

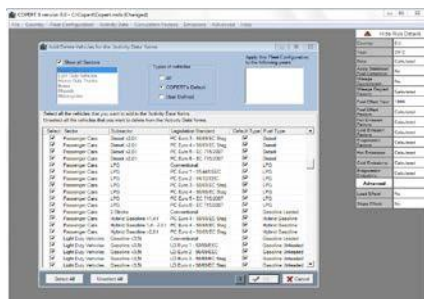
A newsletter published by the Air Quality Governance in ENPI East countries - a project funded by the European Union

## IN FOCUS

### Countries exercise with the application of COPERT 4

*Report on Experience in COPERT 4 use for developing baseline inventory in project countries was issued in March 2013. Baseline inventory of pollutants and GHG emissions from road transportation is required to project emissions from road transportation under different scenarios of transport development. An analysis of deviations of results obtained on the national methodologies used by most EU countries served a goal of developing baseline inventory.*

COPERT 4 is a software used worldwide to calculate air pollutant and greenhouse gas emissions from motor transport. The development of COPERT is coordinated by the European Environmental Agency (EEA), in the framework of the activities of the European Topic Centre for Air Pollution and Climate Change Mitigation. The use of the software tool allows for consistent and comparable data collection and emissions reporting procedure in accordance with the requirements of international conventions, protocols and EU legislation.



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At the workshop held in Moldova in

September 2012, Partner Countries were introduced to methods of calculating emissions from stationary and mobile sources and practical application of the latest COPERT software. As countries have made their preliminary estimates of road transport emissions, the results of COPERT 4 application and comparison of results along with explanations of possible reasons for any discrepancies are presented in the report for Armenia, Azerbaijan, Belarus, Moldova and the Russian Federation.

The Report presents data on CO, NOx, SO2, CH4 and PM emissions estimated according to national methodology and COPERT 4. Due to very varied deviations it was impossible to make general conclusions. "This testifies the fact that national methodologies became out of date and do not comply with European ones" – states the Report. The key problem which is common to all countries is incompliance of national statistics classification with the one required for estimations according to COPERT4. Due to key difficulties encountered during the exercise in terms of unavailable and/or unreliable data, the Report suggests to transform national statistics on the motor vehicles in specific directions.

A very important step in developing baseline inventory is to adopt European quality standards and requirements for the emission inventory from mobile sources. This phase of work helps to develop modern approaches for inventory preparation, rather than to obtain very accurate estimate of emissions. By all means, this work

has helped to clarify the necessary steps required for improvement of data collection in the countries.

In the nearest future the Report will be supplemented with country specific data for Georgia and Ukraine.



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## Activities and reports around the development of IPPC

### Active dialogue on IPPC and environmental permitting continues in Odessa



**28 participants from central environmental authorities of Armenia, Azerbaijan, Belarus, Georgia, Moldova, Ukraine and Russia met in Odessa, Ukraine on May 14-15, 2013 to discuss environmental permitting reform in ENPI East countries and share best experiences in IPPC implementation.**

The two-day' workshop targeted governmental officials from central ministries with line responsibilities for environmental issues, including officials from permitting departments and inspectorates dealing with industrial pollution, policy development and legal departments in charge of harmonizing with the EU environmental acquis in the Partner Countries.

Participants discussed a set of recommendations for environmental permitting reform, shared best practices of environmental permitting and liability issues for industries and best experience in IPPC implementation.

Firsthand experience of IPPC Directive implementation in the ENPI East region and EU member countries, including Croatia, with emphasis on practical questions in preparation and implementation of environmental permitting system reform was exchanged during the event. Participants were introduced to full scale IPPC implementation in Belarus planned before 2016, new EU twinning project on IPPC in Armenia and ongoing adoption of the IPPC law in the Russian Federation. In addition, information on meeting new requirements of the EU Directive 2010/75/EC on industrial pollution in member countries was also shared during one session of the workshop.



Maria Bors, Moldova

Furthermore, participants were given a possibility to review the outputs and on-going activities addressing

industrial and energy sectors of the Air Quality Governance project, identify and support priority activities for environmental regulators in partner countries that could benefit from further cooperation with the project, discuss and agree on further steps for addressing industrial sector.

The workshop organizers believe that Partner countries obtained a clearer picture of the legal and technical requirements to advance IPPC development and compliance issues, available information support and best practices. Whereas, the workshop has provided the project team with a more accurate picture on the status, readiness and capabilities of individual countries to move forward with the IPPC reform which is important for further activities within the project.

### Recommendations for the development of a BAT national guidance framework

**Best Available Technologies (BAT) guidance is one of the key tools for implementation of integrated environmental regulatory system such as Integrated Pollution Prevention and Control (IPPC). In March 2013 a Report on Recommendations for development of National BAT Guidance Framework was prepared by the Air Quality Governance experts.**

The Report aims to provide all seven countries participating in the project with the proposal of the framework for developing national BAT guidance.

The framework for the development of EU BAT guidance (BREFs) was established under the Directive 96/61/EC on IPPC, which was subsequently amended and codified with the EU Directive 2008/1/EC on IPPC. This EU framework has partly changed since 2011 when the new Directive 2010/75/EC on Industrial Emission was introduced on the EU level.

The EU framework for information exchange on BAT and development of BAT reference documents is well developed. Thus, the Report focuses on presenting and summarizing the EU experience in this field with establishment, organization, management and development of the system of information exchange on BAT, adaptation of BREFs on national level and related national framework in the Czech Republic and the United Kingdom.

Since the project countries are not legally required to follow one or the other EU framework, they can choose and create such a system and/or framework which suits to their national, legal, regulatory and financial frameworks. In order to assist the countries, the Report provides recommendations for the development of national BAT guidance framework. The main parts of the National BAT guidance Framework are identified in the Report based on three main pillars: institutional setup, legal basis and financing possibilities.





## Highlights on recent project activities

### Together shaping the future of EU policy on air



Brussels, Belgium, 05 June 2013 - Green Week 2013 - Air quality in our neighbourhood – the regional dimension - © EU - Patrick Mascart

***The most recent estimates show that air pollution shortens citizens' lives and is responsible for some 420 premature deaths in the EU every year. This year the Europe's largest annual conference on environmental policy – Green Week – is devoted to air. "The air we breathe is much cleaner than it was a few decades ago, but we still have a long way to go" – says European Commissioner for Environment Mr. Janez Potočnik. The European Commission is currently reviewing the air policies and hopes that Green Week serves as a good platform to exchange views with local communities and NGOs, public authorities and businesses.***

Mrs. Aiga Kala, key expert of Air Quality Governance project was a speaker in one of the 38 sessions, debates and workshops held at the conference. As there are no limits to the distance air pollution can travel and air quality in the EU also depends on the neighbours, the session "Air quality in our neighbourhood – the regional dimension" examined how air quality is treated in international fora and showcased developments in the Gothenburg Protocol. The session also demonstrated how the EU was helping to achieve good air quality in the Eastern neighbourhood and promoted an understanding of the global impact on local actions and of the importance of international and regional cooperation for improving air quality.



Mrs Aiga Kala, Key Expert Air Quality Management and assessment © EU - Patrick Mascart

In addition, the conference included an exhibition about LIFE projects, business solutions, NGO activities, local and regional authorities, European bodies with 43 stands exposed and many other side events and activities that attracted thousands of interested participants to share a concern for this vital life-giving resource – air.

### Regional Pilot Project 3 Data collection seminar in Kyiv

27 participants from Armenia, Azerbaijan, Belarus, Georgia, Moldova, the Russian Federation, Ukraine and experts in environmental science from Aarhus University and the project team attended a Data collection workshop on 8-9 July, 2013 in Kyiv, Ukraine. The workshop was organized under the Regional Pilot Project 3.

The Regional Pilot Project 3 "Development and implementation of air pollution assessment system to estimate effects of different urban planning and transportation schemes in the partner countries" aims to build and implement an integrated monitoring system THOR in close collaboration with the local authorities, experts and civil servants in the ENPI east countries. The THOR model system includes several meteorological and air pollution models capable of operating for different applications and different scales. The system can be operated by local civil servants and used:

- for operational air quality forecasting and management from regional to local scale for information and warning of the public,
- to quantify human exposure, impacts on human health from air pollution and the subsequent costs,
- to carry out forecasting for pollen,
- to use models in combination with measurements to carry out integrated monitoring, and
- to support policy development.

The workshop aimed to achieve common understanding of the goal of the project, discuss the potential pilot cities and data availability as well as data compilation methodology and strategy but also to facilitate the dialogue between local experts and the project team. Discussions were organized in three main groups divided according to the following subjects:

- Stationary sources
- Road transport and spatial data
- Air quality measurements and input data needed for urban background and street modeling.

In all three groups problems related to data confidentiality, data availability, templates for data compilation have been discussed and solutions to problems have been analyzed and agreed upon. The Regional pilot project 3 started in April 1, 2013 and will continue till September 2014.



## Project Partners talk about the Air Quality Governance project

*We continue with our new section of the newsletter where our Project Partners talk about the main problems related to air quality management in their respective countries, expectations of the Project stakeholders and their suggestions towards successful completion of the project. This time, we are pleased to present viewpoints of Mrs. Valentina Țapiș, the Project's Focal Point in Moldova. Mrs. Țapiș is a Deputy Minister of the Ministry of Environment of the Government of Republic of Moldova.*

### What are the main problems in the field of air quality management in Moldova?

First of all, I would like to stress that we are very happy that Moldova participates in the Air Quality Governance Project. Moldova has signed all three Protocols of the UN Convention on Long-range Transboundary Air Pollution. However, we have faced problems with ratification, in particular, the Gothenburg Protocol. Serious constrain was in accordance with the requirements of the protocols due to the fact that main experts in this field have left the Ministry after 2005. Regretfully, the human resource management policy was not very effective at that time. The result is that no new experts have been trained and there was no separate unit or division responsible for air quality issues at the Ministry of Environment.

Absence of institutional structure responsible for the development of air quality policy in the central government, namely, the Ministry of Environment, is one of the main problems in this field. As a result, there is no policy (strategy) in the field of air quality management, legislation needs to be updated and legal and regulatory acts have to be harmonized with the EU acquis.

The same situation is with quality standards which are also outdated and still do not correspond to European norms.

Today, thanks to support and understanding from our Minister, we have both the qualified experts and units responsible for ozone and for climate change as well as the state ecological inspection with ecological expertise and control divisions. Those structural units of the Ministry are responsible for the review of inventory, normatives and issuing of permits for emissions.



Mrs. Valentina Țapiș, Deputy Minister of the Ministry of Environment of the Republic of Moldova

Nonetheless, the following issues still have to be solved:

- lack of unified national air quality assessment and management system;
- system of emission forecasting is absent;
- system of emission inventory is inadequate. We hope to improve the system through the implementation of the national pilot project;
- business enterprises are not encouraged to use environmentally friendly technologies;
- lack of an effective mechanism for fines in case of violation of law and regulations.

### What main benefits for Moldova are expected from the project? How does the country accept the project?

It is very important for us that the Republic of Moldova was given a possibility to participate in this project. We have strong expectations from the project.

In the beginning of the project there were some technical defects from our side. Due to wrongly selected priorities we had to change the scope of the national project. We are very grateful to the project management that they overheard our problems and shared common understanding. As a result, a new national project has been approved for implementation in the Republic of Moldova. Nonetheless, we have lost some time and implementation of the national project has not been started yet. There is uncertainty that we may not be able to fit into the timeschedule and we have a very intense period in front of us. In the last meeting in

Geneva this April I had a chance to discuss the progress with my colleagues from other countries. It is obvious that the work within the frame of the national projects started in most of the countries and some results are already achieved.

For Moldova it is very important that the project results in the development of legal and regulatory framework corresponding to EU requirements in the field of air quality management. However, it is vital to note that our goal is not just to have a law written on paper but to develop functional mechanisms for the enforcement of legislation.

Another expectation that we have in terms of the Air Quality Governance project is related to the implementation of the first regional pilot project. We hope that in the end of the project we will have national action plans developed for the ratification of Gothenburg



This project is funded by the European Union

and implemented by a consortium led by MWH





## Project Partners talk about the Air Quality Governance project

Protocol and implementation of the requirements of Protocols on Heavy Metals and Persistent Organic Pollutants of the UN Convention on Long-range Transboundary Air Pollution.

### What could be your suggestions for improvement of the project performance in the second half of its implementation?

The initial stage of the project was rather complicated. Having wide range of air quality management problems in the partner countries, it was challenging to do the prioritization and start implementation. This was a case with Moldova in terms of the selection of national pilot project.

In principle, the approach of project managers is very serious. Speaking on behalf of my country as a Project Partner, assessment not only from our side is required. Of course, your experts know better the commitments and requirements of the Convention and the Protocols, but it is also important to evaluate our achievements in this area. I would say the approach of teachers – students could be changed to more cooperative approach. The assessment done so far reflects our

progress very well. At the same time concrete actions should be foreseen as soon as possible. In my opinion, if we prolong the process of implementation of the Convention requirements we may face unpredictable obstacles and problems.

To conclude, I would like to say that the managers of regional and national projects should help us with the assessment of measures required as we do not have such experience. We are aware of our needs but we need your advice how to choose the optimal solutions in order to avoid possible delays.

To my mind, it is also very important to keep the time schedules in order to be able to reach the set targets. Cooperation among participating countries and project management must be very tense.

## Launch of new National Pilot Projects

**The European Commission has approved this last month the results of the three tenders related to the selection of implementers for the remaining National Pilot Projects that hadn't started yet.**

**Georgia's Pilot Project**, "Feasibility study on the introduction of an Air Quality Monitoring system in Georgia in compliance with EU requirements, including development of the Programme of the National Ambient Air Monitoring System and elaboration of relevant guidelines" is designed to redress this situation and develop a feasibility study on the introduction of an Air Quality Transportation Monitoring system in Georgia that will be in full compliance with EU requirements. CENN, a well-known and experienced NGO in the region, has been selected to implement the project which is expected to take 13 months to complete.

**Moldova's Pilot Project**, "*Improving of national emission inventory system in the context of emission reporting under the LRTAP convention*" will be implemented by BIOS, a local NGO, whose mission is to promote sustainable development and best practices in various sectors including the environment. The announced pilot project will aim to improve this situation by focusing on improving assessment methodologies, revising emission factors, improving reporting requirements and increase institutional capacity building.

**Ukraine's pilot project**, "*Compliance with international commitments under CLRTAP and its Protocols*" is designed to assist Ukraine with its compliance requirements for those protocols it previously signed under the LRTAP convention and to provide additional ability to become a signatory to the remaining protocols as well.

The tender for the pilot project was awarded to Carbon Emission Partnership LLC, a local company which provides consulting services in the field of project support in the framework of implementation of the Kyoto Protocol.

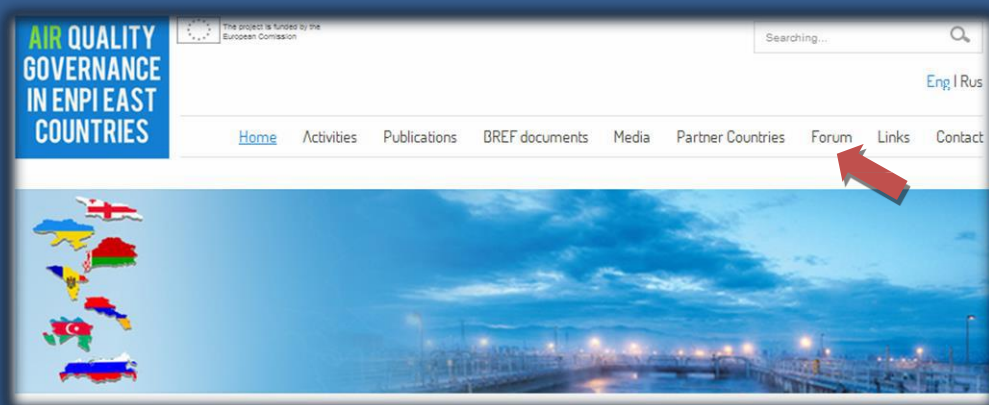


## HOT NEWS / WHAT'S BEYOND

### LAUNCH OF THE AIR QUALITY MONITORING FORUM

The Air Quality Governance project aims to develop knowledge exchange groups between the Partner Countries. This will be implemented through the webpage of the project.

We are happy to announce the launch of the FORUM to all our Partner Countries and other interested parties who may wish to discuss air quality related topics and share available information. As forums are interactive, everyone is very welcome to register and start using this knowledge platform for their own benefit. The project team hopes that this tool will be operational, live and useful.



Go ahead – register and use it! <http://www.airgovernance.eu>

### What's beyond

- Handbook on Economic Instruments to promote sustainable urban mobility is due to be published in this summer.
- Report on Recommendations for Law on Environmental Permitting, September 2013
- Report on Implementing legislation recommendations for integrated permitting and registration procedure, September 2013
- Report on Implementing recommendations for general binding rules permitting system legislation, September 2013
- Number of reports regarding institutional requirements, including the scope of new or changed permitting functions and responsibilities, integrated inspection authority, the BAT support body, etc., are expected to be finalized in September 2013.
- The 3th IPPC seminar, aiming to enhance the participating countries ability to comply with a technology-based approach to environmental regulations will take place in mid-autumn 2013.
- Preparations for the study tour for permitting officers have started and the tour will take place in either the fall of 2013 or the spring of 2014 depending on the timing suitability for the host institution.
- Preparatory work for the development of national/sub-regional training programmes on air management planning for the coming period have been started and will continue in the coming month.
- Analysis of economic and financial instruments available at the EU level and practices implemented by a selected representative Member States focusing on sectors that are most relevant to ambient air pollution is ongoing and will continue in the coming months.

For more news and useful documents, visit our website : [www.airgovernance.eu](http://www.airgovernance.eu)

For any comments or suggestions on our newsletter, please contact :

**Mr. Lubomyr Markevych**

**[lubomyr.markevych@airgovernance.org](mailto:lubomyr.markevych@airgovernance.org)**



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