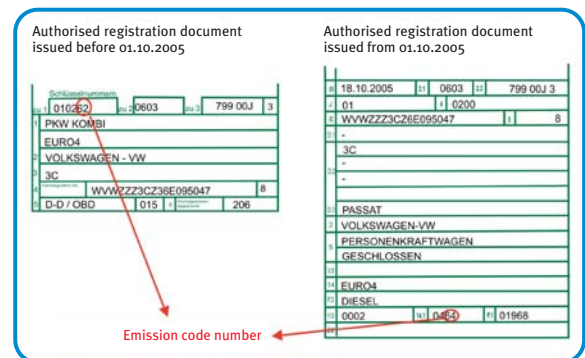
Stage 2 beginning on Jan. 1, 2010:

Only vehicles of pollutant class 4, i.e. those with a green sticker are allowed.

## What pollutant class does my vehicle meet?

Vehicles registered in Germany get a sticker based on the emission key number in the vehicle licence and on a potential certificate regarding a diesel particulate filter retrofit.

## Where can I find the key number in my German vehicle licence?



## Allocation of key numbers and particulate reduction categories to stickers

Stickers	Petrol engine		Diesel engine			
	Passenger cars	Lorries/buses (goods vehicles)	Passenger cars with a retro-fitted filter	Passenger cars without a retro-fitted filter	Lorries/buses (goods vehicles)	Lorries/buses with a retro-fitted filter
				25 to 29, 35, 41, 71	20, 21, 22, 33, 43, 53, 60, 61	category PMK 01: 40-42, 50-52 category PMK 0: 10-12, 30-32
			Level PM 1*: 14, 16, 18, 21, 22, 25 to 29, 34, 35, 40, 41, 71, 77	30, 31, 36, 37, 42, 44 to 52, 72	34, 44, 54, 70, 71	category PMK 0: 43, 53 category PMK 1: 10-12, 20-22, 30-32, 33, 40-43, 50-53, 60, 61
	01, 02, 14, 16, 18 to 70; 71 to 75, 77	30 to 55, 60, 61	Level PM 1*: 49 to 52; Level PM 2*: 30, 31, 36, 37, 42, 44 to 48, 67 to 70; Level PM 3*: 32, 33, 38, 39, 43, 53 to 66 and Level PM 4*	32, 33, 38, 39, 43, 53 to 70, 73 to 75	35, 45, 55, 80, 81, 83, 84, 90, 91	category PMK 1: 44, 54 category PMK 2: 10-12, 20-22, 30-33, 34, 40-44, 45, 50-54, 55, 60, 61, 70, 71 category PMK 3: 33, 34, 35, 43-45, 53-55, 60, 61 category PMK 4: 33, 34, 35, 43, 44, 45, 53, 54, 55, 60, 61

\* PM 1 through 4 correspond to the particulate reduction levels 1 through 4

## Explanations on the particulate reduction category:

The German Road Traffic Approval Order (StVZO) sets out the technical requirements to be met by any retrofit kit for particle filters. It also defines particulate reduction categories PM1-4 (for cars) and PMK0-4 (for

lorries/buses), which a filter system needs to meet in order for the vehicle to attain a better pollutant class and the corresponding sticker. The following particulate reduction categories exist for diesel passenger cars:

- **PM 0 and PM 01** is designed for diesel engine passenger cars meeting the Euro 1 standard. After the diesel particulate filter retrofit these vehicles have to meet the emission standard for Euro 2 diesel engine passenger cars, which is 0.1 g of particulate matter per km. Some heavier cars can also attain the particle limit value of Euro 3.
- **PM 1** is designed for diesel engine passenger cars meeting the standards Euro 1 and Euro 2. After the diesel particulate filter retrofit these vehicles have to meet the emission standard for Euro 3 diesel engine passenger cars, which is 0.05 g of particulate matter per km.
- **PM 2** is designed for diesel engine passenger cars meeting the Euro 3 standard. After the diesel particulate filter retrofit these vehicles have to meet the emission standard for Euro 4 diesel engine passenger cars, which is 0.025 g of particulate matter per km.
- **PM 3** is designed for retrofits of diesel engine passenger cars meeting the Euro 4 standard that have not been prepared by the manufacturer. According to the Euro 4 standard they simply meet the limit value of 0.025 g of particulate matter per km. By retrofitting these vehicles with a diesel particulate filter emissions need to attain the limit value of 0.0125 g of particulate matter per km.
- **PM 4** is designed to achieve the PM limit value of 0.005 g/km which is envisaged for the future Euro 5 standard. This class was created for retrofits of Euro 4 diesel engine passenger cars which are already in use and which have been prepared accordingly by the manufacturer.
- **PM 5** applies to Euro 3 and Euro 4 diesel engine passenger cars that already meet the PM limit value of 0.005 g of particulate matter per km as prescribed under the future standard Euro 5. These vehicles also get the green windscreen sticker.

For lorries and buses the following particulate reduction categories apply:

- **PMK 01 and PMK 0** is generally designed for a retrofit of vehicles meeting the Euro I standard. When retrofitting these vehicles the particle emission limit value of the Euro II standard for goods vehicles needs to be attained.
- **PMK 1** is designed for a retrofit of vehicles meeting the Euro I or Euro II standard. When retrofitting these vehicles the particle emission limit value of the Euro III standard needs to be attained.
- **PMK 2** is designed for a retrofit of vehicles meeting the Euro I, II or Euro III standard. When retrofitting these vehicles the particle emission limit value of the Euro IV standard needs to be attained.
- **PMK 3 and PMK 4** is designed for a retrofit of light goods vehicles. The emission criteria correspond to the PM 3 and PM 4 reduction category for passenger cars.

#### **Special case: vehicles with a closed-loop catalytic converter before Euro 1:**

According to the initial version of the Marking Ordinance petrol engine vehicles with key numbers 01, 02 and 77 (with retrofit kit) could not get a sticker. However, the emissions of such vehicles are not higher than those of Euro 1 vehicles with a green sticker. On the urging of Berlin and other federal states Ordinance has now been amended. So, all vehicles with a first generation catalytic converter (Annex XXIII of the Road Traffic Approval Order/StVZO) with emission key numbers 01, 02 and 77 will now also get a green sticker. The same applies to vehicles registered abroad upon evidence that they meet the same exhaust gas standards.

## How are foreign vehicles allocated to pollutant classes?

§ 6 of the Marking Ordinance explicitly describes, how to identify the emission class and the respective sticker colour for foreign vehicles. If the vehicle documents show under which European exhaust gas standard the vehicle was registered in a European country the vehicle can be classified according to Annex 2 of the Marking Ordinance. Otherwise the allocation is based on the year when the vehicle was first registered. Vehicles can be upgraded to a better pollutant class if the retrofit system meets the requirements of the Road Traffic Approval Order/StVZO. The following table provides an overview how, according to the Marking Ordinance, emission classes can be identified on the basis of the date of entry into service of foreign vehicles

Emission Standard	pollutant class	Passenger car period of entry into service	Duty vehicles period of entry into service	Sticker
<b>Diesel</b>				
Euro 1	1	before 01.01.1997	before 01.10.1996	none
Euro 2	2	from 01.01.1997 till 31.12.2000	from 01.10.1996 till 30.09.2001	red
Euro 3	3	from 01.01.2001 till 31.12.2005	from 01.10.2001 till 30.09.2006	yellow
Euro 4	4	from 01.01.2006	from 01.10.2006	green
<b>gasoline vehicle</b>				
before Euro 1 (without G-kat)	1	before 01.01.1993		none
Euro 1 and better	4	from 01.01.1993		green

## Where can I get the windscreen sticker?

Stickers are issued by the vehicle registration authority (Landesamt für Bürger und Ordnungsangelegenheiten –LABO, Internet: [www.berlin.de/labo/kfz/dienststelle/index.html](http://www.berlin.de/labo/kfz/dienststelle/index.html)), by the exhaust gas test organisations such as TÜV, DEKRA, GTÜ and by about 800 authorised garages in Berlin. The Senate Department for Health, Environment

and Consumer Protection offers an interactive service on the web ([www.berlin.de/umweltzone](http://www.berlin.de/umweltzone)). You can easily retrieve all streets within the environment zone and the location, address and phone numbers of the all organisation issuing the stickers in Berlin.

For vehicles registered in Germany the vehicle registration authority offers to order the stickers online at <http://www.berlin.de/rubrik/buergerservice/>. What is needed, is the vehicle registration number and a bank transfer of a surcharge of 6 Euro. Then the sticker will be sent by mail.

However, since the Marking Ordinance applies nation-wide all visitors can also obtain the sticker from the issuing organisations everywhere in Germany. Visitors from abroad can order a sticker through their hotel. Stickers can also be ordered by email at the vehicle registration authority ([kfz-zulassung@labo.verwalt-berlin.de](mailto:kfz-zulassung@labo.verwalt-berlin.de)) Please attach a (scanned) copy of your vehicle registration and/or any official document showing the date of entry into service and the type of the vehicle (diesel/petrol, car/truck). Many hotels in Berlin offer to order the stickers on behalf of their guests, if they receive the requisite documents in advance.

## Is my sticker only valid in Berlin?

The stickers are valid all over Germany in any environmental zone. An overview of other environmental zones planned in Germany is available on the website of the Federal Environment Agency / Umweltbundesamt (UBA) at [www.env-it.de/luftdaten/download/public/html/Umweltzonen/index.htm](http://www.env-it.de/luftdaten/download/public/html/Umweltzonen/index.htm)

### **Is the validity period of the sticker limited?**

The validity period of the sticker is not limited. However, you need a new sticker if you re-register your vehicle and the registration number changes. The registration number entered on the sticker must match the vehicle's registration plate.

### **How much is the sticker?**

The sticker costs of 5 Euro cover the production price and the administrative. Such a sticker is a document like a passport or a driving licence for which a fee is also charged. The fee stipulated in Berlin is only binding for the public vehicle registration authority. Other private issuing organisations (TÜV, DEKRA and exhaust gas test garages) are free in their pricing.

### **What happens if I drive in the environmental zone without a sticker or without a special exemption?**

Driving in the environmental zone without a sticker or without a special exemption costs a Euro 40 fine.

### **Where can I obtain information about cleaner vehicles and possibilities for a retrofit with a particle filter**

Berlin's energy agency, sponsored by the Senate Department for Health, Environment and Consumer Protection, provides information and advice on the purchase of cleaner vehicles (see [www.sauberer-fuhrpark.de](http://www.sauberer-fuhrpark.de) for details). The German motorist club VCD (Verkehrsclub Deutschland) publishes similar information in German on e.g. cleaner cargo vans and light commercial vehicles on its website [www.vcd.org](http://www.vcd.org) or at [www.besser-autokaufen.de](http://www.besser-autokaufen.de).

Retrofit with a particle filter could be economically viable, depending on the age of the vehicle. One needs to distinguish between regulated filter systems with an efficiency of more than 90% and unregulated filter retrofit kits, which only attain a removal rate of between 30 and 50%. Filter manufacturers already offer retrofit kits for most car models and many types of light goods vehicles. Information in German on retrofit solutions available for each vehicle type and model can be found, for example, at [www.feinstaubplakette.de](http://www.feinstaubplakette.de) or [www.gtue.de](http://www.gtue.de). In any case, we recommend to contact your vehicle manufacturer who knows about the retrofit kit suppliers for the various vehicle categories.

### **Is there any tax subsidy for retrofitting a diesel particulate filter?**

Cars registered in Germany can benefit from a tax subsidy of Euro 330 for retrofitting a diesel passenger car with a particulate filter. The retrofit has to be made between Jan. 1, 2006 and Dec. 31, 2009. The subsidy is only granted for retrofitting older vehicles that were first registered before Jan.1, 2006. Diesel engine vehicles without a diesel particulate filter have to pay a tax surcharge between April 1, 2007 and March 31, 2011. The surcharge is Euro 1.20 per 100 cubic centimetres of engine displacement.

### **Will an inner city toll be introduced along with the environmental zone?**

Along with the environmental zone Berlin will not introduce a city toll like the one London has introduced in 2003. In Berlin the cost of the sticker is paid once at the sticker issuing organisation. The sticker then has unlimited validity for the according vehicle with the specified registration number.





## Environmental zone

### Questions on general exemptions from the driving ban

#### What general exemptions from the driving ban are foreseen by the Marking Ordinance?

According to Annex 3 of the Marking Ordinance the following vehicles may enter the environmental zone **without** a sticker:

1. mobile machinery and equipment;
2. work machines;
3. agricultural and forestry tractors;
4. two- and three-wheeled motor vehicles incl. »quads«;
5. ambulance cars, doctor's cars with the mark »Arzt Notfalleinsatz« (doctor in emergency service);
6. motor vehicles driven by, or carrying persons with serious mobility impairments, helpless or blind persons who have a severe disablement document marked with disability codes »aG«, »H« or »Bl«;
7. vehicles that may use special priority privileges under § 35 StVO, such as police, fire brigade, disaster relief or refuse collection vehicles;
8. Bundeswehr and NATO vehicles.
9. Vintage cars older than 30 years with a »H« in the registration number or with a red number plate (prefix 07) for historical vehicles. Foreign vehicles need to comply with the corresponding conditions.

In cases of special hardship owners of vehicles that are banned from the environmental zone under the Marking Ordinance can apply for a special exemption. In March 2007 the Senate of Berlin has adopted the principles to be used by the senate departments for urban development and for health, environment and consumer protection in drafting the guidelines and details for uniform application of individual exemptions from the driving ban.



## Environmental zone

### Questions on individual exemptions from the driving ban in cases of hardship

#### Are the costs of retrofitting an old vehicle reasonable?

The driving ban in the environmental zone generally affects petrol engine passenger cars without a closed-loop catalytic converter or old diesel engine passenger cars. The vehicle owner's costs of adapting the vehicle to the criteria of the environmental zone are limited and therefore generally acceptable. Today there are used cars with a petrol engine and a closed-loop catalytic converter that emit only little nitrogen oxide and almost no particulate matter. Furthermore it is possible to upgrade many older Euro 1 diesel engine vehicles so that they meet the Euro 2 standard. Thus they can get the red sticker and drive in the environmental zone until the end of 2009. After the upgrade the vehicle tax is reduced by 100 Euro or more per year, depending on the engine displacement. And in many cases there are other mobility alternatives such as local public transport.

#### The retrofit or delivery of my new vehicle is delayed – what can I do?

You have already made a retrofit appointment with your garage or you have ordered a new vehicle, but it will not be in place before Jan.1, 2008? Then you can apply for an exemption up to the installation or delivery date.

### **I need my old vehicle – what are the conditions for getting an exemption?**

Every exemption granted for vehicles with a high emission level reduces the benefit of the environmental zone. That is why exemptions should only be granted upon careful examination of any cases of hardship and should usually be valid for a maximum of 18 months.

Since fairly old vehicles (usually older than 10 years) are affected by stage 1 of the environmental zone it makes sense to replace them by another vehicle in the long run if there is no retrofit option. The replacement may also be a second hand vehicle that meets the exhaust gas criteria. In the event of this being impossible an application for an exemption can be made.

All of the following conditions must apply at the same time if an exemption is to be granted:

- The vehicle was first registered to the applicant before March 1, 2007, i. e. before the Marking Ordinance came into force (not applicable to vintage cars).
- It is impossible to retrofit a vehicle with a commercially available kit so that it meets the requirements of the emission class. Retrofit is usually preferable over an exemption.
- Replacing the vehicle by a suitable vehicle would threaten the survival of the owner's business.
- It is absolutely necessary to use the vehicle in the environmental zone. This can be the case if the owner cannot use local public transport because of a serious disability or because of unfavourable working hours, or if the vehicle is indispensable for business reasons.

### **What exemptions are possible for private use of a vehicle?**

For private vehicle use a very stringent yardstick has to be applied in weighing the necessary protection of the population from unhealthy air pollution on the one hand against the individual interest of the according driver on the other hand. That is why individual exemptions for private driving can basically only be granted for the following three categories:

#### **What applies to seriously disabled persons?**

Persons with a disablement document with the disability codes aG, H, or BI are covered by the general exemption rules of the national Marking Ordinance. The vehicle which they drive or which carries them does not need a windscreen sticker. The disablement document or EU disablement parking card provides sufficient evidence. An exemption is not needed.

Persons with a disablement document with disability code »G« or with an EU parking card for equally disabled persons can apply for an exemption if they meet the conditions mentioned above (cf. page 18).

#### **Are there any exemptions for work commuters?**

Within the environmental zone Berlin has an excellent local public transport system that makes every place within the environmental zone easily accessible. Exemptions can only be granted to work commuters if they meet the conditions mentioned above (cf. page 18) and if they work at unfavourable hours, which means: starting before 6 am or finishing after midnight so that no sufficient local public transport is available, or if health reasons prevent them from using local public transport.

### Are vintage cars banned from the environmental zone altogether?

Vintage cars are vehicles that are at least 30 years old and have an "H" historic registration number or a red vintage car registration number plate. Due to a nation-wide exemption for such vehicles added as an amendment to the Marking Ordinance. Such vintage cars can freely move within the environment zone

No exemptions are foreseen inter alia for private driving in order to nurse family members, for guests in the environmental zone, owners of small gardens within the environmental zone, visitors of evening schools, private transportation of children, shopping, diplomat cars or camper vans.

### What exemptions are possible for commercial traffic and for company cars?

Vehicles in commercial traffic may fall into a variety of categories, such as passenger cars, light commercial vehicles, e. g. delivery vans, or heavy commercial vehicles, e. g. trucks. Most of these vehicles have diesel engines, and in older models they emit large quantities of particulate matter and nitrogen oxides.

Exemptions are designed to avoid cases of hardship that threaten the survival of businesses by the driving ban in the environmental zone. Three categories of cases – special vehicles, vehicle fleets, and cases of hardship – can be distinguished for commercial traffic.

### Special vehicles in commercial traffic

Enterprises may obtain an exemption if they have to use vehicles with special properties, equipment or installations for which there is no retrofit solution. Such special vehicles are characterised by high purchase costs in comparison with serial vehicles of a similar size, low ongoing mileage or a special business idea. They include, e. g.:

- heavy load transporters;
- tractors of fairground showpeople;
- vehicles used as workplaces with costly fixed installations, such as special mobile shop vans for the weekly market;
- »London Cabs« or »Trabi« cars for wedding or city tours.

This category does not include vehicles with higher ongoing mileage that are mainly used for delivery, such as refrigerator vehicles.

Exemptions granted for such vehicles are combined with the obligation to minimise noxious emissions as far as commercially available technology allows it. For example, there is an open-loop catalytic converter for Trabi cars. It is not sufficient for getting a sticker but it reduces noxious emissions significantly.

### Vehicle fleets

Retrofitting or replacing many vehicles at once presents a major challenge to a company and may be more than a company can financially do. So companies with more than four vehicles may use a quota regulation if a certain share of all vehicles of the company (passenger cars and trucks) meets the criteria for the green sticker. For the fleet rules there is no check regarding the availability of retrofit solutions or regarding the threat to the survival of the business. The exemptions granted for a limited period are designed to allow the companies time to adjust

their vehicle fleets to the requirements of stage 4 (green sticker) of the environmental zone right away.

The number of possible exemptions depends on the share of clean vehicles within the fleet.

Share of vehicles with very low emission levels (green sticker) within the total fleet in %	Share of vehicles with high emission levels (Euro 1 and worse) for which an exemption can be granted as a percentage of the total number of vehicles with high emission levels (Euro 1 and worse) in the fleet, in %
under 20	0
20,0 – 29,9	10
30,0 – 39,9	25
40,0 – 49,9	40
50,0 – 59,9	55
60,0 – 69,9	80
70 100 and more	

Example: A fleet of 10 vehicles has 3 vehicles (= 30 %) with very low emission levels that get the green sticker. 4 vehicles with high emission levels get no sticker at all. So 25 %, i.e. one vehicle out of the number of 4 vehicles with high emission levels can get an exemption from the driving ban in the environmental zone. The remaining 3 vehicles with high emission levels have to be retrofitted or replaced by vehicles with lower emission levels.

### Exemptions granted in cases of hardship

Exemptions can also be granted to avoid cases of hardship, i. e. cases where the driving ban would threaten the survival of the business. Such an exemption can be granted for a maximum of 18 months. That allows the enterprise a longer transition period for purchasing suitable vehicles.

For such an exemption the enterprise must meet the above basic conditions and additionally give reasons why the enterprise needs to use the vehicle in the environmental zone and why there is an overwhel-

ming and urgent private or public interest in an individual exemption from the driving ban. The latter is assumed for companies registered in the environmental zone before March 1, 2007 and for delivery traffic going into the environmental zone.

Such an interest cannot be assumed for taxis, vehicles of health and nursing services and emergency services (e. g. emergency lift technicians, locksmith services, animal emergency services), public authority vehicles and local public transport vehicles. Such vehicles are not covered by the rules on cases of hardship.

### What is the validity period of the exemption?

In most cases an exemption is granted for a certain period that cannot be extended. The following chart provides an overview:

CASE GROUPS	MAXIMUM PERIOD
<b>general</b> in the event of a delay of the retrofit or replacement delivery	up to the expected moment of the retrofit installation or purchase of replacement, maximum 18 months
<b>private driving</b> seriously disabled persons with a disablement document and code "G" or with an EU parking card for equally disabled persons	18 months, or up to the expiry date of the disablement document, whichever is shorter
work commuters	maximum 18 months
<b>commercial traffic</b> special vehicles: special vehicles for tourist use	18 months, extension possible if the situation does not change
special vehicles: heavy loadtransporters, tractors of fairground showpersons, vehicles with fixed equipment or installations used as workplaces	until a retrofit installation is possible, maximum 3 years
vehicle fleets	maximum 18 months
cases of hardship	maximum 18 months

## Who can apply for an exemption?

Only the registered vehicle keeper can make an application. It is not necessary to have a place of residence or a business seat in the environmental zone. Persons with a place of residence or a business seat outside the environmental zone or outside Berlin can also obtain an exemption.

## Where do I make the application?

The exemptions are granted by the road traffic authority in the districts within the environmental zone. These are the following districts (Bezirk):

### Charlottenburg-Wilmersdorf

Bezirksamt Charlottenburg-Wilmersdorf von Berlin · Umweltamt, Straßenverkehrsbehörde  
Fehrbelliner Platz 4 · 10707 Berlin · Tel.: 9029 - 14545

### Friedrichshain-Kreuzberg

Bezirksamt Friedrichshain-Kreuzberg von Berlin  
Wirtschafts- und Ordnungsamt, Straßenverkehrsbehörde  
Yorckstraße 4-11 · 10965 Berlin · ph.: 9029 - 82249/52/53

### Lichtenberg

Bezirksamt Lichtenberg von Berlin · Amt für Bauen und Verkehr  
Magdalenenstraße 19 · 10365 Berlin · ph.: 9029 - 66411/12/13/15

### Mitte

Bezirksamt Mitte von Berlin · Straßen- und Grünflächenamt  
Müllerstraße 146/147 · 13353 Berlin · ph.: 2009 - 42810/11/12

### Neukölln

Bezirksamt Neukölln von Berlin · Tiefbauamt, Straßenverkehrsbehörde  
Karl-Marx-Straße 83 · 12040 Berlin · ph.: 6809 - 2779 · ph.: 6809 - 4451 to 59

### Pankow

Bezirksamt Pankow von Berlin · Tiefbauamt, Straßenverkehrsbehörde, Tief 5,  
Darßer Straße 203 · 13088 Berlin · ph.: 90295 - 8502 to 07 · ph.: 90295 - 8511 to 18

### Tempelhof-Schöneberg

Bezirksamt Tempelhof-Schöneberg von Berlin · Straßenverkehrsbehörde  
Tempelhofer Damm 165 · 12099 Berlin · ph.: 7560 - 3060 to 65 (for businesses)  
ph.: 7560 - 3069/71/72 (for non-businesses)

### Treptow-Köpenick

Bezirksamt Treptow-Köpenick von Berlin · Tiefbauamt, Straßenverkehrsbehörde  
Dahmestraße 33 · 12526 Berlin · ph.: 6172 - 5525/34/81/92

Berlin citizens can file their application in their home district (for enterprises: the district where the business seat is). If it is outside the environmental zone the application is forwarded to a competent district administration. Applicants from outside Berlin may address any district (Bezirk) of their choice within the environmental zone.

## What documents to I have to provide?

The application must be made on the dedicated application forms that are available from the competent district administrations from September 2007 onwards or can be downloaded from the Internet under [www.berlin.de/umweltzone](http://www.berlin.de/umweltzone). Depending on your reasons for the exemption you have to submit various documents (originals or legible photocopies) to make your reasons for the application for an exemption clear. Further details are described in the instruction leaflets for the application forms.

In every case you need the vehicle registration document, part 1 ("Fahrzeugschein") of the vehicle. In addition it is usually necessary (except for vintage vehicles and fleets) to submit a garage statement that a retrofit is not possible. That is because a statement on the retrofit options requires technical knowledge on vehicle details that is not always evident from the vehicle documents and that can only be provided by a garage.

## What fee will I have to pay for an individual exemption?

The fee depends on the administrative effort and the economic benefit. The economic benefit is generated when the owner does not have to pay for a retrofit or can postpone the replacement purchase. Thus the fee also depends on the type of vehicle, its use (private or commercial) and on the period for which the exemption is granted. The competent district administration offices provide information on the expected fee.

## Umweltzone – ist das alles?

The environmental zone is the centrepiece of the Clean Air and Action Plan in Berlin, but this alone is not enough to meet the limit values for fine particles and nitrogen dioxide.

Therefore, additional measures have been and will be implemented across the whole of Berlin, e.g.:

- promoting non-motorised traffic and public transport
- modernising the bus fleet of the Berliner Verkehrsbetriebe (diesel particle filters, natural gas buses)
- high environmental standards when purchasing municipal vehicles
- promoting clean natural gas vehicles
- traffic-managing and traffic-controlling measures
- 30 km speed limit on selected main roads
- a lorry transit ban on Silbersteinstraße
- measures to prevent dust emissions from building sites
- high environmental standards for new solid fuel heating systems (e.g. pellet heating boilers)
- political commitment to stricter emission standards Europe-wide

## Where can I obtain information on this subject?

More information (in German) is available on our website [www.berlin.de/umweltzone](http://www.berlin.de/umweltzone)

You may also send your questions on the environmental zone by email to [umweltzone@senguv.verwalt-berlin.de](mailto:umweltzone@senguv.verwalt-berlin.de)

General information on how to maintaining clean air is published on the internet at:

[www.berlin.de/sen/umwelt/luftqualitaet/](http://www.berlin.de/sen/umwelt/luftqualitaet/)

Here you can find inter alia:

- real-time information on the air quality
- the Clean Air and Action Plan as a download
- information on air quality over the last few years
- the air pollution index of all main roads in the environment atlas