

Informal document No. 1
Provisional agenda item on
Information sharing by Parties on the implementation of the Convention:
Good practices to strengthen the implementation
of air pollution-related policies, strategies and measures

**Background information and template
for the submission of**

Examples/Good practices of air pollution related policies, strategies and measures

- Prepared by the CLRTAP secretariat, in cooperation with the Chair of WGSR -

I. Background

1. The Executive Body, at its thirty-second session, adopted **decision 2013/2** on Reporting on strategies, policies, and other measures to implement obligations under the Convention and its Protocols. This decision stipulates that *“the Working Group on Strategies and Review shall continue to devote time each year for policy discussions related to the design and implementation of different regulatory, voluntary, economic or other measures relating to air pollution”*. It *“shall, annually in advance of a session, invite Parties to report at the session on strategies, policies, and measures employed to implement obligations under any of the Protocols to the Convention”*.

2. In line with that decision, in total, 31 Parties shared experiences over the course of the fifty-first, fifty-second and fifty-third sessions of the Working Group on Strategies and Review,¹ including at a special session on transport and air pollution organized during the Working Group’s fifty-second session. Two non-Parties, Tajikistan and Uzbekistan, also shared experiences in the period under review. Experiences were shared either through a presentation at a Working Group session or through the submission of a template prepared and circulated by the secretariat ahead of the Working Group’s fifty-second and fifty-third sessions.

3. The present document provides background information on the obligations to report on strategies, policies and measures for the respective Protocols. The enclosed template has been developed to facilitate the submission by Parties of examples/good practices of different regulatory, voluntary, economic and other measures relating to air pollution in advance of WGSR’s fifty-fourth session to be held in Geneva from 13 to 14 December 2016.

4. Heads of Delegations and other participants in the fifty-third session of the Working Group on Strategies and Review are invited to submit to the secretariat case studies/examples which could be of interest to other countries and thus to the policy discussion at the WGSR session. **In order to facilitate the preparation of the policy discussion on the basis of the examples submitted, please send your examples to air_meetings@unece.org by 18 November 2016.**

5. At its fifty-second session, the Working Group on Strategies and Review invited all Parties to participate actively in future sessions on exchanges of experience, **and in particular those Parties that had not yet shared such information at the previous sessions of the Working Group.** The

¹ The Parties having shared experiences and good practices are: Albania, Armenia, Austria, Azerbaijan, Belarus, Belgium, Croatia, Czechia, Denmark, European Union, France, Georgia, Germany, Hungary, Ireland, Italy, Kazakhstan, Kyrgyzstan, Lithuania, Montenegro, Norway, Poland, Republic of Moldova, Serbia, Slovakia, Spain, Switzerland, the former Yugoslav Republic of Macedonia, United Kingdom of Great Britain and Northern Ireland, Ukraine and United States of America.

importance of the timely submission of templates and presentations to the secretariat was also underscored.

6. **Examples could comprise, amongst others, economic measures such as financial incentives or disincentives (such as taxes, subsidies, set prices or caps/ceilings, payments, rebates), voluntary measures (such as voluntary agreements, programmes or contracts), regulatory or legislative measures or other measures (such as educational or informational measures).** They can include policies, strategies and measures emanating from different sectors with positive effects on air pollution abatement (such as acts/laws on sustainable transport, sustainable agriculture/farming, energy, green building, biodiversity conservation and enhancement). A more detailed description of the implementation of your chosen policy, strategy or measure and related challenges and problems as well as solutions would be more useful than the presentation of many different examples. Furthermore, your examples could also be useful to other Parties even if they have not been successful by indicating why this was the case. You are thus also invited to submit experiences that cover such items as:

- a) A measure that was less effective than you anticipated and why;
- b) A measure that was actually more effective than you predicted;
- c) A measure that had particular implementation challenges – what were they and how did you address them;
- d) A measure that was either less expensive or more expensive than you had estimated. What caused the increased or decreased costs?
- e) Goals that were set and were met by innovative strategies.

II. Obligations under the Protocols to the CLRTAP Convention to report on strategies, policies and measures

II.1 Reporting on strategies, policies and measures under the 1994 Sulphur, Heavy Metals, POPs and Gothenburg Protocols

7. In accordance with **Decision 2013/2** adopted by the Executive Body at its thirty-second session, *“the sessions of the Working Group on Strategies and Review shall be considered the format for reporting on strategies, policies, and measures referenced in Article 5.1 of the 1994 Sulphur Protocol, Article 7.2 of the Heavy Metals Protocol, Article 7.2 of the POPs Protocol, and Article 7.2 of the Gothenburg Protocol”*.

II.1.1 Reporting on strategies, policies and measures under the 1994 Sulphur and the Gothenburg Protocol

8. Article 4 of the 1994 Sulphur Protocol requires that *“[each] Party shall, in order to implement its obligations under article 2: (a) adopt national strategies, policies and programmes, no later than six months after the present Protocol enters into force for it; and (b) take and apply national measures to control and reduce its sulphur emissions”*. Article 5 of the 1994 Sulphur Protocol on “Reporting” stipulates that *“each Party shall report, through the Executive Secretary of the Commission, to the Executive Body, on a periodic basis as determined by the Executive Body, information on: (a) the implementation of national strategies, policies, programmes and measures referred to in article 4, paragraph 1; [...] (c) the implementation of other obligations that it has entered into under the present Protocol, in conformity with a decision regarding format and content to be adopted by the Parties at a session of the Executive Body. The terms of this decision shall be reviewed as necessary to identify any additional elements regarding the format and/or content of the information that are to be included in the reports”*.

9. The 1994 Sulphur Protocol sets emission ceilings for 2005 and 2010 for some Parties. With the exception of Austria, Canada, Greece, Ireland, Italy, Liechtenstein and Monaco, all Parties to the 1994 Sulphur Protocol have also ratified or acceded to the 1999 Gothenburg Protocol which sets ceilings for 2010.

10. Article 6 of the Gothenburg Protocol stipulates that *“each Party shall, as necessary and on the basis of sound scientific and economic criteria, in order to facilitate the implementation of its obligations under article 3: (a) adopt supporting strategies, policies and programmes without undue delay after the present Protocol enters into force for it;[...]*” Paragraph 1 of Article 7 on “Reporting” stipulates that *“subject to its laws and regulations and in accordance with its obligations under the present Protocol: (a) each Party shall report, through the Executive Secretary of the Commission, to the Executive Body, on a periodic basis as determined by the Parties at a session of the Executive Body, information on the measures that it has taken to implement the present Protocol”*. Paragraph 2 stipulates that *“the information to be reported in accordance with paragraph 1 (a) shall be in conformity with a decision regarding format and content to be adopted by the Parties at a session of the Executive Body. The terms of this decision shall be reviewed as necessary to identify any additional elements regarding the format or the content of the information that is to be included in the reports.”*

11. In 2012, amendments to the Gothenburg Protocol and its annexes were adopted by decisions 2012/1, 2012/2 and 2012/3. In addition, Parties adopted decision 2012/4 on the Provisional application of the amendments to the Protocol, which enables Parties to make use of the adjustment procedure under decision 2012/3 immediately.

12. Sulphur as a pollutant is covered by both the Gothenburg Protocol and the 1994 Sulphur Protocol. Moreover, the following pollutions are covered by the Gothenburg Protocol: nitrogen oxides (NO_x), ammonia (NH₃) and volatile organic compounds (VOC).

13. In accordance with Decision 2013/2, Parties to the 1994 Sulphur and Gothenburg Protocol are thus invited to report on the design and implementation of strategies, policies and measures to implement obligations under the 1994 Sulphur Protocol and the Gothenburg Protocol, notably to abate pollution of sulphur, nitrogen oxides, ammonia and volatile organic compounds.

II.1.1 Reporting on strategies, policies and measures under the Protocol on Persistent Organic Pollutants (Protocol on POPs)

14. Article 7 of the Protocol on POPs requires that each Party shall, no later than six months after the date on which this Protocol enters into force for it, develop strategies, policies and programmes in order to discharge its obligations under the present Protocol. Article 9, paragraph 1 of the Protocol on POPs on “Reporting” stipulates that *“subject to its laws governing the confidentiality of commercial information: (a) each Party shall report, through the Executive Secretary of the Commission, to the Executive Body, on a periodic basis as determined by the Parties meeting within the Executive Body, information on the measures that it has taken to implement the present Protocol”*. Furthermore, paragraph 2 of article 9 stipulates that *“the information to be reported in accordance with paragraph 1 (a) above shall be in conformity with a decision regarding format and content to be adopted by the Parties at a session of the Executive Body. The*

terms of this decision shall be reviewed as necessary to identify any additional elements regarding the format or the content of the information that is to be included in the reports.”

15. In 2009, amendments to the Protocol on POPs were adopted through decisions 2009/1, 2009/2 and 2009.

16. The pollutants covered by the Protocol on POPs are the following: polycyclic aromatic hydrocarbons (PAH), hexachlorobenzene (HCB), and dioxins/furans.

17. In accordance with Decision 2013/2, Parties to the Protocol on POPs are thus invited to report at the WGSR session on the design and implementation of strategies, policies, and measures employed to implement obligations under the Protocol on POPs, notably to reduce emissions of PAH, HCB and dioxins/furans.

II.1.1 Reporting on strategies, policies and measures under the Protocol on Heavy Metals

18. Article 5 of the Protocol on Heavy Metals stipulates “*each Party shall develop, without undue delay, strategies, policies and programmes to discharge its obligations under the present Protocol.*” Paragraph 1 of Article 7 on “Reporting” requires that “*subject to its laws governing the confidentiality of commercial information: (a) each Party shall report, through the Executive Secretary of the Commission, to the Executive Body, on a periodic basis as determined by the Parties meeting within the Executive Body, information on the measures that it has taken to implement the present Protocol*”. Paragraph 2 stipulates that “*the information to be reported in accordance with paragraph 1 (a) above shall be in conformity with a decision regarding format and content to be adopted by the Parties at a session of the Executive Body. The terms of this decision shall be reviewed as necessary to identify any additional elements regarding the format or the content of the information that is to be included in the reports.*”

19. In 2012, amendments to the Protocol and its annexes were adopted by decisions 2012/5 and 2012/6.

20. The pollutants covered by the Protocol on Heavy Metals are cadmium, lead and mercury.

21. In accordance with Decision 2013/2, Parties to the Protocol on Heavy Metals are invited to report at the WGSR session on the design and implementation of strategies, policies, and measures employed to implement obligations under the Protocol on Heavy Metals, notably to reduce emission of mercury, lead and cadmium.

II.2 Reporting on strategies, policies and measures by Parties to the Protocol concerning the control of Nitrogen Oxides or their transboundary fluxes (Protocol on NOx) and the Protocol concerning the control of emissions of Volatile Organic Compounds and their transboundary fluxes (Protocol on VOC)

22. In accordance with Decision 2013/2, “*Parties to the Protocol on NOx and the Protocol on VOC may utilize the time set aside during the annual session of the Working Group on Strategies and Review to report on changes or revisions to their policies, strategies, and measures to implement obligations under the respective Protocols in*

satisfaction of their obligations under Article 8.1 of the Protocol on NO_x and Article 8.2 of the Protocol on VOC”.

23. Article 7 of the 1988 Protocol on NO_x stipulates that “Parties shall develop without undue delay national programmes, policies and strategies to implement the obligations under the present Protocol that shall serve as a means of controlling and reducing emissions of nitrogen oxides or their transboundary fluxes.” Article 8 requires that “Parties shall exchange information by notifying the Executive Body of the national programmes, policies and strategies that they develop in accordance with article 7 and by reporting to it annually on progress achieved under, and any changes to, those programmes, policies and strategies, [...]” Paragraph 2 of article 8 stipulates that “such information shall, as far as possible, be submitted in accordance with a uniform reporting framework.”

24. Article 7 of the 1991 Protocol on VOC stipulates that “Parties shall develop without undue delay national programmes, policies and strategies to implement the obligations under the present Protocol that shall serve as a means of controlling and reducing emissions of VOCs or their transboundary fluxes.” Article 8 on “Information exchange and annual reporting” provides that “Parties shall exchange information by notifying the Executive Body of the national programmes, policies and strategies that they develop in accordance with article 7, and by reporting to it progress achieved under, and any changes to, those programmes, policies and strategies [...]” Paragraph 4 of article 8 stipulates that “such information shall, as far as possible, be submitted in accordance with a uniform reporting framework”.

25. The majority of the Parties to the NO_x and VOC Protocols are also Parties to the Gothenburg Protocol which covers the pollutants covered by the NO_x and VOC Protocols. Parties to the NO_x Protocol not Parties to the Gothenburg Protocol are the following: Albania, Austria, Belarus, Estonia, Greece, Ireland, Italy, Liechtenstein, Russian Federation, Ukraine. Parties to the VOC Protocol not Parties to the Gothenburg Protocol are the following: Austria, Estonia, Italy, Monaco, Liechtenstein. In accordance with Decision 2013/2, the Parties listed above may wish to consider reporting on changes or revisions to their policies, strategies, and measures to implement obligations under the respective NO_x or VOC Protocols.

26. As it is not possible to cover all of the above issues in one meeting, **Parties are invited to inform the secretariat of the information they may wish to provide on a particular measure or two at the WSGR session, by submitting the enclosed template by 18 November 2016 by writing to air_meetings@unece.org. The priority for presentations would be given to Parties that have not yet shared their experience during previous WSGR sessions and to Parties that would submit their inputs by the indicated deadline.**

III. Template to facilitate the submission of examples/good practices of strategies, policies and measures employed to implement obligations under any of the Protocols to the Convention

Country:	Sector:
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<p>Republic of Albania</p>	<p><i>Please indicate the sector (e.g. agriculture, industry, urban planning, environment, etc.), or sectors (if several) for which the strategy, policy or measure has been mainly designed</i></p> <p>Environment, Transport, Energy, Industry, Agriculture, Climate change</p>
<p>Type of strategy, policy or measure: <i>Please identify the type of strategy, policy or measure – economic e.g. incentive or disincentive (taxes, funds, subsidies, prices or caps/ceilings, payments, rebates, etc); voluntary (agreements, programmes, contracts), regulatory (legislation), or other measures (educational, informational, other)</i></p> <ul style="list-style-type: none"> • National Strategy for Development and Integration (NSDI 2015-2020) <p>Environment:</p> <ul style="list-style-type: none"> • Ambient Air Quality Strategy adopted by Decision of Council of Ministers No 594 of 10.09.2014; • National Action Plan on Ambient Air Quality is under preparation with the assistance of IPA 2013, to be adopted June 2017 • Law No 162/2014 “On protection of ambient air quality”; fully approximate Directives 2008/50/EC and 2004/107/EC. This law will enter into force on December 2017 • Decision of the Council of Ministers No. 352 of 29.04.2015 “For the assessment of ambient air quality and requirements for certain pollutants related with it, fully approximate Directive 2004/107/EC.” • Law no. 10448, dated 14.7.2011 “On the environmental permitting” • Decision of the Council of Ministers no.742 adopted by 9th September 2015 " On functioning and management of the pollutant release and transfer register • Decision of Council of Ministers “On the control of Volatile Organic Compound (VOC) emissions resulting from the storage of petrol and its distribution from terminals to service stations”, <p>Energy: The main laws that regulate the sector are:</p> <ol style="list-style-type: none"> 1. Law 124/2015 on Energy Efficiency 	<p>Level: <i>Please state at which level (municipal, regional, sub-national, national) the policy, strategy or measure is targeted or implemented</i></p> <p>National level</p>

<ol style="list-style-type: none"> 2. Decision of the Council of Ministers no 27/2016 on adoption the National Action Plan on RES 3. Draft law on Renewable Energy (in Parliament for adoption), and the <ul style="list-style-type: none"> • Law “On Energy Performance in Buildings” (in Parliament for adoption), • draft law on using biofuels in transport sector. • the Second and Third National Energy Efficiency Action Plan to be approved within 2016. • Draft DCM on establishing the National Agency on Energy Efficiency <p>Transport:</p> <p>National Strategy and Plan on Sustainable Transport.</p> <p>Climate Change</p> <ol style="list-style-type: none"> 1. Draft Strategy on Climate Change and its Mitigation Plan of GHG emissions. 2. Draft law on climate change 3. Draft decision on “<i>Establishing a mechanism for monitoring and reporting to the national competent authority, of greenhouse gas emissions and other information relevant to climate change</i>” 4. Decision of Council of Ministers no. 762, dated 16.09.2015 	
<p>What is the main objective of the strategy, policy or measure? When has it been implemented/or will be implemented?</p> <p><i>Please describe briefly what the measure attempts to achieve or what has been the result of its implementation. Please also describe since when it is being employed or for when its implementation is foreseen. Please explain whether implementation is/was immediate or gradual. [150 words max]</i></p> <p>As for NSDI and ECS in the field of air quality the main challenges and priorities are to: (1) complete the adoption and implementation of European standards on urban air quality and air emissions; (2) consolidate the National Monitoring System according to European standards; and (3) adopt and implement action plans on air quality at the central and local levels.</p> <p>Strategic objectives: Achieve measureable improvements by 2020 in air quality through:</p> <ol style="list-style-type: none"> 1. A targeted 40% reduction in the level of pollution in urban areas; and 2. Reaching targeted levels of air pollutants based on human health, as per respective values: for NO_x - 40 µ / m³, for PM₁₀ - 40 µ / m³, for PM_{2,5}-25 g / m³ and 20 g / m³ and SO₂-125 µ / m³. <p>The aims of Ambient Air Quality (AAQ) strategy is to support the achievement of air quality objectives and to raise air quality as an issue for consideration within a wide range of local government units throughout Albania law no. 10448, dated 14.7.2011 “On the environmental permitting” enters in force by January 2013, has transposed the 2008/1/EC “Concerning integrated pollution prevention and control” (IPPC) Directive as amended by Directive 2009/31/EC, and Directive 2001/80/EC “On the limitation of emissions of certain pollutants into the air from large</p>	

combustion plants” as amended by Directive 2009/31/EC and many other permitting principles for a vast number of EC/Directives, created basis for the new permitting system in Albania.

Law No 162/2014 “On protection of ambient air quality” enter into force on December 2017

Background and driving forces:

Please explain briefly why this strategy, policy or measure was implemented; mention the driving forces for its introduction e.g. policy development, legislation (EU, national), action plans, voluntary, incentive, or other [150 words max]

The Republic of Albania is in preparation process for the accession to the EU and thus has the obligation to harmonize the national legislation with EU legislation and it is under intensive monitoring of transposition and implementation of EU environmental, climate change and energy acquis.

Description of the strategy, policy or measure:

Please explain briefly how the strategy, policy or measure works and why it has been chosen compared to other policies/measures. Please also explain how its implementation is being monitored. [200 words max]

Road transport is a key source of many air pollutants, particularly in urban areas. In the **Ambient Air Quality (AAQ) Strategy** the Government is committed to:

- Ensure that all new models of cars coming into Albania meet EU emissions standards.
- Implementation of vehicle emission control as part of the annual car testing procedures.
- Strengthen the check of vehicle emissions by the roadside and issue fixed penalties if vehicles do not meet the legal limits.
- Incentivise cleaner fuels and vehicles through duty differentials

Law no. 10448, dated 14.7.2011 “On the environmental permitting”, which is one of the most important new laws for the environmental protection in Albania. It establishes a new and a special procedure for environmental permitting in Albania and splits the existing permitting process which at the moment is included in the EIA procedure, and in this context also establishes a new standard for the environment in Albania. It establishes measures for permitting the operation of certain groups of polluting activities, measures designed to prevent or, where that is not practicable, to reduce emissions to the air, water and land from such activities, including measures concerning waste as well. The law establishes technical criteria for the environmental permitting which built a strong review system raising thus the level of the environmental protection in Albania. This Law transposes Directive 2008/1/EC “Concerning integrated pollution prevention and control” (IPPC) as amended by Directive 2009/31/EC, and Directive 2001/80/EC “On the limitation of emissions of certain pollutants into the air from large combustion plants” as amended by Directive 2009/31/EC, and many other permitting principles for a vast number of EC/Directives. The new amendments of May 2015 to the Law No. 10448 of 14.07.2011 “On environmental permits” is aiming to revise Appendix I to this Law, clarifying and detailing activities / installations that should be equipped with the Environmental Permits Type A, B and C. E-PRTR is linked with the IPPC Directive and its successor of the Directive on Industrial Emissions.

There are only 13 big installations in total, that are under the IPPC requirement for Integrated Environmental permit. There are no LCP. At currently the electricity generation is based on renewable energy source, with hydro power providing dominant part of it; Electricity system is on a level of decarbonisation.

Despite good legal basis for the implementation, enforcement of IPPC Law is still at low level.

Energy sector:

Together the adopted law and those in adoption procedure provide the foundation upon which a more complete regulatory framework can be built, the institutional structure and financing support can be

established, and the foreseen measures within the NEEAP and RES Action Plan can be implemented. Furthermore, the laws transpose many requirements of EU legislations.

The National Strategy and Plan on Sustainable Transport aimed at defining a pathway for the streamlining of the Transport sector with the EU *Acquis* and standards, as well implementing fundamental strategic directions provided by the Energy strategies and plans and mobility network Transport:

- reduction of pollutant emissions (CO₂) by 2030 through investments in technology, innovation and capacity building in line with the European target for 2030 to reduce emissions by 60% for transport in general
- incentivize intelligent urban development system with multimodal and environment-friendly transportation system with connection of railway lines with major ports and airports
- encouraging the use of new environmental-friendly technologies in transport as the use of electricity, hydrogen and hybrid technologies for long-distance freight and beyond
- Promotion of urban public transport and alternative transport infrastructure through as the pedestrian street bicycle
- Restructuring of the rail system for national lines that connect Albania with Balkans and Europe and construction of railway lines and efficient road systems to support the inter-city, long distance and cross-border movement
- Strengthening the existing port facilities and airports as well

Climate Change

The Government of Albania is currently working to finalize the Strategy on Climate Change and its Mitigation Plan of GHG emissions.

The strategy vision is strongly focused on the three main components of the climate change in Albania: mitigation, adaptation and sustainable development, which resulted with the following objectives:

- SP.1 Ensure a sustainable economy growth consistent with GHG emission pathways defined in the NDC and move towards an economy-wide target to which all sectors contribute
- SP.2 Establish a monitoring, reporting and verification system of GHG in line with EU requirements
- SP.3 Strengthen the capacity of relevant institutions and inter-institution cooperation to address climate changes issues
- SP.4 Streamline climate changes across sectoral strategic planning
- SP.5 Reinforce the capacity and awareness on climate change issues
- SP.6 Align to the EU Climate Change framework across sectors

In parallel MoE is working on climate change law with the purpose of fulfil its national obligations under the UNFCCC with the view of the future obligations of the Paris Agreement and to ensure an effective institutional framework at national level that contribute to mitigate the country's GHG emissions and maintain and enhance carbon sinks and reservoirs.

The scope of the law is to create a legal basis for the fulfilment of the national obligations under the United Nations Framework Convention on Climate Change and ensuring effective measures on climate change mitigation and adaptation, both at national and local level, as well as the related measurement/monitoring, reporting and verification actions.

The Draft law on Climate change together with the draft decision on “*Establishing a mechanism for monitoring and reporting to the national competent authority, of greenhouse gas emissions and other information relevant to climate change*” outline the general framework for the Albanian national system for measuring/monitoring and reporting.

Decision of Council of Ministers nr. 762, dated 16.09.2015, as our national intended determined contribution to the global efforts for GHG emission reduction by 11.5 % in the period of 2016 and 2030. This reduction means 708 kt carbon-dioxide emission reduction in 2030. Reductions are to be performed in the industrial and energy sector, implementing cost effective mitigation options identified in the TNC and NEEAP including the introduction of 10% biofuels into the transport fuel mix by 2030

Costs, Funding and Revenue allocation:

Please state how much the implementation of the measure costs including its monitoring and how it is funded (national budget, industry, taxes, etc.) If the measure is creating revenue, please also explain how this revenue is being allocated and collected. [200 words max]

- The costs for implementation of the measure identified in the AAQ strategy and the relevant legislation are estimated 595 €million.
- Draft national Action Plan on Ambient Air quality 318 million euro
- According to Directive Specific Implementation Plan for the Directive 2008/1/EC of 15th of January 2008 concerning Integrated Pollution Prevention and Control, the Capital / one-off costs (€000s) 1,522 and Operating / recurrent costs (€000s p.a.) 6,746 here 4000 are costs of Operator of installations. Compliance of IPPC installations with the EU *acquis*, requires significant investment from private sector, the operators to harmonize their operation with best available techniques (BAT).
- According to Directive Specific Implementation Plan for the Directive 2001/80/EC of 23rd of October 2001 concerning Limitation of Emissions of Certain Pollutants into the Air from Large Combustion Plants (the LCP Directive), the cost **Euro** 312,200
- According to Directive Specific Implementation Plan for the Directive 2004/42/EC of 21st of April 2004 on the Limitation of Emissions of Volatile Organic Compounds due to the use of Organic Solvents in Certain Paints, Varnishes and Vehicle Refinishing Products (the Paints Directive), the Capital / one-off costs (€p.a.) 330,000 and Operating / recurrent costs (€p.a.) 251,300
- According to Directive Specific Implementation Plan for the Directive 1999/13/EC of 11th of March 1999 concerning Limitation of Emissions of Volatile Organic Compounds due to the use of Organic Solvents in Certain Activities and Installations (the VOC Solvent Emissions Directive), the Capital / one-off costs (€p.a.) 135,500 and Operating / recurrent costs (€p.a.) 431,600

Effect and impacts on air pollution abatement:

Please explain briefly the effect of the policy, strategy or measure and how it has impacted the abatement of air pollution. If impacts are known, please quantify, if possible. Please highlight also other effects of the implementation of the measure e.g. with regard to compliance, the acceptance of the measure or its transposition (e.g. from a voluntary to a regulatory or another type of measure). [150 words max]

The main benefits of 1999/13/EC Directive on "Limitation of Emissions of Volatile Organic Compounds due to the Use of Organic Solvents in Certain Activities and Installations" (the VOC Solvents Emissions Directive) are: • pollutant reductions to air; • reductions in wastes and improvements in resource efficiency; • encouragement of formalized environmental management systems; • avoidance of potential accidents through improved risk assessment and planning; • more accurate and comprehensive data on environmental emissions and risks.

The reduction of VOCs from paints improves the air quality by reducing the amount of tropospheric ozone. Ozone has a negative impact on human health. Further, that there can be a yearly loss of roughly up to 10% e.g. for certain crops due to tropospheric ozone. The main benefits of 2004/42/EC Directive on "Limitation of Emissions of Volatile Organic Compounds due to the Use of Organic

Solvents in Certain Paints, Varnishes and Vehicle Refinishing Products” (the Paints Directive) are: pollutant reductions to air;• encouragement of formalized environmental management systems;• avoidance of potential accidents through improved risk assessment and planning;• more accurate and comprehensive data on environmental emissions and risks.•

The main benefits of 2008/1/EC Directive on IPPC are: pollutant reductions to air, land and water;• Technical Assistance for Strengthening the Capacity of the Ministry of Environment in Albania for Law Drafting and Enforcement of National Environmental Legislation 43 reductions in wastes and improvements in resource efficiency;• encouragement of formalized environmental management systems;• avoidance of potential accidents through improved risk assessment and planning;• more accurate and comprehensive data on environmental emissions and risks.•

Improvements in environmental quality for operators subject to IPPC we would only expect to see environmental quality improvements relating to reduced emissions if conditions in their IPPC permit is respected. Improvements in resource efficiency IPPC can act as a regulatory driver of this process through the standard permit requirements to set up raw materials, water consumption and waste generation monitoring programmes and action plans. An important consideration is the time period over which the regulations are evaluated, and how the costs and benefits can be aggregated. For any individual operator the costs of IPPC begin to be incurred from the point at which they start preparing their application. Any benefits, for example, relating to environmental quality, generally will accrue from when the permit is granted. Operators from different sectors will therefore start incurring costs and delivering benefits in different time periods, dependent on when their sector comes under the IPPC regime.

The main possible sources of funding are:

Environmental permit application fees paid by Operators,• state or municipal budgets,• environmental fund,• grants from the European Union pre-accession instrument IPA,• grants from the European Regional Development Fund (ERDF) - Post-accession,• grants from other international donors,• loans from international funding institutions (IFIs),• loans from bilateral financing institutions,• loans from commercial banks,• bonds issued by central or local government authorities, and• private capital (through polluter-pays-principle arrangements).•

References/Further information: *Please provide most relevant sources for information such as references for web links, books, other resources.*

www.mjedisi.gov.al (Ministry of Environmental)

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