

EXECUTIVE BODY FOR THE CONVENTION ON
LONG-RANGE TRANSBOUNDARY AIR POLLUTION

THE 2000 REVIEW ON STRATEGIES AND POLICIES
FOR AIR POLLUTION ABATEMENT

VOLUNTARY MEASURES AND AGREEMENTS
REPLIES TO QUESTION 63 OF THE 2000 QUESTIONNAIRE

Prepared by the secretariat from submissions by the Parties

Introduction

1. This document is the basis for part of the 2000 Review of Policies and Strategies requested by the Executive Body at its seventeenth session in December 1999. It provides the answers as received from Parties in response to the questionnaire circulated in January 2000. It is in English only, non-English submissions were passed to the UN translation services, and are incorporated as translated. Answers have been reformatted for the document but have been subjected to minimal editing. Indication is given where responses have been altered, e.g. moved where an answer appears to be for a different question.
2. The document is intended as a reference for the summary to be found in the 2000 Review of Strategies and Policies (EB.AIR/2000/1/Add.3) and will be provided to the Executive Body, the Implementation Committee and will be made available on the Executive Body document Web site. The document is one section of the questionnaire.
3. This section summarizes the answers received to question 63 of the questionnaire. The question in this section is of a general nature and optional. Its purpose is to provide further information that will enable the secretariat to analyse the current situation regarding air pollution abatement in the region, and provide information that the Executive Body would like the Parties to the Convention to share to identify air pollution abatement. Parties may wish to recall that under article 4 of the Convention they have committed to exchanging information on their policies aimed at abating air pollution.
4. **Q.63 If applicable, briefly describe relevant voluntary measures and agreements used in your country to further reduce the air pollution from substances covered by the Convention and its protocols.**
5. **Austria.** A voluntary agreement with the Austrian Association of Electric Utilities had been concluded 1994 for the promotion of electricity from renewable sources. It fixed improved compensation for the supply of electricity from biomass, biogas, wind and solar energy sources to the public grid (see Q.19). A pilot project for reduced volatility of petrol during the summer month was based on a voluntary agreement with industry; the same reduction is now stipulated by directive 1998/70/EC. Moreover, a voluntary agreement was concluded about the maximum benzene content in petrol; it has been superseded by the requirements of directive 1998/70/EC

6. **Belgium.** See Q2 and Q18 for the sectoral agreement with electricity producers and the Wallon sectoral agreement with glass manufacturers

7. **Canada.** The following Memoranda of Understanding are in place in the transportation sector:

(a) Environment Canada has signed a Memorandum of Understanding (MOU) with the recreational marine engine sector. Under this MOU manufacturers have voluntarily agreed to supply cleaner engines to the Canadian market beginning with the 2000-2001 model year. These engines are certified to U.S. federal emissions standards for outboard engines;

(b) In 1992, the Canadian Vehicle Manufacturers Association, the Ontario Government and Environment Canada joined together to launch a major pollution prevention initiative for 28 Canadian assembly and parts manufacturing plants. Key environmental teams set to work designing pollution prevention plans aimed at reducing and/or eliminating the use, generation and release of 65 targeted substances. With six years of implementation, those plans have realized major gains in overall environmental performance in areas as varied as waste reduction, recycling, re-use, and the elimination of targeted substances. The Automotive Pollution Prevention Memorandum of Understanding was renewed by the three major partners in 1999;

(c) In 1995, Environment Canada negotiated an MOU with the Railway Association of Canada to voluntarily cap NO_x emissions at 115,000 tonnes per annum, approximately 9% of all NO_x emissions in the Transportation Sector.

8. The following Memoranda of Understanding are specifically aimed at reducing VOC emissions:

(a) A MOU with the automotive OEM (original equipment manufacturers) and the Province of Ontario is in place to implement performance standards for VOC reduction consistent with the guidelines, codes of practice and standards identified earlier for the automotive OEM;

(b) A MOU with the Canadian Paints and Coatings Association is in place to document the reduction of VOC contents in consumer paints;

(c) A MOU is under development with the Canadian Chemical Producers Association to reduce VOC emissions by 25% from 1997 to 2002 from member companies.

9. **Cyprus.** The Cyprus Standards and Quality Control Organisation promotes the use of voluntary measures such as ISO schemes on Quality Assurance and Environmental Quality. Until now two industrial companies have been licensed under the ISO 14000 scheme and more are now working on the issue in order to be licensed. Many more companies have already been licensed according to the ISO 9000 scheme.

10. **Czech Republic.** The following voluntary instruments exist for further decrease of pollution of the air and other components of the environment in CR:

(a) Ecolabelling (adopted through Resolution of the Government of CR No. 157 of April 7, 1993);

(b) the National EMAS Program (adopted through Resolution of the Government of CR No. 466 of July 1, 1998);

(c) the National Cleaner Production Program (adopted through Resolution of the Government of CR No. 164 of February 9, 2000);

(d) Voluntary agreements:

- (i) Between the Ministry of the Environment and the Czech Association of Producers of Soaps, Cleaning Preparations and Detergents for gradual decreasing of the environmental impact of detergents;
- (ii) Between the Ministry of the Environment and the Czech Industrial Association for Packaging and the Environment, based on the need to form a system of providing for the collection of used packaging with the purpose of utilization and to ensure gradual fulfilling of the targets of re-use of packaging waste as required by Directive 94/62/EC.

11. **Germany.** Through the "German Industry Climate Protection Declaration" of 1996, central industrial associations have pledged (in agreement with the Federal Government) to reduce CO₂ emissions and/or specific energy consumption by 20% by the year 2005 (relative to 1990), and to have compliance monitored by an independent institute.

12. **Greece.** An agreement has been concluded between the Government, the local community (represented by the mayor concerned) and the Public Power Corporation regarding the operation of a conventional thermal power station in Athens. The operation is limited in time and natural gas is used in place of fuel oil.

13. **Italy.** In Italy there has been a voluntary agreement with national road vehicle manufacturers since 1995 for the production of electric, hybrid and natural gas powered vehicles for both private and public transport, and for the production of low consumption vehicles (145 g CO₂/km) by 2005. Ninety chemical industries with 223 production plants are covered by their Responsible Care programme, which has resulted in a substantial reduction in VOC emissions in the period 1989 - 1994. National manufacturers of mopeds and motorcycles have undertaken, in the framework of voluntary agreement signed on 18 November 1999 with Italian Ministry of the Environment, Ministry of transport, Italian Municipalities, to put in the market low emission mopeds and motorcycles in advance compared to the obligation established by European Directive 97/24/CE. National glass factories signed a voluntary agreement to develop and introduce measures to reduce NO_x emissions of 50% in the period 1998 – 2002.

14. **Monaco.** The Government of Monaco supports companies that apply for ISO 9000 and 14000 certification, especially in view of the effect on air pollution (unofficial translation).

15. **Netherlands.** Please refer to section 3 and the information about KWS 2000. The KWS 2000 is a covenant with emission targets for the various sectors.

16. **Poland.** Voluntary agreements regarding the reduction of emission of pollutants into the atmosphere can be signed with companies within the Cleaner Production Movement which was developed a few years ago. Within this system enterprises make a declaration for cleaner production receiving training, advice and organisational assistance in return. Eighteen major chemical plants participate in implementation of the "Responsible Care" programme. Over 60 industrial plants take part in the implementation of individual agreements on the elimination of the so-called "hot spots". At present the need for wider use of voluntary agreements between the authorities and the industry is being emphasised in different environmental strategies and programmes, especially related to sectors of significant POP and heavy metal emission reduction needs. For additional information see Q.34.

17. **Republic of Moldova.** N/A.

18. **Switzerland.** A voluntary agreement between the federal authorities and the paint and lacquer producer association on the reduction of the content of organic solvents in paints and lacquers exists. Paints and lacquers with a solvent content up to 2% are defined as solvent-free, those with a content between 2-15% are described as low-solvent products. The labelling is done on a voluntary basis. The mean content of solvents in paints and lacquers in Switzerland decreased from 22% in 1985 to 13.3% in 1998.

19. **Turkey.** See question 61. (given as an answer to question 63 but appears to be answer to an answer to question 65): The Ministry of Environment has a web page as www.cevre.gov. The information related to air pollution abatement policies and activities could be obtained from same e-mail address.

20. **Ukraine.** (given as an answer to question 63 but appears to be an answer to question 65): Unfortunately there is no Web site in Ukraine providing information about air pollution abatement policies and activities.

21. **United States.** States may use voluntary programmes and control measures for either attaining the NAAQS or for other CAA requirements. States can assume credits for certain voluntary measures, up to 3 percent of the total needed emission reductions for any particular requirement. The United States has policy documents that provide guidance on how voluntary measure programmes should work. Examples of mobile source voluntary measures are employer-sponsored transportation management programmes that result in car pooling and van pooling, lawnmower buy-back programmes that replace gasoline powered mowers with electric ones and State-run programmes that encourage people to use public transportation instead of private vehicles. Example programmes for stationary source voluntary measures are retailers voluntarily selling only low-VOC paints during the summer, companies volunteering not to paint or use VOC-based cleaning equipment on ozone action days (days when ozone levels in the air are expected to be especially high) and printers voluntarily switching to low-VOC inks.

22. The United States also has voluntary agreements like the National Low Emitting Vehicle (NLEV) Program and the OTC's Memorandum of Understanding that States include in their plans as part of the requirement to reduce emissions and implement control measure to attain the NAAQS for ozone. NLEV is a nationwide programme to make new cars significantly cleaner burning than today's cars and represents an alternative, more effective method of regulatory development through extensive interaction between the federal government, State and local governments, non-governmental organizations and industry. National LEV vehicles will be 70 percent cleaner than today's models. The OTC includes the states of Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, Pennsylvania, Maryland, Delaware, the northern counties of Virginia, and the District of Columbia. In September 1994, the OTC adopted a memorandum of understanding to achieve regional emission reductions of NO_x. (Virginia is not a signatory.) In signing the MOU, the states committed to developing and adopting regulations that would reduce region-wide NO_x emissions in 1999 and further reduce emissions in 2003 and represents the Northeast's effort to control NO_x emissions in order to make progress towards attainment of the ozone health standard.