

AIR POLLUTION RELATED POLICIES, STRATEGIES AND MEASURES, IN ALBANIA

Working Group on Strategies and Review

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Steps towards EU membership

- In 2009 Albania submitted its formal application for EU membership and in June 2014 the European Council granted Albania candidate status.
- In the past year Albania has implemented smoothly its obligations under the Stabilization and Association Agreement (SAA).
- In light of the progress achieved, the this year Commission recommends that the Council decides that accession negotiations be opened with Albania
- EU 2017 Progress report highlights that :
 - More efforts are needed to further align the legislation on air quality with the acquis.
 - The national strategy for air quality and the law on ambient air quality need to be properly enforced.
 - The directive on ambient air quality and cleaner air for Europe has been fully transposed but current air quality monitoring practice is not in line with EU requirements.
- EU membership process serves as a driver for developing and implementing the **air pollution related policies, strategies and measures, in Albania.**

National legislation and action

Ambient Air Quality Directives

- Ambient Air Quality Strategy adopted by Decision of Council of Ministers No 594/2014;
- National Action Plan on Ambient Air Quality is finalised with the assistance of IPA 2013, to be adopted in the 4th Quarter of 2018;
- Law No 162/2014 “On protection of ambient air quality”; fully approximate Directives 2008/50/EC and 2004/107/EC;
- DCM No. 352/2015 “For the assessment of ambient air quality and requirements for certain pollutants related with it, fully approximate Directive 2004/107/EC”

Source-specific emission standards

Industrial pollution legislation

- Law 10448/2011 “On the environmental permitting”, transposing the IPPC and LCP Directive;
- Transposition of IED is on-going; Law 10448/2011 to be repealed;
- Decision of the Council of Ministers no.742 adopted by 9th September 2015 " On functioning and management of the pollutant release and transfer register"

Addressing VOC protocol:

- DCM 907/2016 “On the limitation of emissions of volatile organic compounds due to the use of organic solvents in certain paints and varnishes and vehicle refinishing products”, transposing the Directive 2004/42/CE.
- DCM 908/2016 “On the measures on limitation of emissions of volatile organic compounds due to the use of organic solvents in certain activities and installations”, transposing the Directive 2010/75/EC
- DCM 909/2016 “On Stage II petrol vapour recovery during refueling for motor vehicles at service stations”, transposing the Directive 2009/126/EC
- DCM 1075/2015 “On volatile organic compound (VOC) control measures, resulting from the storage and distribution of gasoline from terminals to petrol stations”, transposing the Directive 94/63/EC

Source-specific emission standards

Addressing POP-s Protocol:

- Review and Update of the National Implementation Plan for the Stockholm Convention on Persistent Organic Pollutants (POPs) in Albania(2017)
- DCM. No 360, dated 29.04.2015, “On approval of the list of Persistent Organic Pollutants and the establishment of measures for the production, importation, trade and their use”:
- DCM 387, dated 06.05.2015, “On approval of rules to control the disposal of PCBs, decontamination or disposal of equipment containing PCBs and / or disposal of waste PCBs used”

Source-specific emission standards

Fuel quality

- The quality of fuel is regulated by DCM No. 781 dated 14.11.2012 on the quality of certain liquid fuels for thermal, civil and industrial use, as well as for use in water transport (sea, river and lake);
- DCM No. 147 dated 21.3.2007 “On the quality of gasoline and diesel fuel”, as amended
- Draft DCM on transposing DIRECTIVE (EU) 2016/802 relating to a reduction in the **sulphur content of certain liquid fuels** in compliance with the Ministerial Council Decision 2016/15/MC-EnC;
- Draft DCM “On measures to be taken against air pollution from the discharges of motor vehicles”, by defining the **conditions related to the import in the Republic of Albania** and conditions to be set for the existing vehicles in circulation. Approval of this draft DCM is foreseen by 3rd Quarter of 2018.

Air quality related policies

Legislation on climate change

Albania also transposes and implements parts of the EU climate legislation, which supports the ability to reduce greenhouse gas emissions:

- The third draft of the climate change law *transposes partially*: Directive 2003/87/EC amended by: Directive 2004/101/EC; [Directive 2008/101/EC](#); Directive 2009/29/EC; Regulation (EU) No 525/2013; foreseen to be adopted by December 2018.
- 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*” *transposes partially* Regulation (EU) No 525/2013;
- DCM No. 865/2014 on reduction the F-gases

Air quality related policies

Energy sector:

The main legal framework that regulate this sector:

- National Energy Strategy to be adopted by June 2018;
- Law 124/2015 on Energy Efficiency;
- Law No 7/2017 of 2.02.2017 “On promotion of the use of energy from renewable sources”;
- Law 116/2016 “On Energy Performance in Buildings”;
- 2nd and 3rd National Energy Efficiency Action Plan NEEAP 2017 – 2020 was adopted by the DCM No 709/2017.
- DCM179/2018 “On approval the National action plan on renewable energy”, 2018-2020”
- DCM no. 852/2016 on establishing the National Agency on Energy Efficiency

Air quality related policies

- **Integrated Energy and Climate Plan** as an engagement of the Republic of Albania under the Secretariat of the Energy Community;
- The Plan will address the five dimensions, to bring greater energy security, sustainability and competitiveness:
 - Energy security, solidarity and trust
 - Fully integration into the regional and subsequently European market
 - Energy efficiency contributing to moderation of demand
 - Decarbonizing the economy
 - Research, innovation and competitiveness

Air quality related policies

- **The majority of CO₂ emissions** derives from road transport, generating 77% of the total yearly national emissions deriving from transport activities (Cars 42 %, Vans 18 % and Trucks 15%)
- **In terms of the energy use**, the main consumer is again road transport, with 74% of the total national consumption deriving from transport activities (Cars 50 %, Vans 18 % and Trucks 5%), amounting to about 289k toe.
- **National Sustainable Transport Plan** aimed at defining a pathway for the streamlining of the Transport sector with the EU *Acquis* and standards;
- Main indicators are related to the reduction of air pollution & GHG emissions and energy savings
- Final list of measures included in the STP is the following:
 - 1. Road **capacity expansion**;
 - 2. Improvement of **pavement conditions**, by a new road maintenance strategy
 - 3. Implement **innovative road paving** technologies reducing environmental impacts of road maintenance and road traffic;
 - 4. Air quality and traffic monitoring stations:
 - 5. Soft and smart measures;
 - 6. Integrated freight management
 - 7. Public transportation improvements
 - 8. Reduction of pollutants emission and energy consumption through the renewal of the car fleet stimulated by **efficient based fees & incentives**
 - 9. Land use measures

Challenges

- Improve the air quality monitoring network;
- Fully implement the National Plan on Air Quality Management;
- Draft local air quality plans where the EU air quality standards are exceeded.
- Transposition of the NEC Directive, focusing on reliable emission inventories and projections
 - update the integrated assessment model scenarios for air pollutants;
 - identify cost-effective emission control scenarios towards 2030;
 - connect to the climate change and energy policy;
- Improving the CLRTAP inventory
- Financing and resource deficits limit the ability to undertake all monitoring required for reporting on emissions to the air and ambient air quality.