

Belgian Report to the Eighteenth Session of the Commission on Sustainable Development

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The Kingdom of Belgium is a constitutional monarchy. A series of constitutional changes (in 1970, 1980, 1988, 1993 and 2001) have transformed the country in a federal state made up of three Communities and three Regions. The word “national” covers the three Communities and the three Regions as well as the Federal authorities. The three Communities are the Flemish Community, the French-speaking Community, and the German-speaking Community. The three Regions are the Walloon Region, the Flemish Region and the Brussels-Capital Region.

Part I: National reporting guidelines for CSD-18/19 thematic areas

1. Common issues

1.1. Institutional capacity building, National legal frameworks and administrative or other measures of relevance & Participation of Major Groups, in particular women and local communities, in decision-making and implementation

1.1.1. National sustainable development strategy

Strategy Title: National strategy on sustainable development – framework document

Strategy website: /

Coordinating Body: Federal Public Planning Service – Sustainable Development

Coordinating Body website: <http://www.sppdd.be>

Strategy Status: under development according to the framework document adopted by the Inter-ministerial conference on sustainable development on December 16th 2005.

Date of Adoption: 16 December 2005

Strategy contact: Dieter Vander Beke

Additional Information:

An inter-ministerial conference on sustainable development was created, and reached an agreement on a two-phase work programme (framework document). The second phase is ongoing since 2006. The adoption of a national visionary text was foreseen in the autumn of 2007 but it has not yet been agreed.

Nevertheless, the federal government and the governments of the communities and the regions have put in place (or are putting in place) “important mechanisms for enhancing and linking national capacity so as to bring together priorities in social, economic and environmental policies”.

1.1.2. Federal sustainable development strategy

Strategy Title: Belgian federal sustainable development strategy

Strategy website: <http://www.cidid.be>

Coordinating Body: Inter-Departmental Commission on Sustainable Development and Federal Public Planning Service – Sustainable Development

Coordinating Body website: <http://www.cidid.be> and <http://www.sppdd.be>

Strategy Status: being implemented according to the legal framework of the Bill adopted by the Federal Parliament on May 5th 1997.

Date of Adoption: 5 May 1997

Strategy contact: Dieter Vander Beke

Additional Information:

The Federal sustainable development strategy established by the Bill on the co-ordination of the federal policy on sustainable development (SD) of May 5th 1997 is a cycle in four steps.

1. From reporting to consultation: The biennial **Federal Reports** on Sustainable Developments are prepared by a Task Force on Sustainable Development (TFSD) and published by the

Federal Planning Bureau (FPB). These Reports contain analysis of the existing situation in Belgium with regard to the new international developments. They assess the current SD policy conducted until then and trends in case of unchanged policy. They also elaborate long term SD scenarios. The Minister gives them a wide notoriety.

A draft **Project Plan** on Sustainable Development (defines policy principles, objectives and actions) based on these reports is drafted **every four year** by the Inter-Departmental Commission on Sustainable Development (ICSD). This ICSD is composed of representatives of all members of the federal government and of all federal government departments, plus six representatives of the governments of the communities and of the regions. Measures are taken to granting the draft project plan the widest possible notoriety and consulting the population in this respect.

At the same moment the Federal Council for Sustainable Development (FCSD), an advisory body composed of **representatives of civil society that gives recommendations to the Federal Government** on the policy to be implemented and advice on the draft federal SD plan. The federal government must give reasons as to why it has departed from it.

2. From consultation to planning: reactions of the consulted population and of the FCSD are taken into account to elaborate the Federal Plan on Sustainable Development that will be adopted by the Federal Government.
3. From planning to implementation: the Federal Plan on Sustainable Development is implemented by the federal departments. This is supported by a team of civil servants, called the "Federal Public Planning Service – Sustainable Development", and is contributing to the improvement of the daily SD capacity building in the federal departments.
4. From implementation to reporting: the ICSD elaborates annual monitoring reports on the activities of the preceding year. These monitoring reports are essential for the evaluation of the policy by the TFSD.

The cycle has already been completed twice (two Federal Plans, five Federal Reports) since 1998. The fifth Report will be published in October 2009. The third Plan has not been adopted and the third cycle of the Federal SD Strategy hasn't begun yet because of the ongoing revision of the bill.

1.1.3. Sustainable development strategy of the Flemish region

Strategy Title: Flemish strategy for sustainable development

Strategy website: <http://www2.vlaanderen.be/duurzameontwikkeling/DOInVlaanderen.htm>

Coordinating Body: sustainable development working group

Coordinating Body website: <http://www2.vlaanderen.be/duurzameontwikkeling/wgdo.htm>

Strategy Status: being implemented according to the legal framework of the Decree adopted by the Flemish Parliament on July 18th 2008.

Date of Adoption: 20 July 2005

Strategy contact: oda.walpot@coo.vlaanderen.be

Additional Information:

The "***Flemish sustainable development strategy: pushing back the borders together***" (VSDO) came into being in 2005. The Flemish Government adopted it on 20 July 2005. Twelve civil society organisations signed it in September 2006, as did the Association of Flemish Cities and Municipalities and the Flemish Association of Provinces.

The **sustainable development coordination unit** coordinates the implementation of this strategy. This unit is part of the staff service of the Flemish Government, which in turn falls under the services

for general government policy. It works together with all policy areas of the Flemish government. An official sustainable development working group contributes to this effort.

The VSDO came into being after extensive consultations with the local and provincial authorities and five civil society organisations.

The **seven priorities of the VSDO** are: poverty and social exclusion; the greying of the population; climate change and clean energy; mobility; town and country planning; management of natural resources; public health. In addition, it also brings administrative aspects to the fore. Concrete projects will be proposed for twelve cross cutting issues. Specific attention will also be paid to cooperation with all actors involved.

The Flemish government considers sustainable development to be an inclusive policy. This means that each policy area must implement the VSDO. Furthermore, consultation is provided for cross cutting issues.

The Framework Decree for Sustainable Development, adopted on 18 July 2008, gives a legal framework to the Flemish sustainable development strategy, which guarantees continuity in the sustainable development policy.

1.1.4. Sustainable development strategy of the Walloon region

Strategy Title: /

Strategy website: /

Coordinating Body: DGARNE

Coordinating Body website: <http://environnement.wallonie.be/>

Strategy Status: under development.

Date of Adoption:2010.

Strategy contact: bruno.dekerckhove@spw.wallonie.be

Additional Information:

In April 2006 the Walloon government signed an agreement with a sustainable development consulting firm to draft a regional sustainable development strategy. This strategy, which is being worked out, will have to meet at least the following requirements:

- ▶ offer a response to the main challenges and questions raised by putting sustainable development into daily practice in the Walloon region by 2015;
- ▶ include the achievements and commitments of the Walloon region (contract for the future of Wallonia's inhabitants, the so-called "Marshall Plan," and the Walloon Government's decisions, etc.);
- ▶ dovetail with the European Sustainable Development Strategy, the Lisbon strategy and other sustainable development planning tools;
- ▶ teach the population, be understood by the overwhelming majority of the population, be practical; and trigger action, involvement, and commitment.

The seven topics of the regional sustainable development strategy are the same of those of the renewed EU SDS. Principles of governance and horizontal tools will be added.

1.1.5. Sustainable development strategy of the Brussels Capital-region

Strategy Title: Regional Development plan (2002 – 2007)

Strategy website: <http://www.prd.irisnet.be>

Coordinating Body: Minister-president of Brussels Capital region

Coordinating Body website: <http://www.bruxelles.irisnet.be/>

Strategy Status: being implemented according to the legal framework of the Plan adopted by the Brussels Capital-regional Parliament on September 12th 2002.

Date of Adoption: 12 September 2002

Strategy contact: bde@ibgebim.be

Additional Information:

The Brussels "Regional Development plan (2002 – 2007)" has been approved the 12th of September 2002 and covers many SD issues such as Housing policy economics and employment policies (revitalization of the regional economy, in a network of major cities, support to external trade and to the creation of SME, dialog between trade unions and regional authorities, support to the creation of urban jobs and to the professional reintegration) Land policy (urban renovation, quality of the public space and of the local environment) Public participation Health and Education policy Mobility & transport policy Environmental policy (air, noise, waste, nature, soil, ...), International role and image of the Region (trade, culture and tourism) Security policy R&D, innovation. Sustainable development constitutes the basic objective of the implementation of this plan.

1.1.6. Sustainable development strategy of the German-speaking community

Strategy Title: /

Strategy website: /

Coordinating Body: Government of the German-speaking community

Coordinating Body website: <http://www.dglive.be>

Strategy Status: not in existence, but according to the government declaration adopted on September 13th 2004, sustainable development is one of the three transversal aspects that the community takes into account in its policies.

Date of Adoption: /

Strategy contact: Ingrid Inselberger

Additional Information:

The dialogue with the citizens, economical efficiency and sustainable development are the three transversal aspects that the government of the German-speaking community takes into account in its policies. It has confirmed this principle in its government declaration of 13 September 2004 through which it took office.

Furthermore, it has asked its administration in 2006 to examine the relevance of 38 of the 155 policy measures of the parliamentary term 2004-2009 in a sustainable development perspective. In this context, the administration put forward several recommendations to take sustainable development aspects into account in the implementation of these measures.

1.2. **Education, training, awareness-raising and capacity-building**

The repartition of competencies gives the responsibility of the follow-up of Education for sustainable development to each Community.

The Flemish Community and the French Community have an Implementation Plan for Education for sustainable development elaborated in the specific own context. The Flemish Implementation Plan for Education for sustainable development has been adopted in principle by the Flemish government on 15 May 2009.

Since the start of the United Nations Decade of Education for Sustainable Development (DESD, 2005-2014), governments, NGO's and schools in Belgium have become more and more aware of the importance of taking action for sustainable development.

Schools and NGO's have been brought together to share good practices. Education centres and training centres for nature guides implement ESD. Learning networks are sharing and building knowledge about the process of integration of sustainable development in higher education. Sustainable development has been integrated in (cross-curricular) attainment targets in schools. ESD research is supported.

With WWF, an ***educational dossier* *on climate*** "Le climat, c'est nous"/"In de weer voor het klimaat" has been developed for school children of 10-14 years. The ring binder contains background information sheets for teachers and ready-to-copy sheets for the pupils. Between 2007 and 2009, 4800 copies have been sent to classes willing to work on the topic. One section is dealing with solutions.

Flanders supports a multi-stakeholder steering committee for the implementation of the strategy for Education for sustainable development (ESD). Two examples are:

- ▶ 68% of all schools take part in the project 'environment at school' <<http://www.milieuzorgopschool.be>>;
- ▶ Education for Sustainable Development in formal, informal and non-formal education. <<http://edo.lne.be/>>.

Every initiative empowers a wide variety of stakeholders from civil society to introduce the principles of sustainable development into education and learning.

In Wallonia, the association COREN, supported by the Walloon Region, has created the project *Ecoles pour demain* which aims at modifying young people behaviours toward a more sustainable way of life, making schools greener at the same time. <http://www.coren.be/ecolespourdemain/>

ESD is also the central theme at the next Benelux Conference at the end of 2009 in order to strengthen ESD in the Benelux.

At the moment the biggest constraint is the lack of a budgetary certitude for the actions of the implementation plans.

1.3. Means of implementation: Mobilization of financial resources from all sources; provision of credit facilities; promotion of private investment; any innovative financing mechanisms; Technology development, transfer and dissemination, including through extension services; Application of indigenous knowledge and know-how & Cooperative frameworks and partnerships

1.3.1. General strategic priorities for development cooperation

The Law of May 25, 1999, is still the legal framework for the Belgian cooperation in international development.

As outlined in this Law, the main objective of Belgium's development assistance is poverty reduction within the framework of the Millennium Development Goals (MDG) and subject to crosscutting issues such as Human rights, gender and environment.

The 1999 Law assigns five sectors of concentration for Belgium's development assistance: (1) Basic health care, (2) Basic education and training, (3) Agriculture and food security, (4) Basic infrastructure, including water and sanitation, energy and transport and (5) Conflict prevention and Peace building. Each sector strategy shall mainstream, among others, the themes as follows: Gender; Environment's protection and Social economy, including the Rights of the child since 2006.

In order to improve its aid effectiveness on the ground, Belgium has also concentrated its bilateral assistance to a limited number of developing partner countries (18), on the one hand, and to a limited number of multilateral organisation partners (21) on the other.

1.3.2. Environmental priority issues in development cooperation

Belgium's strategic note for development cooperation as regards environmental protection (2002) retains six priority issues for action:

1. Sustainable management of the water resources,
2. Desertification,
3. Deforestation,
4. Protection and sustainable biodiversity management, including cleaner production and sustainable consumption patterns,
5. Improved ecological management of urban and peri-urban areas,
6. Climate change mitigation and adaption.

1.3.3. Sustainable consumption and production: Belgium's international development cooperative frameworks and partnerships

a) Preliminary remark

The Belgian Development Cooperation strategy rests on the fact that poverty and environmental degradation are closely linked. Consequently, Belgium's development cooperation strategy in relation to environmental affairs places emphasis on poverty reduction in combination with

development of sustainable patterns of production and consumption, protection of natural resources and good governance.

b) Operational frameworks and objectives

In a world of increasing economic growth and ecological interdependence, Belgium, together with most of developed and industrialised countries, needs to work in partnerships with the developing countries to tackle common challenges such as deforestation and other type of land degradation, the depletion of natural resources in general and fish resources in particular, including the loss of biological diversity. By doing so, Belgium integrates in its cooperation strategy the growing recognition of the fact that long-term effective results in development cooperation are not best achieved by each individual donor chasing success and results with “its” assistance.

Donors and recipient countries must work together to achieve common, general objectives. These objectives were formulated and adopted by the representatives of almost 200 countries in 2000 as the Millennium Development Goals (MDGs), and the joint framework for the development cooperation of donors and recipients was adopted in Paris in 2005 in the form of the Paris Declaration on Aid Effectiveness. The Paris declaration on aid effectiveness lays down that Belgium – and other donors – must be ready to take a step back and allow the recipient countries to take ownership of the development process. Development cooperation presupposes team-work and is not an area suited to individual players drawing attention to themselves. This is particularly true in the case of promoting cleaner production and sustainable consumption in cooperation.

To recall, Belgium has not merely committed to the Paris Declaration, but also participated actively in the international process which led to the Declaration. Belgium is now working to ensure that the intentions in the Declaration are realised. Belgium has set compliance with intentions in the five main areas of the Declaration as a target for Belgian development assistance, including achieving concrete improvements by 2010 on the ten indicators upon which the donor countries are measured.

Another opportunity for action was put forward by the United Nations Conference on Environment and Development (Rio de Janeiro, 1992). Agenda 21 puts forward complete action plan to achieve the goals of sustainable development, including the Johannesburg Plan of implementation (JPOI) adopted in 2002 in Johannesburg during the World Summit on Sustainable Development (Rio + 5).

Achieving sustainable consumption and production involves changing the way people produce, buy, use, recycle and throw away. Belgium, in the framework of development cooperation, has identified key strategic considerations to make consumption and production patterns less harmful and more sustainable, as follows:

- ▶ A formal evolution from cleaner production towards sustainable consumption and production patterns– integration of sustainable production patterns and sustainable consumption patterns in a single set -, including the establishment of document and communication of the related implementation principles and process, commonly understood and applied across all sectors and by all stakeholders.

Indeed, cleaner production and sustainable consumption should be covered in all sectors and by all stakeholders, especially the private sector. It should be knowledge-based and scaled-up. Cleaner production and sustainable consumption is also aimed at providing an excellent platform to address minimization of health and safety-related risks while meeting the market demands and codes of conduct, brands and eco-labels. To this end Belgian Development Cooperation promotes supply-chain based approaches.

- ▶ A synergy between cleaner production and implementation of various Multilateral Environment Agreements (MEAs) needs to be established on the ground;
- ▶ Education, information dissemination and communication, and environmentally sound technology transfer are important drivers to ensure success;
- ▶ Research for development - Action plan for promotion of environmentally sound and efficient technologies for sustainable consumption and production, linked with transfer and application, on the ground, of good practices for transforming research results into scaled-up action.
- ▶ Cleaner production and sustainable consumption must be integrated in the standard project/programme appraisal process as well as the risk management framework when it comes to the financing;
- ▶ Building of local multistakeholder partnerships greatly stimulates the adoption of cleaner production and sustainable consumption. The increased role of effective public private partnership and community ensures ownership and support of integrative multistakeholder, better coordinated cleaner production and sustainable consumption implementation programmes

Belgium is convinced that the process of cleaner production and sustainable consumption is accelerated if it is stressed through the national policy.

Belgium contributes regularly to the formulation of the joint positions of the European Union in relation to sustainable development and environment through its active participation to the Working Party on International Environmental Issues (WPIEI). These contributions are the fruit of the common work of qualified departments from the Federal and the Regional Governments, carried out through a multilateral coordination mechanism (COORMULTI) involving amongst others the civil society.

- c) *Education, training, capacity building, communication and awareness-raising, mobilising actors and multiplying success*

Partnerships and dialogue

An efficient sustainability effort in consumption and production requires close cooperation between the public and the private sector. Therefore, Belgian Development Cooperation has targeted its work, through its regular consultations scheme with other donors, partner developing countries and multilateral organizations, including knowledge institutions, on a number of relevant areas to establish close dialogue and to create partnerships and cooperation which are to ensure joint responsibility.

Promoting stronger corporate social responsibility (CSR) effort

Belgium, in its cooperation framework, aims to develop the cooperation with the business world in order to develop and spread the use of CSR concepts systematically, in particular for the benefit of the environment and businesses' competitive advantages in local and global markets. Promoting stronger CSR effort is made through aid for trade and action plan of BIO (Belgian Development Cooperation Investment Corporate). It is based on the following two principles: CSR must contribute to growth in local and global businesses and at the same time help strengthen the businesses' social consciousness and responsibility. CSR should be based on voluntariness.

In conjunction with stronger CSR effort promotion, Belgium will help create initiatives to promote green procurement in businesses through its cooperation framework and partnerships.

Joint effort for sustainable development

Belgium, through its cooperation framework and partnerships also intends to focus concretely on the cooperation between the civil society organizations (NGOs, knowledge institutions – universities and national research centres, the business world) and the local authorities in partner developing countries concerning a joint effort to ensure sustainable development. This implies promotion of investment frameworks (enabling environment) for cleaner production and sustainable consumption. This also encompasses cooperation about developing criteria for cleaner production and sustainable consumption by establishing activities in connection with sub-suppliers and development of environmental goals for corporate green responsibility.

1.3.4. Some concrete actions.

a) Multilateral Cooperation

Belgium contributes to the financing of Global Environment Facility and thus takes part in the assistance provided to the developing countries for the establishment of political and legal instruments and programmes of intervention enabling them to respect within their national action plans their commitments as regards the international environmental agreements.

Indeed, Belgium encourages and facilitates the integration of the international environmental agreements into the national development plans of partner countries.

Belgium has financed the Poverty and Environment Initiative supported jointly by UNEP and UNDP and subsidizes university research concerning the greening of the poverty reduction strategy papers (PRSP).

Apart from the Global Environment Facility and multilateral environmental agreements, it is mainly through UNEP that Belgium contributes to the achievement of OMD # 7 at the international level. Belgium is one of the first donor countries to be committed in a multi-annual partnership agreement with UNEP. This partnership does not only aim at promoting a common development results-oriented approach. It also aims to improve the interactions between the various recipients of the programmes: local governments, implementing agencies, profit community of beneficiaries, etc.

For example, Belgium through the multilateral cooperation with the United Nations Environment Programme Environment Fund (UNEP-EF) is implicitly contributing to the implementation of the African 10 Year Framework Programme on Sustainable Consumption and Production in Africa (10YFP) in Mozambique (Programme Document for Sustainable Consumption and production in Maputo and Matola Cities). To recall, the African 10YFP has identified the key priorities that could be undertaken under the thematic areas of energy, water, urban development, and industrial development. Each thematic area was considered in the context of NEPAD Environmental Action Plan and regional poverty reduction priorities.

The Belgian Development Cooperation finances multilateral actions carried out by the World Wildlife Fund (WWF), UNESCO and FAO in the field of protection and sustainable management of the forests in Democratic Republic of Congo (DRC). Moreover, Belgium is actively involved in the establishment of the multilateral Pooled-Fund in support of Forest Governance DRC which is managed by the World Bank. It has participated, in 2007 and 2008, in various multilateral events related to forest governance and organized in 2007 in Brussels the International Conference on the sustainable management of the forests of the DRC.

Belgium has the lead in the process of FLEGT (Forest Law Enforcement, Governance and Trade) Action Plan in DRC. FLEGT is the response of the European commission to the illegal sawing down and trade of wood.

Cleaner production, as a component of a single set encompassing the sustainable consumption and production patterns, is addressed by Belgium through, in particular, its substantial contribution to the core budgets of its many partner multilateral cooperation organisations, such as UNDP, UNIDO and UNEP, including environment-related conventions or multilateral environmental agreements – MEAs - (e.g. Montreal Protocol on substances that deplete the Ozone Layer; Stockholm Convention on Persistent Organic Pollutants – POPs; Rotterdam Convention on the Prior Informed consent Procedure for certain Hazardous chemicals and Pesticides in International Trade – PIC; Basel Convention on the Control of Transboundary Movement of Hazardous Wastes and their disposal; etc.). Cleaner production addresses, among others, chemical waste management.

Belgium's cooperation strategy in strengthening cleaner production, with a particular attention to chemical wastes management—and thereby boosting progress toward the MDGs and sustainable consumption and production patterns—includes, among others: (1) Supporting and participating in global, regional, national and local dialogues on chemical wastes management and (2) Building capacity to manage chemical wastes effectively

Belgium's development cooperation stresses on measures that result in measurable reductions in chemical pollution loads and evidence of ecosystem recovery, through the introduction of cleaner production technologies, transfer of environmentally sustainable technologies and practices, sustainable financing and business models, harmonized legislation and improved environmental monitoring. It also promotes projects leading to a reduction in the release of heavy metals, including the release mercury into the environment from artisanal gold mining. To the latter end, it supports mining policy reforms, transferring sustainable mining technologies and practices, and introducing sustainable livelihood options.

The issues related to the extractive industries transparency initiative (EITI) process are mainly addressed by Belgian development cooperation through its partnership with UNDP and the World Bank.

b) Belgian Survival Fund - Belgian Fund for Food Security

It is interesting to single out, among the Belgian bilateral-multilateral cooperation support to development integrating cleaner production and sustainable consumption, the Belgian Survival Fund – Belgian Fund for Food Security.

The Belgian Survival Fund - Belgian Fund for Food Security has contributed, for about 10 years, to the improvement of food safety and security for the poor populations worldwide, in particular in Africa and Latin America.

The approach adopted by the Belgian Survival Fund - Belgian Fund for Food Security is multi-sector, centred on human, economic, social and environmental dimensions in order to improve livelihood in the poor rural and periurban areas.

The Belgian Survival Fund – Belgian Fund for Food Security has proved to be particularly appropriate in meeting the concerns of developing countries about the deleterious environmental and social impacts of economic growth and climate change (mass protest against the food crisis, fuel/energy crisis). It will be also an effective instrument to help address the commitment to environmental improvement clearly signalled in the setting of very ambitious targets of the African 10 Year Framework Programme on Sustainable Consumption and Production in Africa (10YFP), in particular

improving rural livelihood through increased access to water resources for all and to environmental sanitation services (sustainable, reuse-oriented liquid and solid waste management).

c) Bilateral cooperation

To recall, Belgium has, as the majority of development cooperation donors, signed on to the Paris declaration on aid effectiveness and is an active member of the Harmonization and Alignment Committees in developing countries, as well as in on-going works on joint assistance strategy. This is one reason why the Belgian bilateral cooperation has recently promoted the delegated cooperation modality. The delegated cooperation will be used in support to environment programmes, including sustainable consumption and production initiatives, mainly limiting Belgian participation to joint review meetings and ad hoc donor to donor meetings.

Moreover, besides the multilateral cooperation channel through mainly the World Bank, UNDP and the European Development Fund (EDF), Belgium through its bilateral strategy for the development of basic infrastructure in cooperation considers, among others, sustainable transportation for playing a determining catalytic role in relation to the sustainable consumption and production patterns. Sustainable transportation is hereby to be understood as the transport system that meets local mobility needs while also preserving and enhancing human and ecosystem health.

Indeed, transport is indispensable for the well functioning of economic activities, for the production and distribution of goods and services as well as for trade. Transport is therefore a focus for Belgian development assistance. In particular it plays a most strategic role in opening up of peripheral and isolated rural areas, including their integration into the national economy. The Belgian strategy for the development of sustainable transportation in cooperation for leveraging sustainable consumption and production includes demand management, operations management, clean fuels and integrated land use and transportation planning. It is mostly implemented in the framework of development assistance to Congo DRC (opening up of agricultural and rural areas; harbour rehabilitation, etc.).

Finally, Belgian development cooperation supports the civil society organisations (CSO) whose cooperation activities aim at promoting decent work and respect for the environment, in particular in the mining sector.

1.3.5. Conclusive remarks

Sustainable consumption and production is a complex process characterised by a mix of various determining factors (social, cultural, economic, etc.). It consists of multidisciplinary fields by essence and requires various indicators in order to be monitored and followed up fully and objectively.

Belgium is actively involved in international negotiations aimed at ensuring sustainable environment, including the promotion of sustainable consumption and production.

At the multilateral level, Belgian development cooperation contributes to the Global Environment Facility (GEF), including many other multilateral partner organisations involved in sustainable development, such as in particular UNEP, FAO, UNDP, the World Bank, UNESCO, the Consultative Group on International Agricultural Research (CGIAR), international development NGOs, etc.

Projects/programmes supported in the framework of governmental bilateral cooperation mainstream environmental issues as specific sector aspects and/or as aspects cutting across each development initiative.

Some of the various possible composite elements transformed into indicators to monitor and follow-up sustainable consumption and production patterns, are given hereby as follows:

- ▶ Resource flows for 3 factors (energy consumption, drinking water consumption, and waste) in relation to GDP or GNI; Changes in electricity consumption, water consumption and waste volumes in dwellings/households
- ▶ Resource efficiency for energy and water in relation to GDP or GNI
- ▶ Eco-labelling; Recycling in relation to extracted raw materials;
- ▶ Environmental impacts from agriculture as illustrated by energy consumption, frequency of pesticide treatment, number of livestock, methane emissions, ammonia losses, and nitrogen surpluses in relation to changes in value of production;
- ▶ Food safety and population health, etc.

Significant progress was accomplished in various developing partner countries. However in a certain number of cases many challenges remain to be met.

Efforts should be enhanced in order to achieve the expected results and objectives as related to sustainable production and consumption.

Results in general do not often reflect the discrepancies between urban and rural areas, between rich and poor areas or between favoured and marginalised groups of the population in partner developing countries.

It is important to focus more on the importance and the relevance of sustainable consumption and production in development cooperation project/programme cycle management.

Any significant progress in any sector of concern for sustainable consumption and production should constitute an incentive for Belgium to strengthen more its development assistance to partner countries.

The Millennium Declaration and its related development objectives, Agenda 21 and JPOI and the Paris declaration on aid effectiveness constitute the main international cooperative frameworks and partnership references of the Belgian Development Cooperation in relation to sustainable consumption and production.

2. Theme-specific issues

2.1. Chemicals

2.1.1. General information

a) Policy frameworks

The majority of rules on chemicals, biocides and pesticides are common throughout the EU.

Regarding chemicals in general, the Regulation (EC) N° 1907/2006 establishing the procedures for the Registration, Evaluation, Authorisation and Restriction of Chemicals (REACH) as well as the European Agency for Chemicals (ECHA), and is gradually entering into force with uniform application throughout the whole EU.

In addition, provisions for classification and labelling of chemicals are provided by the

Regulation (EC) No. 1272/2008 of 16 December 2008 on the Classification, Labelling and Packaging (CLP) of substances and mixtures. The regulation transfers into the EU legal system, the requirements of the Globally Harmonized System for classification, labelling and packaging of substances and preparations (GHS). Both the new and the previous system will coexist during a transitional period ending in December 2010 for substances and in June 2015 for mixtures.

Regarding pesticides, the new plant protection product Regulation that governs the placing on the market of plant protection products was approved by the European Parliament in January 2009 and will replace the current Directive 91/414/EEC.

The Biocidal products directive 98/8/EC Directive, which came into effect in 2000, is aimed at harmonizing the internal market for biocidal products. Application of the Directive entails requirements for the approval of 23 different product types.

At international level, Belgium is party of Multilateral Environmental Agreements related to Chemicals inter alia the Montreal Protocol on Substances that Deplete the Ozone Layer and all its amendments, The Rotterdam Convention on the Prior Informed Consent Procedure for Certain Hazardous Chemicals and Pesticides in International Trade, The Stockholm convention on persistent organic pollutants, The Cartagena Protocol on Biosafety, The Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and Their Disposal. Belgium also participates in SAICM. Belgium strongly supports a better coordination between the different international activities for sound chemicals management with the aim of improving the more efficient use of financial and human resources.

At national level, in order to define concrete actions involving the various federal and regional entities, the Belgian Federal Minister for Climate and Energy in charge of sustainable development launched in 2008, the "Spring of the environment". One of the key topics was chemicals, considering mainly the implementation of REACH, the reinforcement of the Belgian helpdesk, the promotion of alternatives to substances of very high concern (SVHC) and the reduction and sustainable use of pesticides and biocides) (http://www.printempsdelenvironnement.be/FR/le_printemps, under the item environnement et santé). Several specific actions on chemicals are also part of Regional environmental policy plans aiming at the reduction of emissions of several dangerous substances. For instance the Flemish Plan has to be enacted every five years and the next plan will cover the period 2011-2015

Furthermore, the two priority issues for Belgium, i.e. chemicals in articles and nanomaterials & nanotechnologies are also two out of the four emerging policy issues for which it was unanimously

decided to give in-dept consideration at ICCM2 (11-15.05.09) , the second high-level meeting of SAICM. For the first issue, Belgium actively participates in an informal EU network with the aim of improving the conditions for getting information about substances in articles (https://portal.health.fgov.be/portal/page?_pageid=56,15812534&_dad=portal&_schema=PORTAL). Regarding the second issue, Belgium is taking various national initiatives such as inter alia a national research projects financed by the Federal or Regional authorities, the creation of scientific experts networks and the active participation in the OECD Working Party on Manufactured Nanomaterials.

b) Cooperative frameworks and partnerships

Belgium has a complex structure with a complex entanglement of competences.

Because the activities of many international organizations working on the environment fall under 'shared' competences in Belgium, coordination is necessary in order to speak with one voice in international negotiations. For this purpose, a cooperation agreement concluded on 5.04.95 between the federal government and the regional governments established the Coordination Committee for International Environmental Policy (in short the CCIEP) in order to prepare belgian positions that allow speak with one voice in international negotiations. Coordination of activities concerning chemicals and biocides takes place within the CCIEP chemical steering committee.

Currently, the national actors for REACH implementation work within a specific subgroup of the CCIEP Chemical. Steering Committee Nevertheless considering the case of REACH, the majority of the provisions of REACH are of a mixed competence (meaning federal/regional). For some of these provisions a separate execution by the authorities within the limits of their competences is at least difficult or often insufficient , and therefore a legally based cooperation agreement would be most welcome. The goal of such an agreement is the joint execution of own competences, where provisions of REACH relate to several competences, from which at least one is not with the federal level. The agreement will set up structures to make decisions, to communicate, acquire scientific advice, and establishes a formal framework for cooperation between the inspection services, including a formalised version of the national forum for inspection services that has been established in September 2008 (REACH-Forum National) and where the different inspection services can deliberate informally, aiming at testing exchange of sensitive information, conceiving joint campaigns to improve efficiency of inspection initiatives, preparing common positions with regard to national and international issues.

c) National legal frameworks and administrative measures

FEDERAL LEVEL

Law of 21 December 1998 on product standards

To ensure an effective, proportionate and dissuasive sanction regime on the federal level, the Belgian competent authority has prepared an extensive amendment to its law of 21 December 1998 on product norms. The amendment provides for the possibility to legally enforce the articles in REACH that can be infringed, and provide for a procedural legal framework for administrative fines that is apt to the new requirements that are laid down in REACH. The amendment was adopted by the Parliament in July 2009, but the signature and the official publication is still pending

In addition, several legal actions (Royal Decree and Law modifications) are currently in progress to complete the GHS implementation in Belgium.

Amendments to laws on worker protection

A draft law for the amendment of different pieces of law in the area of worker protection legislation is currently under way. The draft law aligns the workers legislation with REACH, provides for the necessary framework for enforcement, and inserts the sanctions on infringements of the relevant articles of REACH. The amendments mainly concern the Law of 28th January 1999 (concerning guarantees on safety and health of substances and preparations used by workers).

FLEMISH REGION

To implement article 126 of REACH, sanctions and legal instruments for inspection and enforcement are provided for via an implementing Decree of the Flemish Government that makes applicable Title XVI of the Decree (Law) general provisions on environmental policy (Decree of 5 April 1995; Title XVI was introduced on 21 December 2007). This Decree (Law) of 12/12/08 (see article 93 of it) entered into force on the 1st of May 2009. By means of a general reference to Title XVI of Decree of 5 April 1995, the sanctions of article 16.6.1, paragraph 1 of this Decree is applicable on most of the violations of the provisions of the REACH-Regulation. For some infringements the application exclusive administrative fines has been specified. For the implementation of REACH as a whole a partly legal, partly organisational study will be completed this autumn, to make sure that also the legislation at the interface with REACH (e.g. IPPC) and considered by some provisions of REACH can be applied and enforced correctly by the Flemish authorities.

BRUXELLES REGION

To implement article 126 of REACH, sanctions and legal instruments for inspection and enforcement are provided for by amending following existing ordinances :

- ▶ The Ordinance of June 5th 1997 regarding environmental permits, for the control of the manufacturing, the use, and the storage of substances or waste-substances, through the permit conditions and through penal sanctions (art. 96, 1°-6°)
- ▶ The Ordinance of March 25th 1999 regarding the investigation and suppression of violations, for the administrative fines in the event of violation of the environmental permit art. 33, 5°, d-f-j.).

WALLOON REGION

To implement article 126 of REACH, sanctions and legal instruments for inspection and enforcement are provided for via an implementing following existing ordinances currently being amended:

- ▶ The Decree of march, 11th 1999 regarding environmental permit for the control of the manufacturing, the use, and the storage of substances, through the permit conditions.
- ▶ The Decree of 5 June 2008 on the research, prosecution and punishment of offences against the environment for the penal sanctions and the administrative fines in the event of violation of the environmental law

2.1.2. Risk Assessment and Risk management

a) Assessment of chemical risks

MECHANISMS FOR SYSTEMATIC EVALUATION, CLASSIFICATION, AND LABELING OF CHEMICALS, INCLUDING INITIATIVES TOWARDS A HARMONIZED SYSTEM OF CLASSIFICATION AND LABELING OF CHEMICALS

With a view to strengthening an active participation at all levels, Belgium takes part in International and European Groups regarding CLP: GHS UN, RAC, CARACAL (Competent Authority meetings for the implementation of REACH,...)

According to REACH, the Committee for Risk Assessment (RAC), plays a vital role in formulating the opinion of the Agency (ECHA) with regards to evaluating proposals for harmonised classification and labelling of a substance as carcinogenic, mutagenic or toxic for reproduction, as a respiratory sensitiser, or for other effects on a case-by-case basis. A Belgian member has been appointed in this committee to actively participate in the opinion formulating, a.o. by being a rapporteur for some of the dossiers to be discussed.

INITIATIVES FOR ASSESSMENT OF TOXIC CHEMICALS, HAZARD AND RISK ASSESSMENT, AND PARTICIPATION IN VARIOUS INTERNATIONAL AND REGIONAL INITIATIVES

One of the primary tasks of the Member State Committee (MSC) of ECHA according to Regulation (EC) 1907/2006 is to seek agreement on the identification of substances to be included on the candidate list for eventual inclusion in Annex XIV (list of substances subject to authorization, e.i Substance of Very High Concern) (Art. 59(7-8)).

The responsibilities of the MSC include providing an opinion for establishing the Community rolling action plan (CRAP) for substances which could constitute a risk to human health or the environment (Art. 44(2) and thus must be evaluated, provide an opinion whether or not to add substances to the CRAP following proposals from any Member State (Art. 45(5)) and providing an opinion for recommending priority substances to be included in Annex XIV.

The first CRAP will be adopted in 2011. The MSC will be consulted to agree on the identification of SVHC in the second half of 2009 after which these substances can be included in the updated 'candidate list'.

According to REACH, the Risk Assessment Committee (RAC) of ECHA plays a vital role in formulating the opinion of ECHA with regards to the assessment of the risk from a use of a substance to human health and/or the environment arising from those uses for which authorization is being sought. This includes an assessment of the risk management measures. The first authorization applications to be treated by this committee are expected to arrive early 2012.

A Belgian member has been appointed in both committees (RAC and MSC).

Furthermore, Belgium participates in several initiatives of OECD.

Biocidal products of the majority of the 23 product types foreseen by the Biocidal products directive 98/8/EC have to be authorised before they are allowed on the Belgian market. Until the inclusion of their active(s) substance(s) in annexe I their physico-chemical properties, their hazards and their risk for man and environment are considered by the Committee for advice concerning biocidal products (CAB, a committee to which belong experts of the directorate –general Environment, members of the scientific institutes of the SPF Health, Food Chain safety and Environment, experts designated by the Governments of the regions and external experts). After the acceptance of the application for authorisation as complete and prior to submission to the CAB, the toxicological and ecotoxicological evaluation is performed by the experts belonging to the Division Risk Management of the Directorate General Environment. If the CAB comes to a negative conclusion the authorisation for the biocidal product is rejected and the applicant can introduce an appeal to the Council of Hygiene. If the CAB comes to a positive advice, the Minister of the Environment, or his authorised representative, issues an authorisation certificate. Biocidal products belonging to product type 1 –

i.e. used for human hygiene, the mosquito repellents for use on human skin and some other minor groups- containing existing active substance of the aforementioned directive, are exempted from the authorisation requirement until the decision to include their actives substances in annex I.

Regarding indicators, Belgium has developed a multi-compartmental risk indicator system for pesticides, which is basically based on an exposure/toxicity ratio for each of the seven compartments that are assessed. Those compartments concern both environment and human health. The Belgian overview on pesticides is completed by other indicators: sales quantity, poisoning incidents frequency, application frequency.

An indicator, also based on the Exposure/Toxicity ratio, is used to assess the risk for aquatic organisms in one of the Belgian regions.

For biocides, the same panel of indicators is in development.

The research project "INRAM - Integrated risk assessment and monitoring of micropollutants in the Belgian coastal zone" financed within the framework of the Science for sustainable development programme by the Belgian Science Policy aims to:

- ▶ study the transfer and environmental concentrations of established priority compounds (cf. OSPAR, WFD and the UNECE lists) and emerging pollutants (e.g. pharmaceuticals) transfer via the three Belgian coastal harbours and the Scheldt, to coastal waters
- ▶ apply an unique combination of novel field and laboratory ecotoxicological and chemical techniques to establish both effects and food chain transfer of these chemicals
- ▶ for the first time, establish the relationship between local occurrence of hazardous compounds, ecosystem health and potential human health effects, through the use of consumer organisms as test/monitoring species (e.g. commercial fish, crustacean and mollusc species), and
- ▶ Develop and evaluate a framework and toolbox for monitoring the chemical anthropogenic pressures on coastal ecosystems and commercial marine products.

STRATEGIES FOR EXPOSURE ASSESSMENT AND ENVIRONMENTAL MONITORING AND IMPROVEMENT IN PROCEDURES FOR USING TOXICOLOGICAL AND EPIDEMIOLOGICAL DATA TO PREDICT AND ESTIMATE THE EFFECTS OF CHEMICALS ON HUMAN HEALTH AND THE ENVIRONMENT

STRATEGIES FOR EXPOSURE ASSESSMENT

FEDERAL LEVEL

Belgium takes part in the Partner Expert Groups (PEG) whose focus is on the development of reliable methods for exposure assessment. These PEGs cover several aspects (both human and environmental, use of the most appropriate format and discussion on calculation methodologies) of exposure assessment of chemicals and are organized by the ECHA division in charge of the development of Technical Guidance Documents.

For the implementation of the biocidal products directive Directive 98/8/EC, Belgium contributes to the European review program in the evaluation of 10 active substances. Belgium is member of the HEEG (Human Expert Exposure Group) for discussion on methodology and needs for update of guidance documents based on issues raised during European Technical Meetings.

This program is based *inter alia* on a Technical Note for Guidance on human exposure which was endorsed at the 25th meeting of representatives of Member States Competent Authority (June 2007). This Technical Note for Guidance is linked to other guidance as the Technical Guidance Documents (TGD) on risk assessment for new and existing substances, which cover all chemicals taking into account OECD work on ESD (environment exposure document) as well

STRATEGIES FOR ENVIRONMENTAL MONITORING

FEDERAL LEVEL

In 2006-2007, Belgium took part at the fourth round of the World Health Organization POPs in human milk study. The project was conducted under the authority and at the expense of the Joint Interministerial Conference on Environment and Health between federal and federalized authorities. The main conclusions were the following: Old organochlorine pesticides are generally no longer found in human milk, with the exception of DDT, HCB and exceptionally HCH. The dioxin levels have clearly dropped again as well as the marker PCBs. The trend with regard to dioxin-like PCBs is less clear. As to the brominated flame retardants PBDEs, we neither see a decline, nor an increase. Some substances have been found in human milk for the first time during official measurements in Belgium such as the aromatic substances musk xylene and musk ketone as well as perfluor compounds. The full report is available on <http://www.nehap.be>.

REGIONAL LEVEL

Translation of human biomonitoring results into policy measures in Flanders.

Flanders initiated in 2002 a five-year human biomonitoring programme covering around one-fifth of both its territory and population. The programme collects a variety of biomarkers of exposure (including e.g. DDE, heavy metals, dioxins, exposure to PAHs and benzene) and effect (including e.g. DNA damage, asthma en allergy,...) in eight areas and for three age groups (newborn babies, adolescents, elderly). The study showed differences in biomarker values of exposure and effect for the different areas and found measurable biological effects at exposure levels well below current standards.

A phased action-plan was developed to translate the results into a policy response. It implies 3 phases in which (1) the seriousness of biomarker anomalies is evaluated and priorities are set; (2) the sources of pollution that are causing the anomalies are traced; and (3) concrete policy measurements are proposed when appropriate. These phases are run through with an expert panel and a jury including local stakeholders and authorities.

Currently the action-plan is being carried for two different cases: increased levels of persistent organic pollutants in the rural areas in Flanders and the increased asthma and allergy incidences in Flemish city areas. More information on www.lne.be/en/environment-and-health/actions-by-the-flemish-government/phased-action-plan.

Monitoring of surface water and ground water is addressed in the Water Framework Directive (2000/60/EC). In implementation of this Directive the Flemish Region set up a monitoring programme, also including a monitoring strategy for chemical substances.

In case of complex effluents, the Direct Toxicity Assessment (DTA) approach can be used in combination with chemical monitoring. The DTA approach uses bioassays with different test species to assess the impact of industrial effluents. Chemical analysis identifies only the main chemical pollutants available, while bioassays also address pollutant bioavailability and synergistic/antagonistic effects between different pollutants.

The deposition of dioxins and dioxin-like PCBs is monitored on a regular basis in the Flemish region. The measured levels are estimated to threshold values which are calculated on the basis of the TWI for dioxins and DL-PCBs proposed by the EU-SCF.

Monitoring of air quality is treated in the directive on ambient air quality and cleaner air for Europe (2008/50/EC). In implementation of this directive the Flemish Region set up a monitoring network for heavy metals (Hg, Cd, As) and performs organic measurements of PAH.

In the three Belgian regions, atmospheric pollution is continuously monitored and measured following our obligations in the European directives on ambient air. Information is given to population by different means, for ex. via website, telephonic messages, information boards.

IMPROVEMENT IN PROCEDURES FOR USING TOXICOLOGICAL AND EPIDEMIOLOGICAL DATA

REACH provides for strong incentives to make maximal use of existing data, in vitro testing and QSAR and read-across/grouping approaches. The guidance that has been developed for this purpose outlines an integrated testing strategy for every endpoint. See <http://echa.europa.eu/>

b) Sound management of toxic chemicals

PROGRESS WITHIN THE LARGER FRAMEWORK OF STRATEGIC APPROACH TO INTERNATIONAL CHEMICALS MANAGEMENT (SAICM)

MECHANISMS IN PLACE FOR DETERMINING THE CHEMICALS USED E.G - EFFORTS TO ESTABLISH NATIONAL INVENTORIES AND IMPROVE CUSTOMS INFORMATION SYSTEMS

REACH was established to ensure a high level of protection of human health and the environment. Its registration process will propose a view of the chemicals manufactured and used in Europe. The Belgian competent authority (qu'est ce que c'est?) should then also have a clear overview of the substances used and put on the national market.

MECHANISMS IN PLACE FOR SETTING PRIORITIES FOR RISK REDUCTION

The REACH authorisation process allows MS to identify substances of very high concern. The inclusion of those substances as candidates for authorisation initiates stringent obligation for industries using them. The process could conclude to an obligation of authorisation for the use and/or the production of these chemicals.

In the perspective of this process, BE MSCA is currently elaborating its priorities for the next years.

The priority setting is for an important part influenced by European and international obligations that our country has to implement. But also the experiences of permitting and enforcement authorities and the monitoring of the environmental quality and the bio-monitoring is taken into account. The Flemish REACH study mentioned in I. C should also result in recommendations to ensure that all relevant information is available and combined to set the proper priorities, and take the necessary actions.

implementing agreed chemicals management tools e.g

- ▶ *the FAO's Code of Conduct on the Distribution and Use of Pesticides*
Belgium, like every Member State of the European Union is subject to the European legislation concerning Distribution and Use of Pesticides, which covers largely the provisions of the Code of Conduct.
- ▶ *guidance for establishing pollutant release and transfer registries*
Through each of the three Regions, Belgium has now implemented PRTR systems in compliance with the EU's EPRTR Regulation and the UNECE PRTR Protocol to the Aarhus Convention.
- ▶ *other for pollution prevention.*

Integrated permits implementing the principles of EU's IPPC (integrated pollution prevention and control) Directive are delivered in the three Regions for industrial installations having the most significant potential impacts for the environment. This means that all IPPC installations must be permitted according to emission levels associated with the best available techniques (BAT).

adequate hazardous waste management arrangements (e.g inventories of waste, permit systems)

In order to accomplish a maximum level of recovery and recycling of hazardous wastes and to stimulate their transformation into useful materials, there is an incineration and land filling ban for selectively collected wastes that can be recycled.

Systems exist in the three Belgian regions to allow for the use of industrial waste as a secondary raw material on the condition that certain technical and environmental criteria set out in the law are met.

The disposal of waste that cannot be prevented or recycled is organised in such a way as to have as little impact as possible on the environment.

Belgian waste treatment facilities have in application of abundant EU legislation, to comply with stringent norms relating to hygiene, risk management, environmental protection and public health. The legislation on environmental licences in the three Belgian regions transposes the EU IPPC-Directive. This permit is issued only if certain environmental conditions – concerning the protection of air, water and soil, the application of Best Available Techniques (BAT), waste minimisation, efficient energy use, site clear-up etc. – are met.

In Belgium, all waste-related activities are known and documented. The legislation obliges each producer of wastes to maintain a 'waste register', in which information can be found on the source of the waste, the composition, the quantity, the treatment process, and so on.

websites where national partners can gain access to information about the sound management of chemicals (including websites providing risk management information and details of relevant legislation).

FEDERAL LEVEL:

The portal site of the federal public service Health, Food Chain Safety and Environment www.health.fgov.be contains information about chemicals substances (under the section 'environment'), namely on the following topics:

- ▶ **REACH:** information for the industry and the general public. A new portal site is planned (2010-2011); this site will serve as a clearing house or platform for Belgian REACH-partners and will partly be addressed to the general public. Furthermore following its duties under REACH, BE investigates the best technical options to build a website dedicated to the risk communication of chemicals. (art 123 of the REACH Regulation)
- ▶ **Asbestos:** information for the general public about the risks associated with exposure to asbestos. Information brochures can be downloaded.
- ▶ **Biocides** (direct link: www.biocide.be): information for the general public (definition, dangers of the use of biocides) and industry (legislation, electronic authorisation procedure). The website contains a database of biocides that are authorised for marketing in Belgium.
- ▶ **PRPB** (direct link: www.prbp.be): information for the general public, professional users en NGO's about the actions done to reduce the risk related to the use of pesticides. Information brochures can be downloaded.

The specific website www.fytoweb.be contains information about plant protection products for users and for the industry and a database of plant protection products authorised for marketing in Belgium.

- ▶ **Fertilizers:** information for the general public and the industry (definition and legislation).
- ▶ **Persistent Organic Pollutants (POP)** and the **PIC** procedure: general information.
- ▶ **Cosmetics** (under the section 'my health'): information for consumers (definition, composition, labelling), for the industry (legislation, notification obligation) and health professionals (what to do if they notice a health problem with a cosmetic).

Furthermore a nanomaterials website is currently under construction and an information brochure making practical recommendations regarding the use of CFLs (Compact Fluorescent Lamp) will be available via the website in the coming month.

In the first six months of 2009, the section 'chemical substances' of www.health.fgov.be (which regroups the topics mentioned above) counted 8.800 visitors.

The Federal Public Service of Economy provides general information about REACH and its implementation on its website. Information is updated regularly with practical information like seminars and other events or any new development. Individual companies can send there further questions by e-mail or call the free phone of the helpdesk."

In the framework of his research programme "workers protection in the area of health" (1998-2000), the Belgian Science Policy (PPS Science Policy) has supported a project to develop an users friendly information system for the evaluation of health risks associated with occupational exposure to mutagens/carcinogens (CRIOS). The project has consisted of providing scientific information for adequate cancer prevention in occupational settings with 4 specific objectives:

1. To conduct a comparative review of the national and international laws for the chemical and physical mutagens/carcinogens present at the workplace in Belgium.
2. To analyse and provide a review of selected papers on biomarkers of effects.

3. To discuss methods for risk calculation.

4. To offer a practical guide for sample collection to perform the analysis of biomarkers.

Since 2001, the website is updated with other financial supports (see <http://cdfc00.rug.ac.be/healthrisk/default.htm>)

The research project "INRAM - Integrated risk assessment and monitoring of micropollutants in the Belgian coastal zone" (see item II.A.2) <http://www.vliz.be/projects/inram/>

Within the framework of the SPSD II the project "Development of an integrated database for the management of accidental spills (DIMAS)" was financed which aimed to develop a user-friendly and easily accessible database with information (fate, hazards and risk management procedures to be taken for the spilled product) for the experts involved as well as for non-experts to help the choice of effective measures to abate the pollution in case of an accidental.

<http://www.vliz.be/Projects/dimas/En/index.php>

REGIONAL LEVEL

The Flemish region has developed a web application that is meant to help local authorities green their procurement, www.producttest.be. It allows local authorities to assess how 'green' the office supplies, cleaning products and electric and electronic appliances they purchase are. Partly this already includes chemical products but paints and varnishes will also be added to this product-test in the near future.

To reduce the use of pesticides there is a campaign "zonder is gezonder", to call on citizens and local authorities to choose environment-friendly alternatives. This campaign is supported by the website www.zonderisgezonder.be.

INITIATIVES AND INNOVATIONS FOR RISK REDUCTION, PARTICULARLY TAKING IN TO ACCOUNT THE LIFE CYCLE OF THE CHEMICALS

In 2006, the Belgian Science Policy (PPS Science Policy) has launched the second phase of the TAP (Technology Attraction Poles) programme entitled "Programme to stimulate knowledge transfer in areas of strategic importance". It covers 5 research areas among which "clean technologies" and "new materials" (with a cooperation agreement between the Federal Authority and the Regions). The research proposals must be justified by socio-economic and environmental grounds for the purpose of predicting outcomes and impacts on innovation, the environment and socio-economic aspects. For the "new materials" area, the importance of an integrated and multidisciplinary approach taking proper account of impacts (on health, safety and the environment) throughout the life cycle was stressed. The funded research projects will end at the beginning of 2010.

The Flemish government has set up an Environmental and Energy Technology Innovation Platform (MIP), with innovation as an important driving force for the economic development and employment. The MIP has become the means by which the Government intends to strengthen the competitiveness and appeal of Flemish environmental and energy technology.

Within the MIP, special attention and financial support goes to projects concerning closed loop techniques for toxic chemicals and efficient use of raw materials.

POLICY MEASURES TO PHASE OUT CHEMICALS THAT POSE UNREASONABLE AND UNMANAGEABLE RISK TO HUMAN HEALTH AND HUMAN ENVIRONMENT, SUCH AS, FOR EXAMPLE, OZONE-DEPLETING SUBSTANCES (DATA INCLUDING

RATIFICATION OF MULTILATERAL ENVIRONMENT AGREEMENTS, IMPLEMENTATION OF SPECIFIED INTERNATIONAL AGREEMENTS AND OTHER SPECIFIED INTERNATIONAL INSTRUMENTS)

The Belgian competent authority has recently evaluated 15 substances for their potential risks for man and the environment. The study consists of two parts. The first part of the study aimed at evaluating the seriousness of the risks of each substance in order to prioritize them. This part of the study has been finalized.

The second part of the study comprises the draw up of reports for some of these substances in accordance with the REACH procedures.

Depending on the final outcome of the study, the BE competent authority will decide how to proceed, possibly by submitting an Annex XV dossier for identification of a substance of very high concern to the Agency for inclusion in annex XIV (list of substances subject to authorization).

The POP issue is of both federal and regional concern. A national implementation plan (NIP) as required by the global POPs convention, has been made jointly by the concerned authorities. It describes the current situation in Belgium and measures to improve it. The main action regarding federal level relates to the respect of the different legislations, the prevention of any import or export of POPs and the controls related to the presence of contaminants in the food chain.

Belgium ratified the Montreal Protocol and all its amendments. The EU has also a Regulation that goes beyond those international commitments It complies with all obligations. Moreover BE imposes some stronger measures such as recapture of OSD in certain conditions. The Regions are also complying to those ozone related regulation by reporting, certifying and ensuring proper recovery and treatment of OSD.

REGIONAL LEVEL

Implementation of all concerned European directives and Regulations (VOC Directive 1999/13, Regulation 842/2006 on certain fluorinated greenhouse gases, the Water Framework Directive and its daughter Directive 2008/105/EC ..), and ratification of all concerned multilateral environment agreements.

As stipulated in the Belgian plans for the elimination of devices containing PCBs, owners of devices containing PCBs are obliged to declare their devices. Most of the declared devices containing PCBs already have been eliminated. It is mainly in the energy distribution sector that PCB containing devices are still used. These must be taken out of service by the end of 2010.

POLICIES AIMED AT REDUCING THE RISKS POSED BY LEAD, MERCURY AND CADMIUM AND OTHER HARMFUL HEAVY METALS, INCLUDING THROUGH A REVIEW OF RELEVANT STUDIES, SUCH AS, FOR EXAMPLE, THE UNITED NATIONS ENVIRONMENT PROGRAMME GLOBAL ASSESSMENT OF MERCURY AND ITS COMPOUNDS

Belgium actively participates to the European working groups for the preparation of the UNEP negotiation for the global assessment of mercury and its compounds. This work includes the review of studies for the whole cycle life of mercury. The objective is to define the priorities for legally binding actions to implement at a world-wide level.

In addition, a number of legal instruments have recently been developed at the EU level to ban the exports of mercury and for safe storage and disposal (will be transposed to BE legislation by end of year) and to define the limitation of use in the medical and measuring devices (currently under review).

BE was rapporteur for Cadmium and Cadmium Oxide under the Regulation 793/93/CEE . The Conclusions of the reports were published in the European Official Journal *JO L 156 – 14.6.2008 & JO C 149 - 14.6.2008*).

REGIONAL LEVEL

The prevention of new soil contamination and the remediation of historical contamination are the main objectives of the Flemish Decree for soil remediation and soil protection.

There is an obligation to investigate the soil quality at defined moments (property transfer, closure of certain installations ...). If the exploratory investigations indicate the presence of contaminating (chemical) substances, the contamination will be characterised in detail and the risk for humans and ecosystems will be defined.

The remediation of new pollution (later than 1995) is required as soon as predetermined soil remediation values are exceeded. With respect to historical contamination (before 1995), the decision to remediate will depend on the actual danger to public health and the environment.

Legally a remediation obligation rests on the operator or the owner of the land where the pollution entered the soil. The Public Flemish Waste Agency (OVAM) supervises the remediation operations.

The Bruxelles and Walloon regions have also recent legislation on this issue.

INITIATIVES TO REDUCE OVERDEPENDENCE ON THE USE OF AGRICULTURAL CHEMICALS

Since 2005, Belgium has started a program of reduction of the risk and use of plant protection products and biocides. A certification system of the knowledge of professional users¹, distributors and advisors of all plant protection products for professional use is currently in development (this will replace the current Belgian certification system concerning only the most risked pesticide uses). These certificates shall provide evidence of sufficient knowledge about, among others, Integrated Pest Management. Plant protection products for Organic Farming are specifically supported in order to encourage the development of alternatives to agricultural chemicals. The use by the general public of non-chemical alternatives is raised by awareness campaigns. At a regional level and for specific situations, low pesticide input pest management practices are encouraged and supported by primes. The use of pesticides by authorities is reduced or banned by specific regional regulations.

¹ "professional user" means any person who uses pesticides in the course of their professional activities, including operators, technicians, employers and self-employed people, both in the farming and other sectors

2.2. Mining

2.2.1. General

The Brussels-Capital Region have no mining activities on its territory, but the two other Regions do. Due to article 6, §1, VI, 5° of the law of the reform of 1980, the authority of the natural resources policy and management are transferred to the Regions.

2.2.2. Mining in the Flemish Region

The subsoil in the Flemish Region is mainly composed of sedimentary deposits of Tertiary and Quaternary formations, and, hence, natural resources are construction minerals like clay, loam, sand and gravel. Since the mining of coal stopped these construction minerals are nowadays the only extracted and commercialised mineral natural resources in the Flemish Region. The construction minerals are essential resources for the economically and socially important sectors of the building and infrastructure industry. Bricks, tiles, *argex* granules, glass, mortar, concrete and glazed stoneware pipes are all fabricated with Flemish surface raw materials. Quartz sand and its derived products like cristobalite, silicon and water glass (sodium silicate) have numerous high-grade applications. They are used as important additives or fillers in paints, detergents, good-quality plasters, paper, toothpaste, automobile tyres, tile cements, transparent plastic films, et cetera. Silicon is also the main base material for the production of semiconductors like chips and solar cells. The direct employment in the extraction industry counts about 3.500 employees in the Flemish Region. In general, around 152.000 persons work in the Flemish construction industry, which are dependent on a continuous supply of construction minerals.

a) Policy and regulations

FEATURES OF NATIONAL MINING CODES OR MINERAL INDUSTRY CODE

Sustainable development plays an important role in the Flemish mineral planning policy.

The **Decree on Surface Mineral Resources** ('Oppervlaktedelfstoffendecreet') of 4 April 2003, followed by the Order of the Flemish Government of 26 March 2004 ('VLAREOP'), determines the Flemish mineral natural resources policy. This legislation sets the base of a **sustainable mineral natural resources management and established the framework for making plans of surface mineral resources** (Algemeen Oppervlaktedelfstoffenplan en Bijzondere Oppervlaktedelfstoffenplannen).

The global aim of the **Decree on Surface Mineral Resources** is to provide in the need of raw materials on a sustainable matter on behalf of the present and future generations. The Decree addresses the specific needs of the extraction industry and includes its needs in several different areas, like for example (i) plan for land use, (ii) supply and use of mineral natural resources, (iii) restructuring and (iv) environmental aspects. The global aim of creating a sustainable management of mineral resources is further specified into: (1) the extraction has to allow an improvement of the economical, social and environmental components, (2) the extraction industry must keep a future perspective of further development, (3) mineral resources should not be wasted, (4) the extraction should be optimal within the foreseen extraction sites and with a minimum use of surface area, (5)

one should stimulate the use of alternative products, and (6) nature and the natural environment should be maintained and further developed as much as possible.

As a function of the natural composition of the resources, the administration provides a certificate of the origin to guarantee the safe environmental use of the mineral natural resource(s).

The Decree looks also at the use of secondary or alternative materials, and at the rehabilitation at the end of the extraction. The permit holder has to provide a financial guarantee towards the Flemish Government for the site rehabilitation. By the Order of the Flemish Government of 26 March 2004, the various aspects of this decree have been further specified.

The Flemish Region has established the framework for making plans of surface mineral resources ('Oppervlakedelfstoffenplannen') which translate the objectives of the Decree on Surface Mineral Resources. The plans look at the further development over a 25-year period and they contain actions for a period of 5 years. These plans have to be evaluated every five years.

The **General Plan of Surface Mineral Resources** ('Algemeen Oppervlakedelfstoffenplan') was adopted by the Flemish Government on 10 July 2008. The plan reaches out several concepts and indicators of a sustainable extraction policy and analyses the need of raw materials for the next 5 years based on economic studies, marketing research.... It gives an overview of the import and export and the possible use of alternative materials. An important part of the plan is dedicated to the action plan of sustainable extraction and the use of valuable alternatives for the primary raw materials. To assure the supply of raw materials on an economic and environmental sustainable manner in the future it is important that sufficient raw materials can be extracted, because:

- ▶ not for every raw materials are valuable alternatives present;
- ▶ a change to more import of raw materials may not be the cause of a displacement of environmental overburden to other countries;
- ▶ a lot of industrial activities in the Flemish Region are set up due to the specific characteristics of the present raw materials;
- ▶ certain low worthy but important and necessary raw materials can not be transported over long distances due to high costs and environmental impact of the transportation.

Special plans of surface mineral resources ('Bijzondere oppervlakedelfstoffenplannen – BOD') are determined for each geological and/or geographical deduced raw material variety. Based on a realistic, substantiated determination of the demand and taken into account the geological, spatial, ecological, economical en agricultural conditions, new sites of extraction are determined and existing, fully exploited sites are given a new land use destination. These special plans pay particular attention to the environmental impact and the influence on the safety and health of people due to the extraction. They are also subjected to the legislation of the environmental impact assessment. The implementation of the plans is fulfilled by the regional spatial implementing plans (gewestelijke ruimtelijke uitvoeringsplannen). Until now three special plans are adopted by the Flemish Government:

- ▶ Special plan of Clay of the Kempen (1 December 2006),
- ▶ Special plan of Clay of Ieper and Maldegem (28 November 2008),
- ▶ Special plan of alluvial clay and clay of Polder (20 February 2009).

For the extraction of **gravel** in the Province of Limburg (Flemish Region), the Regional Government had taken a significant initiative. On 14 July 1993, the Gravel Decree was approved, aiming at a systematic reduction towards a total stop of gravel production if a certain predetermined quota is extracted. A fee is charged per tonnage gravel extracted and a fund has been created to manage this money. The yearly extracted amount of gravel has decreased the last decade as shown in the Table and Figure below and the predetermined quota has nearly been reached. A future policy is subsequently determined with the amendment of the Gravel Decree with the Decree of 3 April 2009. This amendment forms the base of a project-based approach. This project-based extraction of gravel will only be allowed on the condition that it provides an improvement of the ecology and biodiversity of the local nature. It has to be evaluated in the future to which extent this project-based gravel extraction shall fill in the demand for gravel in the Flemish Region.

Table: Amount of extracted minerals in the Flemish Region from 1998 until 2007.

Kton	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Gravel	5795	6931	6889	6373	5990	4673	4282	4921	4583	3376
Clay and Loam	3385	2655	3092	2103	2028	2358	2304	2435	2681	2277
Quartz sand	4266	3989	3970	4031	3798	3383	3937	3815	3500	3678
Coarse sand	1488	1351	2274	1752	1577	1361	1388	1350	1277	1352
Sand	3455	4214	3604	1948	2623	1455	996	1267	882	1292
Sand from gravel extraction	2359	2831	2806	2614	2447	1893	1812	1950	1748	1508
TOTAL (kton)	22746	23970	24633	20822	20465	15123	14720	15859	14671	13483

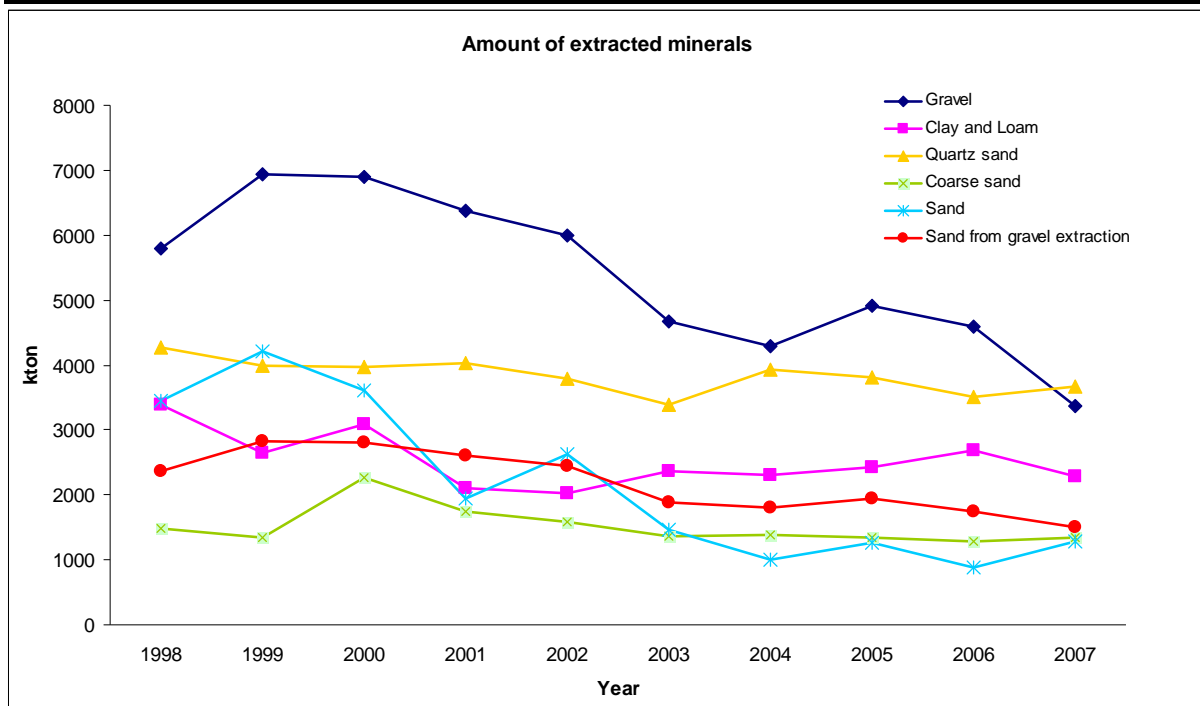


Figure: Amount of extracted minerals (kton) in the Flemish Region from 1998 until 2007.

The policy of the **deep underground** is managed by the Decree of the Flemish Parliament on the deep underground of 8 May 2009. In its first section, the decree of the Flemish Parliament on the deep underground lays down the rules for the exploration and exploitation of hydrocarbons in the deep underground of the Flemish Region. In its second section, the decree provides a regulatory framework for the geological storage of carbon dioxide.

Besides the own legislation concerning natural resources, also other important legislation and decrees have their impact on the natural resources policy.

The Belgian planning systems are based on the 1962 **Spatial Organisation and Town Planning Act** (National Law of 29 March 1962). Basically the spatial organisation is defined in so-called destination plans. A destination plan is a land use plan which determines the allowed use of its territory by precisely indicating the allowed activities in each type of zone. The aim is to improve the spatial quality of our environment. For this law specific extraction locations are indicated on the regional zoning plan. When the extraction stops the site rehabilitation has to be fulfilled precisely as is also indicated on these plans.

Extraction becomes possible if the following two **permits** have been delivered:

- ▶ an environmental permit;
- ▶ a building permit related to the changes of the relief.

The **building permit** regulates the changes of the relief and the deliverance of the permit is determined by the Decree of 18 May 1999 on spatial regulation.

The Decree of 28 June 1985 concerning the **environmental permit** requires that every demand for an environmental permit has to be preceded by a public consultation. This Decree was followed by the Order of the Flemish Government of 23 March 1989 regarding the organisation of an environmental impact assessment for certain categories of disturbing constructions. Article 3.10 determines that quarries, pits, excavations of industrial extraction of sand, gravel, clay, ... with an total extraction surface of more than 10 ha are classified as a construction for which an environmental impact report is required.

With the Flemish regulation on environmental permits (VLAREM) of 6 February 1991 (Order of article 3 of the Decree of 28 June 1985) and the Order of the Flemish Government of 1 June 1995 concerning **global and sectoral terms of environmental protection**, the disturbing constructions in extraction sites have to comply with extensive technical instructions of the VLAREM regulation. The sectoral terms for extraction contain for instance regulations concerning slope stability and the width of the protection strip.

The European **Mining Waste** directive was implemented in the Flemish Regulation on Environmental permits (VLAREM) on 6 June 2008.

REGULATIONS AND MECHANISMS FOR COMPLIANCE AND MONITORING

To guarantee an optimal extraction, the permit holder has to present a progress report to the division authorised for the mineral natural resources every year, as is determined by the Order of the Flemish Government of 26 March 2004. This progress report should contain among others a

state of the art of the extraction with a location map, the amount of extracted material, the depth of the extraction and a report with the phasing of the extraction.

The enforcement of the Decree and Order on Surface Mineral Resources has recently been regulated by the Decree on Environmental Enforcement of 30 April 2009. This new decree gives the authorised administration more tools and rights to take accurate action if an environmental violation occurred.

PUBLIC/STAKEHOLDER CONSULTATION AND PARTICIPATION IN DECISION-MAKING RELATED TO MINING

The Decree and Order on Surface Mineral Resources include a public-stakeholder consultation in the planning process. Before final adoption, the special plans of surface mineral resources have to be submitted for public inspection for an evaluation of the proposed extraction sites. This means that public involvement legally is ensured in the planning process at all levels. Ecological, economical, spatial, geological and agricultural considerations are taken into account in the planning process. Public-stakeholder consultations also take place before implementation of these special plans in the regional spatial implementing plans.

Moreover, for every demand for a building permit and an environmental permit a public-stakeholder consultation has to be performed (see Environmental Impact Assessment).

PUBLIC GOVERNANCE AND TRANSPARENCY IN THE MINING SECTOR

Geological knowledge gathering and sharing has to guarantee and improve the innovative policy and valorisation of the mineral natural resources. A database of underground data in the Flemish Region “Databank Ondergrond Vlaanderen (DOV)” is publicly available on the web. This Flanders Soil and Subsoil Database is a cooperation between three entities of the Flemish government, the Land and Soil Protection, Subsoil and Natural Resources Division, the Geotechnics Division and the Operational Water Management Agency. DOV was set up in 1996. The main goal of the Database DOV is to be the overall database compiling and offering soil and subsoil information of Flanders. The amount of maps and point data that can be found in the geographically oriented database is growing continuously. In the beginning of 2008, more than 121.000 drillings, 60.000 cone penetration tests, 32.000 groundwater abstraction licenses, 6.900 filters with 223.000 groundwater level measurements and 40.000 groundwater quality measurements are available. Different (sub)soil maps (e.g. geological map) and overlay maps (isohypses and isopaches) can be consulted as well. These data are available free of charges on <http://dov.vlaanderen.be>. Data are made accessible in different ways: on the one hand DOV exchanges data with other governmental entities through web services, on the other hand the application offers the clients real time data on the web.

b) Mining best practices

A first important step in the strategic planning of **sustainable development** is defining the land use in a destination plan. At that level there is competition with agricultural use, nature areas, housing, etc.

Second, as the mineral natural resources extracted in the Flemish Region are only construction minerals, the sustainable development focuses mainly on valuable alternatives for these minerals and recycling building products to replace e.g. gravel and sand. But however, taking into account these efforts, there will always be a need for primary raw materials. The transition process to a

cradle-to-cradle economy cannot result in a nonstop declining need for primary raw materials. New evolutions concerning valuable alternatives can be taken into account in the 5-yearly revision of the special plans of surface mineral resources.

ENVIRONMENTAL IMPACT ASSESSMENT (EIA) AND MONITORING OF ALL PHASES OF MINING OPERATION (EXPLORATION, PROJECT DEVELOPMENT, MINE OPERATION, AND MINE CLOSURE)

The Special Plans of Mineral Resources follow the legislation of the Environmental Impact Assessment Law (Plan-MERdecreet) of 27 April 2007 and the Order of 12 October 2007.

Every demand for an environmental permit has to be preceded by a public consultation (Decree of 28 June 1985). Quarries, pits, excavations of industrial extraction of sand, gravel, clay ... with a total extraction surface of more than 10 ha are classified as a construction for which an environmental impact report is required (Order of the Flemish Government of 23 March 1989).

With the Flemish regulation on environmental permits (VLAREM) the extraction sites have to comply with extensive technical instructions of the VLAREM regulation. The division of Environmental Inspection performs regular verifications on site.

The mine operation is also followed with the yearly published progress reports.

The Decree on Surface Mineral Resources pays also special attention at the site rehabilitation at the end of the extraction. The permit holder has to provide a financial guarantee towards the Flemish Government for the site rehabilitation.

RISK ASSESSMENT OF MINES AND MINING ACTIVITIES

The sectoral terms for slope stability in the quarries and the width of the protection strip around the pit is determined in the Flemish Regulation on Environmental permits (VLAREM).

REHABILITATION OF AFFECTED COMMUNITIES AND LIFE-SUPPORTING ECOSYSTEMS, INCLUDING MINE SITE DECOMMISSIONING

The Gravel Decree (14 July 1993) determines that a fee is charged per tonnage gravel extracted and a fund has been created to manage this money. The aim of the fund is among others to fulfil the rehabilitation of the site, to assist with the social aspects for the people working in the quarries, to study alternatives for gravel, to help in the re-structuring of this branch of the industry, etc.

TECHNOLOGICAL, INSTITUTIONAL AND SOCIAL INITIATIVES FOR PROTECTING THE HEALTH OF MINING WORKERS

As a function of the natural composition of the mineral resources, a certificate of the origin is provided to guarantee the safe environmental use of the mineral natural resource (in conformity with the Decree on Surface Mineral Resources).

MINE CLOSURE PLANNING

The Decree on Surface Mineral Resources (4 April 2003) determines that the permit holder has to provide a financial guarantee towards the Flemish Government for site rehabilitation. This guarantee can be either an insurance, a bank guarantee or a guarantee by a person or by a company. Without such a guarantee, the extraction may not start. The Flemish Government fixes the amount of the

guarantee. The Order of 26 March 2004 allows the Minister to fix a price per surface area (m²). The total sum of the guarantee can be variable in time; e.g. if the extraction takes place in successive phases, it increases when the extraction advances; and if part of the rehabilitation is done, it may decrease.

After decommissioning, the land use of the former extraction site has to be fulfilled as is indicated on the regional zoning plans. A special Agricultural Rehabilitation Evaluation Commission has recently been established. This commission has to evaluate if the subsequent agricultural land use has been fulfilled successfully.

2.2.3. Mining in the Walloon Region

The Walloon Region counts some 160 mining sites which produce an amount of almost 70 millions of tons per annum. It plays a very important part in the regional economy, but also generates inconveniences for side residents, as well as environmental pressures. Nuisance must thus be reduced as much as possible. But significant improvements have already been made regarding environmental impacts : investements to meet environmental standards, voluntary commitments, local agreements with authorities. On the other hand, the upgrading of discommitionned mining sites is a central point of the Walloon mining policy.

Wallonia is quite a small territory but with intensive mining activities. Coal mining in the basin Charleroi - Liège has been one of the major features of the Walloon economy for 600 years and especially from the Industrial Revolution until 1984. Since World War II, the Walloon mining industry has been declining, until now. It is due, mainly, to international competition, especially for coal exportations. However, mining is still a very important sector of the Walloon economy as it provides raw materials, mainly for construction. The activity has thus been **recentered around bigger stone quarries** and the level of production is steady. Two main types of rock are worked: **chalk and dolomite** which are used for industrial (cement works, lime...) and civil engeneering (gravels, granulat,...). Beside it, some smaller quarries exploit decorative rocks (black marble...) which represent 1,5% of the production.

The sector is not a really significant source of jobs in Wallonia but provides with raw material industries which are strategic with regard to employment: the construction sector, the glass industry. It represents as much as 16000 indirect jobs and mining industry ranks on the 10th position Walloon industrial sectors with a global turnover of 600 millions € per annum.

c) Policy and regulations

Features of national mining codes or mineral industry code

- ▶ **Decree about quarries** (surface ground exploitation) of the 4th of July 2002 modified by the Decree of 31st of May 2008 about the involvement of the public concerning environmental matters. This decree establishes the obligation for mining companies to obtain an environmental permit (*Permis d'environnement*, see below).
- ▶ **Plans de secteur**: the Walloon Region is divided in 23 *Plans de secteur* (Territorial management plans) which were drawn up to regulate land use according to predetermined allocations, specifically to manage building development. They affect, indeed, the mining sector and have a

legal standing but may undergo modifications according to governmental initiatives². Since 2005, any new zone to be urbanized must be compensated either by a modification going in the other direction, for a similar-sized area not to be urbanised (agricultural, forest, natural, etc.) or by any "alternative compensation defined by the Government".

- ▶ **Permis d'environnement** (Environmental Permit): the administrative licence necessary before being allowed to start and run a business or an industry³. It was established according to the Decree of the 11th of March 1999⁴ and is delivered if the project complies with territorial management plans and the legislation on waste and water (pumping and disposal) management. An **impact study** is thus always carried out before any permit issue. Furthermore, in order to receive the permit, mining companies must submit anticipatory upgrading project for the mining area they are planning to work. Due to the high traffic of trucks generated by mining activities, obligatory routes can be imposed on trucks by the *Permis d'environnement* in order to reduce nuisance.
- ▶ **Conditions sectorielles** (Sectoral terms): after the obtention of the *Permis d'environnement*, the company still have to comply with a set of criteria which are related to the specific activities carried out by a given sector⁵. For example, in mining's case, specific regulations exist regarding temporary stocking of used oil and lubricants. These conditions are meant to prevent accidental pollutions. But, more specifically regarding mining, CS also impose noise level limitations according to the localization of the mining site, measures to reduce dust emission, vibrations (due to explosives use level) limitations, etc. The CS were established by the Decree of the 17th July 2003⁶.
- ▶ Implementation of the European directive **Mining Waste** (2006/21/EC) in the *Decree of the 18th of December 2008 about mining industry's waste management* → implies the listing of all mining sites (disused, potential or in activity) and the reporting of their condition and evolution. In addition, the drawing up of individual mining waste management plans is obligatory (other wastes are already treated by the waste management plan imposed by the *Permis d'environnement*.) It is, however, not applied to companies using back-filling technics. The reporting to the European Commission must be done every 5 years.

Regulations and mechanisms for compliance and monitoring

Control duties are taken on by the DPC (Department of Police and Controls) of the DGARNE (General Direction of Agriculture, Natural Resources and Environment). It is a specialized police corps with a very high level of expertise as far as pollution is concerned. It has direct and strong means of intervention.

Guidelines for artisanal, small and medium scale mining

As a complement to the Decree of the 17th of July 2003 on sectoral terms for quarries, a **guide presenting good practices** is currently under finalisation. It is designed to help companies to

² More information can be found on this page : <http://developpement-territorial.wallonie.be/PDS.html>

³ List of concerned activities : <http://www.permisenvironnement.be/UWE-Environnement/permis-d'environnement/qui-est-concerne/verifiez-le-classement-de-vos-activites-principales>

⁴

[http://www.ucm.be/C1256C0D003C8BF5/_/BE69176B9A3BFA41C12574A5004F0731/\\$file/PE%20ficheinfo.pdf?OpenElement](http://www.ucm.be/C1256C0D003C8BF5/_/BE69176B9A3BFA41C12574A5004F0731/$file/PE%20ficheinfo.pdf?OpenElement)

⁵ More information about these conditions :

http://environnement.wallonie.be/cgi/dgrne/aerw/pe/index_condi.htm

⁶ <http://environnement.wallonie.be/LEGIS/pe/pesect036.htm>

implement the articles 22, 23 and 24 of the decree⁷ which are about upgrading and securing of the sites after their exploitation. This guide is designed for all types of mining companies.

Public/Stakeholder consultation and participation in decision-making related to mining

- ▶ For every modification of a *Plan de secteur*, an **impact study** on the whole area concerned must be carried out. Then a project of modification is adopted by the Government and submitted to a public enquiry in concerned areas during 45 days. In the end, the new plan is adopted by the Government.
- ▶ When a company applies for a *Permis d'environnement*, a **support committee** is very often created . It is designed as a dialogue board between the applicant, the authorities and the population of neighbouring areas. It will be active until the term of the permit. It is in charge of stating the practical details of the "bond of trust" bringing the necessary transparency and dialogue between the applicant and the population. It is in charge of measuring the consequences of the mining activity and possible compensations in case of damages. It also communicates the important information to the population (for example when explosives are used for mining).
- ▶ The *CRAEC* (Regional Advice Commission on Quarries Working) is a consultation organ made up of sector, political, side residents and associations of protection of the environment representatives. It provides opinions and recommendations on legislation and regulations about quarries.

d) Mining best practices

Environmental Impact assessment (EIA) and monitoring of all phases of mining operation (exploration, project development, mine operation and mine closure)

- ▶ Before any modification of a *Plan de secteur* or any issue of a new *Permis d'environnement*, an **impact study** must be carried out.
- ▶ **Monitoring:** *Owen* gauges are installed to measure sedimental dust, as well as devices measuring their proportion in suspension. The network of gauges is permanent and their location is determined before the issue of a permit. It is managed by the *ISSEP* (Scientific Institute of the Public Administration). A consequence is a fall-off of 30% of dust emission thanks to the setting up of figured objectives and of new exploitation procedures (rock crushers kept in closed environment, moistening of the production, more efficient filtration systems, etc.). Likewise, *sismic sensors* measure and control vibrations due to the use of explosives in the same conditions. They are meant to monitor the respect of term DIN 4150 about vibrations resulting of the use of explosives of the *Conditions sectorielles*.

Private Public Partnership (PPP) for sustainable mining

- ▶ **Accord de branche** (*Sectorial agreement*): on the 12th of July 2006, several mining companies concluded a sectorial agreement to work together towards a more civic approach and reduce their CO2 emissions by 2012. This agreement was approved and is supported by the Walloon Government. 10 companies signed the agreement and energy audit were conducted within them. Energy consumption as well as gas emissions were determined. After that, figured objectives were set up: an improvement of 8,6% of energy efficiency and a reduction of 8,8% of gas emissions. These figures were based on the IEE (Index of Energy Efficiency) and the IGES (Index of Green gas Emissions) of the companies (and not on a list of measures). Both indices

⁷ <http://environnement.wallonie.be/LEGIS/pe/pesect036.htm>

take into account amounts produced, the global energy consumption and CO₂ emissions, as well as the specific value of a ton of product.

- ▶ **Water seepage** management: in 2003, water seepage volume in mining sites reached 34 millions m³ which represents 8,4% of the total amount of underground water drawn per annum in the Walloon Region. The fact that mining sites are bigger and worked for a longer period implies the increase of water seepage amounts. That is why the Walloon Region (through the SWDE – Walloon Water Society) is going into partnerships with several mining companies to upgrade seepage water and transform it in drinking water. The water is thus pumped⁸ and after sanitation, mixed with water coming from waterworks and distributed. It allows a relief of the pressure put on ground water. These operations are mainly implemented in the Hainaut province (Tournai, Ecaussinnes) where pressures on ground water is especially significant and alarming. The total amount of water distributed coming from mining sites came to 6,7 millions m³ (⁹).

Emergency Response Plans and Preparedness at the local level

Companies are bound to develop emergency plans. According to the seriousness and the characteristics of the incident, different emergency plans can be activated at the local, provincial, regional or federal levels.

Risk assessment of mines and mining activities

Several studies are presently undertaken in the Walloon Region so as to assess the long term environmental impact caused by the shutting down of coal mines and their pumping operations. In many locations, new problems are encountered, such as sudden underground water appearance at hill slopes, coal heaps instability or flooding of underground cellars. Slope instability increases risks. The main goals of the presented studies are to suppress or at least to limit those risks and inconveniences and propose solutions to be implemented in the framework of the existing dewatering facilities built by the Walloon Region and local authorities in mines induced subsidence areas.

Rehabilitation of affected communities and life-supporting ecosystems, including mining site decommissioning

Nowadays, according to the Decree of the 17th of July 2003, mining sites upgrading is obligatory to avoid the emergence of waste lands and to maximize natural and artificial possibilities of the area. This can be done through maintaining habitat's diversity and substitute biotopes for endangered species, the preservation of noteworthy groups of species, or also the creation of new environments. Indeed, decommissioned mining sites play a very important part in the fight against the lost of biodiversity (for example regarding species like bank swallows or pilgrim hawks). At the moment, on 5000 former mining sites, almost 1250 have been re-colonized by vegetation and 468

⁸ also in natural karst limestone cavities (Tournai)

⁹ A very interesting practice used in Wallonia, and particularly in the area of Liège, is called *Le Démergement* and is worth to be mentioned. It is a technical response to ground settlements due to former mining tunnels on the banks of the river Meuse and resulting floods. The fact is that due to ground settlements, the level of the ground, which was already lower than the one of the river, has still decreased making floods more and more frequent and serious. The solution found relies on two aspects. First, the piping and direct draining in the Meuse river of water from plateaus and hills, thanks to gravity. Secondly, the pumping of rain water, domestic waters and water seepage are collected and pumped towards the Meuse River when it's level is too high to allow a natural flow of the water collected. Further information on <http://www.aide.be/demergement/demergement.html>.

are listed as Sites of High Biological Interest. Indeed, they are pioneer places where biodiversity can be boosted (under control of the Walloon environmental administration).

Technological, institutional and social initiatives for protecting the health of mining workers

In concert with the *IFAPME*¹⁰ (Walloon institute for alternate training of self-employed persons and small and medium scale businesses) and the *Fediex*¹¹ (Belgian mining industry federation), several thematic trainings are organised for mining companies employees: use of explosives, driving of heavy vehicles, handling of heavy loads, security, etc.

Mine Closure Planning (Land use plans & site rehabilitation, site safety, decommissioning, waste dumps & tailings, site water management, off-site infrastructure, community socio-economic programs and employees)

The upgrading of inactive mining sites already starts when working of the site starts. It means that during the working phase, the management of the site and mining activities must include the planning of the final upgraded decommissioned site. For example, overburden must be used for the upgrading of the area. (see above)

¹⁰ <http://www.ifapme.be/>

¹¹ <http://www.fediex.be/>

2.3. Transport

2.3.1. Federal

a) Road Transport

ORGANISATION AND ADMITTANCE TO THE OCCUPATION

In the organisation of the carriage of passengers and goods by road, the economic, social and environmental aspects are integrated at multiple levels. With respect to on-board equipment, for example, the Royal Decree of 14/07/2005 mandates the use of a digital tachograph for all motor vehicles registered in Belgium that are used for these categories of transportation. This equipment, which records the working times and rest periods of drivers, makes it possible to monitor their working conditions and assists in reducing the risk of accidents caused by fatigue and against cases of unfair competition.

Admittance to the occupation of professional road transport operator is governed by strict conditions related to professional competence, good repute and financial standing, and, once authorisation has been granted, the driver is entitled to hold a road transport operator's permit. The permit, and the digital tachograph, as well, is personal, non-transferable, and can only be issued if the applicant satisfies specific requirements set by the Royal Decree of 14/07/2005 which implements EEC regulation no. 3821/85 of 20 December 1985.

Professional competence also entails having received training in economical driving. The principle of joint responsibility of the principal also applies, including the environmental dimension in case of damages.

DRIVER TRAINING

Driver training and the procedure for obtaining the driving licence have been improved in such a way that attention now is not only on learning the basic technical skills (i.e. control over the vehicle) and the highway code, but also on dealing with information on the street, on the correct evaluation of risks, on good driver conduct in traffic in general, on ecological driving and particularly on the driver self-control.

The transposition of directive 2003/59 concerning the professional competence of drivers of vehicles for the carriage of goods or passengers, will certainly have a positive impact on society (road safety, environment) and on the road transport sector itself.

Both during the initial qualification and the periodic training, there is an considerable investment in aspects regarding defensive driving, anticipating danger, making allowance for other road users and a rational fuel consumption.

ROAD PASSENGER TRANSPORT REGULATIONS

Directive 1998/76/EC on Admission to the occupation of road passenger transport operator was implemented in Belgian law by Royal Decree of 10/12/2003. Having entered into force on 1 January 2005, this directive sets the conditions for being admitted to the occupation of road passenger transport operator by strengthening the conditions of admission, that is, professional competence,

good repute and financial standing. The notion of joint responsibility of the principal was introduced in this sector through an amendment of the decree law of 30 December 1946 on remunerated road passenger transport.

REGULATION ON ROAD SAFETY AND SENSITISATION

In striving to significantly reduce the number of accidents and deaths on the road, the government has devoted a great deal of attention to road-safety measures by reviewing, amending and adapting the coordinated acts of 16 March 1968 concerning the traffic police. In particular, the laws of 7 February 2003, 20 July 2005, 20 March 2007 and 4 June 2007 are liable to draw the attention of road users to the regulation of behaviour and offences that could or do create constitute a danger on public roads, or that could or do disturb other users. Furthermore, an appeal is made to all road users to be more considerate of the more vulnerable categories of users such as cyclists and pedestrians, and especially towards children and elderly or handicapped people, by adapting their behaviour to the local roadway patterns, to the degree of congestion, to the density of traffic flow, to the field of visibility, to road and weather conditions, to nature, to the condition of their vehicle and its load and also to the presence of other users.

The annual campaigns of the Belgian Institute for Road Safety (BIVV/IBSR) have been updated and better adapted by means of a specific approach to target audiences. The harmonisation of those campaigns with targeted controls and the actions of federal and local police has been optimised.

In addition to the annual 'Designated Driver' (BOB) campaign, special attention is being given to three major themes related to road safety: speed, wearing a safety belt, and driving while impaired. In view of the high number of casualties among motorcyclists, specific campaigns aimed at these road users have been and will be executed. The use of mobile phones while driving is also a recurrent theme in the campaigns conducted by BIVV/IBSR.

DATABANK

Vehicle central databank

The government has stated its intention of tackling several significant social issues related to vehicles. The most important points of its plans concern scrapped-vehicle fraud, recycling scrapped vehicles in a professional and ecologically responsible manner (in implementation of the relevant European Directive), and the growing number of uninspected and/or uninsured vehicles on public roads.

At the moment, the Vehicle Registration Department (DIV) of the Federal Public Service Mobility and Transport only provides data regarding vehicles with it. This is not sufficient for dealing with the issues referred to above. Full control of the vehicle fleet is only possible if the owner of each vehicle is known as well. In addition to the record of the vehicle-registration holders, there is therefore also a need for a vehicle-owner registry. With each successive owner being recorded, it will be possible to trace each vehicle from manufacture or import to scrapping or export. At this moment, a lot of work is being done on achieving all of those objectives by means of the Mobivis Project (Mobility Vehicle Information System). Mobivis is a phased project whose final outcome will be the establishment of a Vehicle Central Databank. Completion of the project's first phase is planned for the end of 2010.

Authentic Source of Driving Licences

The creation of an 'authentic source of driving licences' to replace the current system of driving licence records is being studied. The project will be developed in phases, the first phase will be launched during the course of 2010.

The objective is the creation of a unique and reliable database of driving licences. This tool is indispensable for several reasons, notably:

- ▶ conducting effective roadside checks of possession of driving licences and for checking drivers' medical capacity or its degradation;
- ▶ exchanging driving licence data between the Member States as intended by the Driving Licence Directive;
- ▶ integrating the Belgian database into the expanded one;
- ▶ studying the link between having a driving licence and involvement in accidents;
- ▶ extending measures related to inexperienced drivers.

PROMOTING ENVIRONMENTALLY-FRIENDLY VEHICLES

In parallel with actions related to the mode of transfer, another spotlight relates to improving vehicles' environmental performance.

Fiscal Measures for Purchasing New Vehicles

With respect to private vehicles, starting with fiscal year 2006, a tax advantage is granted to the purchase of environmentally-friendly vehicles. For vehicles with emissions lower than 115 grams of CO₂ per km, the purchasers receive a tax deduction of 3 % of the purchase price. For vehicles with CO₂ emissions lower than 105 grams per km, the tax deduction increases 15 %, up to a maximum of € 3,280 (indexed). Starting on 1 July 2007, this measure has been changed into an immediate deduction on the invoice at purchase equivalent to 15 % of the purchase price (VAT included) when buying a vehicle with CO₂ emissions lower than 105 grams per km. For the calendar year 2009, the reduction is limited to a maximum of € 4,540 (indexed net amount).

For the vehicles with CO₂ emissions of between 105 and 115 grams per km, a reduction of 3 % of the purchase price (VAT included) applies when purchasing a vehicle with CO₂ emissions between 105 and 115 grams per km. For calendar year 2009, the reduction is limited to a maximum amount of € 850 (indexed net amount).

For company vehicles, starting on 1 January 2005, the solidarity contribution is calculated on the basis of the CO₂ emission concentration of company vehicles. In fact, employers pay a 'so-called' monthly solidarity contribution when providing a company car to an employee.

With effect from fiscal year 2007, a tax deduction of € 150 (not indexed) is available for the purchase of new diesel vehicles equipped with a particle filter and with CO₂ emissions not higher than 130 grams per km and those with PM (soot) of maximum 0.005 g/km. For calendar year 2009, a reduction of € 210 (indexed net amount) is available by direct deduction from the purchase invoice.

This measure will probably remain in force until 2010. Beginning in 2011, the European Commission should institute the requirement for all diesel models to be factory-equipped with such a filter.

The Council of Ministers of Leuven has also decided upon specific measures for company vehicles. It has been decided that, for company vehicles purchased on or later than 1 April 2007, the tax deductibility for companies, other than those for fuel, which now stands at 75 %, will range from 60 % to 90 % depending on the CO₂ emissions. Provisions have also been adopted to strengthen control over the level of vehicle emissions, for both private and company vehicles.

Promotion of the Purchase of Energy-saving Vehicles

In order to achieve the foreseen reductions in CO₂ emissions, and as part of the revision of European Directive (1999/94/EC), the Federal Government is taking all necessary steps to correctly implement the Royal Decree of 05/09/2001, which aims to strengthen and monitor legal provisions related to referring to fuel consumption and CO₂ emissions in advertising. The annual publication of 'Automobile CO₂ Guide – Drive economically... a plus for you and for nature' allows the citizen who is willing to purchase a new vehicle to have objective and comparative information about the different models available on the Belgian market. The Guide uses the CO₂ labelling standards [from A to G] and includes information related to possible tax deductions, the type of fuel used and consumption, etc.

In the Region of Wallonia, an ecotax incentive related to the purchase of an automobile by any natural person, has been in effect since 01/01/2008. Company vehicles are not affected. According to an established standard, a bonus is granted in case of CO₂ emission reduction or a penalty is imposed if the CO₂ emission levels are exceeded. In more precise terms:

1. If a new or used vehicle is purchased as a first vehicle:

A bonus of between € 100 and € 1,000 (depending on the CO₂ emissions) is granted if vehicle has CO₂ emissions of less than 146 gr/km;

A penalty of between € 100 and € 1,000 (depending on the CO₂ emissions) is imposed if the vehicle CO₂ emissions are above 196 gr/km;

A vehicle with CO₂ emissions of between 146 and 196 gr/km, will be subject neither to a bonus nor a penalty. This range corresponds to the average CO₂ emission of the car fleet.

2. When replacing a vehicle:

In this case, the CO₂ emissions of the replacement vehicle must be compared to that of the vehicle being replaced.

The bonus is granted if the replacement vehicle achieves a reduction in CO₂ emissions (gr/km) compared to the vehicle being replaced (however, the bonus is limited to vehicles with CO₂ emissions lower than 146 gr/km).

A penalty is due when the CO₂ emissions of the replacement vehicle are higher than the emissions of the vehicle being replaced.

Soot Filter Installation Bonus

Since February 2009, the Flemish Government has paid a bonus for the installation of a soot filter on diesel-powered vehicles with environmental class 'Euro 3' (Euro standard). The bonus can be applied for by every natural person who is resident in Flanders.

In order to be eligible for a bonus, soot filters must meet certain requirements. Each soot filter must be supplied with a secured copy of the validation report issued by the Department of Vehicles of the federal government. That will ensure that the soot filters collect at least 30 % of the soot and any excess fuel consumption is limited. It will also guarantee that the soot filter will operate effectively – in the long term, as well – and that it will not damage the type of vehicles for which it has been tested.

Eighty per cent of the total costs, up to € 400, will be refunded. Not just the costs of the soot filter, but also the costs for its installation and any additional costs (e.g. official inspection of the installation) may be taken into account.

VEHICLE MAINTENANCE

Proceeding from the determination that vehicle maintenance (lorries, buses and coaches, etc.) can be improved considerably, new stricter criteria have recently been introduced relative to occasional control (see Royal Decree of 10/11/2006 concerning the approval and control of diagnostic centres in the sense of the Royal Decree of 15 March 1968 which imposes general regulations on the technical state of automobiles and their trailers, their parts and also safety accessories), a more in-depth control of heavy vehicles concerning emissions of exhaust gases and of brake devices according to the vehicle's maximum authorised weight (see the Royal Decree of 01/09/2006 which institutes roadside technical checks for commercial vehicles registered in Belgium or abroad), a compulsory control for motorcycles in case of resale or following an accident,...

Among other things, the Royal Decree of 1 September 2006 instituting roadside technical inspections of commercial vehicles registered in Belgium or abroad, in application of the 2000/30/CE Directive of the European Parliament and of the Council from 6 June 2000 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Community as modified by Directive 2003/26/CE of 3 April 2003, authorises improved inspections by means of punctual, unexpected actions.

With respect to vehicles equipped with L.P.G. installations, a new Royal Decree intended to replace the Royal Decree of 9 May 2001 on the use of liquefied petroleum gas (L.P.G.) for the propulsion of automobiles will introduce new regulations such as the provisions of International Regulation no. 67 of Geneva updated by its supplements, series 01 of amendments and modifications thereto, as well as the relevant provisions of International Regulation no. 115 of Geneva. The decree project is in the final preparation phase.

A new Royal Decree, which is now being drawn up and is intended to replace the Royal Decree of 9 July 1997 on the use of compressed natural gas (C.N.G.) for the propulsion of automobiles, will introduce the conditions of the authorisation of C.N.G. installers at three levels, namely:

1. Workshops authorised to maintain and repair C.N.G. installations;

2. Workshops authorised as at 1, above, and also for carrying out C.N.G. installations;
3. Workshops authorised as at 1 and 2, above, but also for re-testing C.N.G. installations in service at high- pressure.

A whole series of European regulations related to the modification of vehicles to allow for technical progress has been implemented. This also refers to the regulation of the conditions of authorisation of driving schools for automobiles (Royal Decree of 11/05/2004), of the regulation amending the Royal Decree of 1 December 1975 establishing general rules for the traffic police and the use of public roads (Royal Decree of 09/05/2006), of the implementation of the European Community's Directives related to the acceptance of motor vehicles and their trailers, of agricultural or forestry tractors with wheels, their respective elements as well as their safety accessories (Royal Decree of 18/05/2006). The different measures refer successively to the blind spot, speed governors, devices that provide better protection for pedestrians in the event of a collision with a vehicle, about the obligation, for children and drivers of vehicles of C and D categories, to wear their safety belts, and also the obligation of placing the children who are not taller than 1.35 m in adapted seats, about the seats and belt anchoring.

EXCEPTIONAL TRANSPORTATION

With respect to so-called 'exceptional transportation', a Royal Decree is to be published shortly to update and supplement the regulation of such transport, to ensure better road safety for exceptional transportation and also to allow a more efficient treatment of the demands and authorisation delivery in an electronic mode.

A cooperation agreement between the Federal State and the Regions has also been proposed to, on the one hand, ensure better use of infrastructure and, on the other hand, to encourage and promote multimodality in the area of exceptional transportation to clients and carriers.

AIR-POLLUTION PEAK POLICY

The problems related to air pollution, especially pollution caused by fine particles, have led to an important awareness-building among all the actors involved. The Walloon and Flemish Governments have adopted increasingly severe measures to deal with peaks in air pollution. These measures consist of reducing vehicle speed from 120 to 90 km/h on the highways crossing sensitive zones. The Inter-regional Cell for the Environment 'IRCEL/CELINE' is responsible for monitoring the air quality, providing information on the concentrations of fine particles and other pollutants, and providing forecasts for the next few days.

b) Rail Transport

THE RER

The creation of the Regional Express Railway (RER), work on which is still in progress in Belgium, aims at creating an express railway network from, to, in and around Brussels. Under this programme, the government of the Brussels Capital Region has authorised the amendment of the Regional Land Use Plan in conjunction with the submission of a permit request for 'Diabolo', a project aimed at opening up Brussels-National airport, a dead-end station with only one way access from Brussels, and making it accessible directly from Brussels via Zaventem and Vilvoorde, from Leuven/Hasselt/Liège, and from Mechelen/Antwerp.

The contracts for the RER infrastructure work include a number of obligations that mandate taking the impact on the environment of railway transport via RER into account. These obligations are the basis for the studies into accompanying measures, such as tariff integration and ticket integration, parking policy, and improving intermodality and complementary conditions.

Within the framework of management contracts concluded successively between the State and the Belgian National Railways, and of the infrastructure projects that constitute the object of agreement in the Conciliation Committee State-Regions, a number of railway stations have been renovated to comply with the concept of ensuring total accessibility for all users.

The Belgian National Railways also has obligations towards local residents and the citizens, in general. It must develop a system of environmentally-friendly transportation. To this end, it contributes to management of land and property adjacent to railway lines, analyses the effects of the rolling stock and railway activities on the environment, and gets involved in efficient management at the level of the property and in the investments in terms of renewable energies.

RAIL TRANSPORT OF GOODS AND INTERMODALITY

Starting in 2006, the Federal State has helped to consolidate and redeploy shuttles between internal terminals. This project made it possible to re-equilibrate the costs of railway offers and avoided the need to transport by road the 300,000 intermodal transport units (ITU) regularly transported on the railways and shipping operated by train. As a matter of fact, the costs for distances of less than 300 km are higher than market prices because of the transfer charges typical for this type of transport.

Infrabel, in turn, in cooperation with the Belgian National Railways and the other partners concerned with railway transport, is implementing a policy of sustainable mobility. Its missions are to implement intermodality for passenger or goods transportation alone, and for combined passenger and goods transportation.

This intermodality is expected to have several benefits: facilitated access, safety on platforms, optimal use of the infrastructures, optimal transport flows within the railway network, the modernisation and/or renovation of the railways to enable them to transport all types of intermodal units.

c) Inland Navigation

ASPECTS OF PROMOTING INLAND NAVIGATION

The Federal Government plans to promote inland navigation by means of a cooperation agreement with the Regions. Significant improvement consists of developing river and maritime navigation in order to make maritime ports accessible to inland navigation fleets. The capacity of the latter will have to be increased, and they will have to comply with standards in construction, technical equipment and crew training.

The Royal Decree of 23/02/2005 sets the basic requirements in terms of safety and of gases and sound emissions for pleasure craft.

With respect to safety in inland navigation, this concerns the totality of the logistical chain and it is not dealt with in isolation.

The issuance of operating authorisations (gauging books, Rhine Certificate or Community Certificate, ADN certificate, etc.) is subject to inspection of navigation material during periodical visits. The latter concerns such aspects as gauging, compliance with general safety regulations, compliance with hazardous goods transport regulations, etc.

FISHING CREWS' REGISTRATION

In 2005, the previous classical system of 'enrolling and dis-enrolling' the crews from the sea fishing boats will be simplified to the point of registration of the crew embarked for every sea trip, with a posteriori control.

INLAND NAVIGATION WASTE COLLECTION

The effective adoption of the Strasbourg Convention on the Collection, Deposit and Reception of Waste Produced during Navigation on the Rhine and on Inland Waterways will necessitate intensive work throughout 2005. Belgium will call for investments in cleaner engines, for technical modifications limiting waste generation, and for favourable tax regime for ecological investments. Regarding the preservation of the marine environment against the pollution of sea-going ships, the objective will be that of starting with priority and quickly obtaining the ratification of international treaties.

In 2006, to ensure a coherent and coordinated system of waste collection and elimination, and support the non-polluting character of inland navigation, Belgium ratified and implemented the Strasbourg Convention on the Collection, Deposit and Receipt of Waste Produced during Navigation on the Rhine and on Inland Waterways.

It will concern the rigorous application of the new regulations concerning the emission of exhaust gases of propulsion engines of riverboats, the ecological investments in favour of cleaner engines and the technical modifications limiting waste generation in inland navigation.

With respect to the marine environment, the policy in force is one of zero tolerance based on the following 5 pillars: maximisation of the probability of arrest, improvement in the policy of pursuit, active criminal-justice collaboration at the international level, the optimum availability of the pollution-fighting materiel, and total compensation of fees for environmental wastes.

INVESTMENTS IN ENVIRONMENT-FRIENDLY TECHNOLOGY

In 2008, Article 21 of the Royal Decree on the implementation of the Income Tax Code was revised at the initiative of the Federal Public Service Finance and in cooperation with the Federal Public Service Mobility and Transport. The revised article stipulates that river barges may enjoy a number of tax incentives (exemption of surplus values) when they invest in environment-friendly technology.

d) Maritime Transportation

ASPECTS OF PROMOTING MARITIME NAVIGATION

A major campaign has been created with the aim of building up the Belgian-flagged merchant fleet by proposing a quality flag and a new tax regime for operations. The purpose was to continue stimulating this (re)flagging so that vessels either come back to or are built under Belgian flag. In

order to achieve that result, it was necessary, on the one hand, to maintain a policy of inspection of the technical condition of the vessels with limited delegation to classification societies and, on the other hand, to modernise the legislation on the status of seafarers and their disciplinary system.

Such a desire was expressed in several regulatory measures, mostly within the framework of the following Royal Decrees:

- ▶ Royal Decree of 16/01/2004 which amends the Royal Decree of 23 October 2001 establishing a harmonised system for the safety of fishing boats by amending the Royal Decree of 20 July 1973 on maritime inspection.
- ▶ Royal Decree of 29/02/2004 establishing common rules and norms concerning the entities authorised to carry out inspections and visits of vessels and amending the Royal Decree of 20 July 1973 on the regulation of maritime inspection;
- ▶ Royal Decree of 19/3/2004 amending the Royal Decree of 20 July 1973 on the regulation of maritime inspection;
- ▶ Royal Decree of 17/9/2005 implementing the Directive 2002/59/EC of the European Parliament and of the Council of 27 June 2002 on the establishment of a community system of monitoring ship traffic and of information and revoking Council Directive 93/75/EEC;
- ▶ Royal Decree of 21/11/2005 regulating the enquiries into accidents and incidents at sea;
- ▶ Royal Decree of 24 MAY 2006 on certificates for seafarers.

Among the projects that have already been launched, the one concerning the single-point-of-contact aims at simplifying and rationalising communication with clients. The objective is to gather all new requests addressed to different authorities into a single document and to avoid the situation in which clients have to go through multiple procedures. All operations and needs that are related to navigation and where authority is shared by several authorities, services and institutions, clients will therefore be addressed to only one office.

The implementation of the measures anticipated by the ERIKA-I and II packages has been achieved by strengthening inspections of the ships in the ports, in order to satisfy the European obligation of achieving rates of at least 25 % inspections. A more severe inspection will concern the functioning of the classification companies that carry out assignments on behalf of the State. Single-hull tankers have been progressively denied access to European ports. The inspections are carried out according to a calendar covering the period from 2003 to 2010. Starting in 2004, a quality system (ISO standards) was implemented to have the maritime inspection deliver navigation certificates.

MARITIME SAFETY

'Sub-standard ships' represent not only a threat to the safety and the marine environment, but their existence also constitutes unfair competition. In order to preserve the respect of the safety regulations via a sustained policy of inspection, Belgium, through the Directorate-General of Maritime Transport, supports the position that the State inspection policy needs to be concerned not so much with the number but with the quality of more detailed inspections on the grounds of a risk analysis. This principle is incorporated into one of the eight new maritime regulatory

instruments of the Erika III package, which was adopted by the European Council and the European Parliament in June 2009.

Protecting maritime navigation against terrorist attacks is a problem requiring a lateral and multidisciplinary approach that is beyond the competence of the Federal Public Service Mobility and Transport. The problem of adopting efficient measures is still in development.

e) Air Transport

DEALING WITH NOISE POLLUTION AT BRUSSELS-NATIONAL AIRPORT

European Directive 2002/30 on the establishment of rules and procedures with regard to the introduction of noise-related operating restrictions at Community airports was implemented in Belgian law by the Royal Decree of 25 September 2003, which establishes rules and procedures for the introduction of operating restrictions at Brussels-National Airport. The operating restrictions (through a noise quota system) were imposed by the Ministerial Decree of 3 May 2004 concerning the management of noise pollution. Take-off fees for noisy aircraft taking off between 9 p.m. and 11 p.m. and also between 6 a.m. and 8 a.m. were increased, and new tariffs were in force starting on 1 April 2004. The Royal Decree of 21 June 2004, by granting the Brussels-National Airport operating licence and the airport's facilities to B.I.A.C after its transformation by the Royal Decree of 27 May 2004 into a private limited company, obliged it to comply with the noise standards adopted on the basis of an agreement designed to harmonise the federal and the regional positions on noise pollution.

Since then, in view of the number of complaints and legal procedures that have been launched in recent years, it has been found that a new approach to noise-pollution management is necessary for Brussels Airport. In December 2008, the Council of Ministers adopted new measures aimed at finding a solution that reconciles economic and environmental interests. These measures aim at reducing noise pollution and improving the operating procedures in the airport, at stabilising the legal situation and reactivating consultations with the municipalities concerned. This also implies operating restrictions (take-off free periods, reducing the number of night flights, expanding the noise-quota system), operating procedures (in terms of use of the runways, the airspace and flight routes), the establishment of a forum of consultation and setting the operating framework in a law (which will repeal and replace the above-mentioned Royal Decree of 25 September 2003 and the Ministerial Decree of 3 May 2004).

At this point, the various measures are coming into force progressively.

It should be noted that tests of the system of 'Continuous Descent Approach' (CDA) are now being carried out at Brussels Airport. This technique consists of continuous descent during landing instead of descent in stages and aims to reduce the noise level, fuel consumption and fuel emissions.

SAFETY FOR AIR NAVIGATION

Pursuant to the Royal Decree of 21 January 2005, which approves the second management contract between the State and Belgocontrol, the safety of air navigation is provided by Belgocontrol through systems of managing quality, security and safety by the ANS (Air Navigation Services) in accordance with the requirements set by European Commission (Regulation (EC) 2096/2005). These systems are

overseen by the Civil Aviation Authority (DGTA).

The Royal Decree of 11 July 2003 amending the Royal Decree of 14 February 2001, establishes the fees for establishing a fund to cover the costs of investigation in case of aviation accidents and incidents and to promote preventive programmes for the safety of air navigation. The fee is payable at each issue or renewal of an airworthiness certificate or an authorisation for limited air navigation and it is based on the maximum take-off weight (MTOW) of the aircraft expressed in kg.

RISK ANALYSIS AND CONTINUOUS MONITORING IN BRUSSELS-NATIONAL AIRPORT

The Civil Aviation Authority, which also presides over the National Committee for the Safety of Civil Aviation, coordinates the safety measures in Belgian airports in the following fields: the development of a national plan for air safety, the coordination of safety inspections in the aerodromes, national certification and training of the safety air crew, homologation of the safety material and monitoring compliance with this plan.

Particular attention is paid to safety of third-party airports from which flights to Belgian airports are made. In addition to that, the airports and air carriers will be invited to further develop a programme of internal quality control.

With respect to crisis management, a federal air-safety and security crisis plan (planning in case of disasters and terrorism, respectively) was developed in 2005 in collaboration with other public services concerned, such as the federal public services Justice and Internal Affairs.

f) Cross-Cutting Aspects of Transportation and Sustainable Mobility

PROMOTING THE PUBLIC TRANSPORTATION OF PASSENGERS

Several actions are being implemented to promote public transportation.

The Belgian National Railways has achieved ticketing integration in the Region of Brussels Capital in collaboration with other public transport societies (TEC, De Lijn and STIB). Measures aimed at encouraging public transportation concern, in particular, the prices for subscriptions which have been reduced for students over 18 years old and aligned with the prices of subscriptions for students younger than 18 years old. The share paid by these users was reduced to 20 %. With respect to employer's contribution to the subscription price of mixed-train cards, this is exempt to a level of 80 %.

Public Service employees benefit from free use of public transportation between home and work, whereas in the private sector, a gratuity system has been implemented, 'third party', within the framework of the management contract between the State and the Belgian National Railways. The programme law of 27 April 2007 also introduced a change to the deductibility of business vehicle-related expenses other than fuel, based on their CO2 emission levels.

Other measures focus on specific target groups such as senior citizens 65 years old and above, who benefit from the preferential tariff of €5 for a 2nd class round-trip ticket from Monday to Friday starting at 9.01 a.m.

Furthermore, the Belgian National Railways organises every year, in collaboration with the other public transport companies, one day Train-Tram-Bus or TTB using one or more concepts. The main objective is to promote the train and intermodality.

The use of cycling for leisure but also for travelling to work or school is encouraged by the transport of bicycles in adapted train cars.

CARPOOLING

To make carpooling more attractive, the Highway Traffic Code was amended in 2003 so that the road manager can reserve a traffic lane not only for public transport, but also for private vehicles with more than one occupant.

DIAGNOSIS OF HOME-WORK COMMUTING

Since 2005, a federal law (law of 08/04/2005) imposes a requirement on large employers (having more than 100 employees and at least 30 employees on their sites), in the private and in the public sector to carry out a survey every 3 years of the means of travel used by their employees and of the measures taken to favour alternative solutions to the car (public transport, bicycle, carpooling, etc.). This survey must be submitted to the employees for advice before it is finalised.

The objectives of this legislation are to:

- ▶ Obtain a complete and evolving 'diagnostic' of the home-work mobility demand in Belgium; the data being available to the bodies in charge of improving mobility
- ▶ Create a dynamic between social partners inside the working places to improve mobility in a sustainable way, including the voluntary creation of company' transportation plans.

The first two surveys, in 2005 and 2008, made it possible to draw up reports on the situation, to encourage the most effective measures, both at the federal level (for e.g. the legislation on the refunding of public transport and cycling fees, taxation), and the regional one (subsidising or establishing shuttle-bus services) and at a local level (local mobility plans).

The second survey 2008 showed a favourable evolution of the modalities of transport used:

- ▶ -1.6 % use of the car in 3 years (while the total road traffic was increasing); +1.2 % use of the train or other public means of transport; +0.5 % use of the bicycle.

For 2011, the plan is to focus even more on the diagnosis of the needs in terms of transportation modes by residence.

KYOTO TRANSPORT PLAN

The Kyoto Transport Plan is a Federal Public Service Mobility and Transport initiative addressed to the federal authorities in Belgium. It consists of 22 measures related to mobility in the broad sense, and its goal is to reduce CO2 emissions in the transportation sector (currently 27 million tonnes per year) to their 1990 levels by 2020.

This plan is necessary for several reasons:

- ▶ To participate in the fight against global warming and its consequences on the environment, the economy and human health.
- ▶ To contribute to reducing the problems of accessibility and congestion, which the citizens and the whole economy of the country suffer from.
- ▶ To have the public transportation sector take part in the objectives of the Kyoto Protocol.
- ▶ The new European commitments in terms of energy saving and reduction of greenhouse gas emissions will require our participation.

The 22 proposed measures can be combined without negative reciprocal effects.

If fully implemented, the plan would make it possible achieve a reduction of approximately 25 % of transport emissions by 2020.

2.3.2. Flemish Region

a) Policy and regulations

URBAN TRANSPORT PLANNING AND POLICIES: REALISING A MODAL SHIFT THROUGH INTEGRATION OF REGIONAL AND GLOBAL TRANSPORT SYSTEMS

Through the elaboration of a network of logistical centres, gateways such as harbours and airports become connected with interesting extended gateways in the hinterland. Through the principle of 'minimizing logistical costs' the best locations are then combined with new IT-applications that allow transport flows to be as optimized and integrated as possible. For example: in cooperation with the Flemish ports and representatives of the business community companies are monitored in optimizing their logistic chains and the economic and environmental benefits of a shift from road transport to inland navigation are considered.

FINANCIAL SUPPORT OF ENVIRONMENTAL FRIENDLY VEHICLES

An environmental grant scheme has been put into force for particle filters for lorries and for the purchase of Euro V lorries since July 2006. A decree grants subsidies for the retrofit of passenger cars with particle filters. Another form of financial support is the planned reform of the road tax, both the registration tax and the annual road tax. For passenger cars, the reform can be based on the ecoscore of the vehicle. The ecoscore reflects a car's overall impact on the environment and takes the polluting emissions (PM, NO_x, CO, HC) , CO₂ and sound into account. The registration tax for new vehicles will be adopted to encourage the achievement of vehicles with particle filter.

AREA SPECIFIC POLICY WHICH FOCUSES MORE SPECIFICALLY ON MOTORWAYS

The policy in this field is founded on a study into the 'immission problems caused by traffic' that was completed in September 2004. This study examined the bottlenecks for meeting air quality standards in 2010, in terms of both PM10 and nitrogen dioxide (NO₂). Meanwhile, a measure has been introduced in implementation thereof: a reduction of the speed limit to 90 kilometres per hour on certain sections of the motorways. These sections have been demarcated by the study as exceedance areas with housing. The measure is valid in case of peak exceedances, when more than

70 micrograms per m³ is predicted for two consecutive days – the so-called “smog alert”. The Protocol between the administrations involved has become effective in the summer of 2007.

The idea is also to assess the situation in the longer term and to take structural measures to improve the air quality along motorways. To this end the impact of dynamic traffic management on air quality is looked into. It is examined how the flow can affect air quality bottlenecks.

GENERIC ACTIONS TO REDUCE THE SHIP EMISSIONS

A specific model is developed to model the emissions of shipping traffic (inland navigation and sea shipping, also for rail). Since 2007 a subsidy is given for ships (old and new) for introducing environmental engines (CCR-II norm) and for adaptation to engines (retrofit with a deNOx-installation). The Flemish Government develops in consultation with the ship owning companies and the harbours authorities concrete actions. An agreement between government and shippers has been signed which contain concrete actions (3E covenant).

The action plan for the Port of Antwerp contains measures by the Port Authority and by the Flemish Government. Measures are: the continuation of the subsidy program, the study of the possibilities of an enhanced control of shipping fuels, off-shore facilities, differentiated taxes, environmental indexing, energy-saving navigating, awareness raising to enhance the operational efficiency.

PURCHASING POLICY OF GOVERNMENTS

For the Flemish public administration the action plan on environmental management in the fleet of vehicles has been approved by the Flemish Government. In implementation thereof conditions have been entered in the standard specifications for the purchase of vehicles. These conditions are based on the car's ecoscore.

PUBLIC TRANSPORT

Within the management plan between the Flemish Government and the Flemish transport company “De Lijn” projects with the aim of reducing the environmental burden by public transport are included. For example, the use of alternative sources of energy such as fuelcellpowersystems, hybrid powersystems, biodiesel... are recommended; the purchase of new vehicles must comply with the Euro V standard, even only the Euro IV standard is required by law; older public transport vehicles are fitted with particulate filters; the re-use of rinse water is encouraged...

RAISING PUBLIC AWARENESS

In January 2008 an ecoscore campaign was launched. A radio spot was broadcasted and promotion was made at a stand at the European Motor Show. A brochure was produced as well as articles in newspaper and magazines and web banners. The main idea was to give more publicity to the website www.ecoscore.be which contains information about the ecoscores of cars.

Since 2003 a campaign is carried out to influence driving behaviour. A brochure, sticker, radio broadcast and a website (www.ikbenrob.be) are part of this campaign.

DEVELOPMENT OF TRANSPORT TECHNOLOGY RESEARCH IN THE PUBLIC AND/OR PRIVATE SECTOR

In Flanders a lot of research by different research institutes is done in the transport sector. For example, in cooperation with the University of Antwerp research good practices from home and abroad for an efficient transport of goods within an urban environment are examined. At a later stage, actions will be taken and implemented on the basis of the recommendations of the study.

b) Best practices

An environmental grant scheme has been put into force for particle filters for lorries and for the purchase of Euro V lorries since July 2006. A decree grants subsidies for the retrofit of passenger cars with particle filters. Another form of financial support is the planned reform of the road tax, both the registration tax and the annual road tax. For passenger cars, the reform can be based on the ecoscore of the vehicle. The ecoscore reflects a car's overall impact on the environment and takes the polluting emissions (PM, NO_x, CO, HC), CO₂ and sound into account. The registration tax for new vehicles will be adopted to encourage the achievement of vehicles with particle filter.

2.4. Waste management

2.4.1. General information

Belgium has a population of approximately 10.6 million inhabitants living on a surface of around 30 500 km². The municipalities are responsible for the collection and treatment of household waste. Public associations have been established in which several municipalities co-operate to fulfil their responsibilities with regard to waste management. For the collection and treatment of industrial waste, responsibility lies with the private sector.

In Flanders, 555 kg/inhabitant/year of household waste was generated. The amount of household waste collected separately for the purpose of re-use and recycling stood at 72% in 2007. The amount of residual household waste going to incineration amounted to around 25%. In 2007, landfilling of household waste stood at a mere 1.2%. (Figures for 2007)

In Flanders, around 20 million tonnes of (primary) industrial waste were produced. Nearly one third was construction and demolition waste. 15% of the industrial waste in Flanders is landfilled or incinerated. The remaining 85% is recycled, composted, reused or conditioned for the purpose of further treatment. (Figures for 2006)

In Brussels, 475 kg/inhabitant/year of household waste was generated. The amount of household waste collected separately for the purpose of re-use and recycling stood at 25% in 2007. The amount of residual household waste going to incineration amounted to around 75%. There is no landfilling of household waste in Brussels.

In Brussels, around 3 million tonnes of industrial waste were produced. 12.5 % of the industrial waste in Brussels is landfilled and 9.5 % is incinerated. The remaining 78 % is recycled, composted, reused or conditioned for the purpose of further treatment. (Figures for 2006)

In Wallonia, around 538 kg/inhabitant/year of household waste was generated. 64% of this waste is recycled. 14% is landfilled and 22% was incinerated. The industrial waste deposit, extrapolated to the entire sector (NACE 14 à 36 + 40.1), was 6260 kt in 2007.

In Belgium, we want to reduce waste production and the associated pressure on the environment to the inevitable minimum. Our aim is to achieve a far-reaching decoupling between economic growth on the one hand and impact on the environment resulting from the use of materials and energy on the other hand.

We want to manage waste according to the waste hierarchy, which means that:

- ▶ first, we try to prevent waste from being produced;
- ▶ next, we try to re-use and recycle as much material as possible from the waste produced through separate collection;
- ▶ finally, the disposal of waste that cannot be prevented or recycled is organised in such a way as to have as little impact as possible on the environment and public health. Preference goes to waste incineration with energy valorisation over landfilling.

Traditional waste management focuses mainly on the end of life phase, the phase where materials becomes waste. However, managing the material chain as a whole is essential to find sustainable answers to the waste problem. Therefore, Belgium wants to broaden its horizon towards sustainable materials management by developing actions to prevent leakage from material cycles; taking measures to save on raw materials and energy by, where possible, the use of wastes; and setting up campaigns to encourage sustainable consumption and production patterns.

A mix of instruments is used to successfully manage waste and materials: subsidies, awareness raising campaigns, levies, recycling fees, landfilling and incineration bans, permitting policy, extended producer responsibility in the form of acceptance and take back obligations, etc.

2.4.2. Questions (from the 'Guidelines for national reporting for CSD 18/19')

The answers are provided without making a strict distinction between hazardous and non-hazardous wastes, as many of the measures mentioned apply to both non-hazardous and hazardous wastes. For hazardous wastes, some additional requirements are imposed to ensure the protection of the environment and of public health. The criteria that have to be met to receive an environmental permit are more stringent in the case of hazardous wastes and transporters of hazardous wastes have to be authorised.

a) Policy measures for the prevention and minimisation of (hazardous) waste

Various measures are taken to prevent the generation of waste in Belgium. A dense network of **re-use shops and centres** helps promote re-use, which is considered the preferable form of waste treatment. At the re-use centre discarded goods are sorted, inspected, cleaned and repaired if necessary. In the re-use shops the discarded goods are resold at reasonable prices to people who want to give these goods a second life. Certain re-use shops have developed into genuine 'department stores' for furniture, clothing, books, household appliances, electrical equipment, toys, etc. In addition to promoting re-use, the re-use sector creates jobs for people who get few opportunities on the mainstream labour market. As such, re-use shops and centres form an integral part of the social economy.

Various actions are taken to promote **home composting**, such as communication campaigns, training of compost masters (volunteer who explain households how to compost at home in a qualitative manner), subsidisation of compost bins, etc.

An initiative to limit waste paper generation is the distribution of **stickers saying 'please no publicity'** which people can put on their letterboxes signalling that they do not want to receive leaflets or publicity magazines.

Awareness raising: Communication campaigns are organised regularly, targeted at schools, organisers of large events and shops drawing their attention to the importance of waste prevention. To raise awareness among companies and stimulate them to focus on waste prevention, a software package was developed by the authorities enabling companies to calculate the true costs of their waste production.

Subsidisation: Municipalities that launch waste prevention initiatives (e.g. the promotion of re-usable diapers, the installation of drinking fountains in schools and the promotion of lunch boxes)

can get financial support from the government. Companies that invest in techniques that contribute to waste reduction are also entitled to subsidies.

Some initiatives to minimise waste are not solely targeted at the end of the cycle, but relate to earlier phases in the life cycle of products (**design, production, and consumption**). A tool, based on life cycle assessment, has been developed to help designers create environmentally friendly products. Awards are handed out to students in the field of product development and to professional designers that incorporate environmental criteria into their design. A scan programme paid for by the authorities helps small and medium enterprises to identify opportunities for eco-efficiency improvements. A web application has been developed that is meant to help local authorities green their procurement (www.ovam.be/producttest). Trial projects have been launched, in close co-operation with the retail sector, to stimulate the sale of environmentally friendly detergents, energy saving lamps and energy efficient tumble dryers. PLAN C is a network in which industry, NGOs, research centres and government representatives prepare transition experiments on closing material loops, replacing goods by services and greening chemistry. The network Eco-consommation (www.ecoconso.be) recommends best practices on sustainable consumption to the general public.

b) Initiatives to treat, recycle, reuse and dispose of wastes at the source of generation and regulatory mechanisms

Selective collection schemes have been set up so as to make it as easy as possible for people to separate their wastes at the source. There are three main channels for separate collection: kerbside collection, collection via municipal recycling yards and collection via retailers.

Typical waste streams that are collected door-to-door are mixed wastes, plastic bottles, metal packaging and drink cartons, glass bottles, vegetable, fruit and garden waste and bulky waste.

These kerbside collections are sometimes complemented with bottle banks or textile containers placed in the streets.

A municipal recycling yard is a plot of land where citizens can deposit their waste separately. A barrel or container is provided for per category of waste. A wide range of waste streams is separately collected in those yards.

Some waste streams are collected via retailers. Expired pharmaceuticals can be brought back to the pharmacy. In thousands of supermarkets, toy stores, shops for electric appliances, DIY shops, schools, etc. boxes are installed in which used batteries can be deposited. Stores selling electric appliances are obliged to take back used EEE, even if the consumer does not buy a new piece of appliance. The same applies to waste car tyres.

The **polluter pays principle** is firmly embedded in Belgian waste management policy and takes the form of variable household waste charging based on volume or weight discarded, via recycling fees paid when purchasing products, and via extended producer responsibility.

The charges for waste collection are differentiated so as to stimulate people to sort out their wastes. Mixed wastes have become quite expensive to discard, while separated wastes can be discarded at a low price or even for free. Mixed wastes have to be discarded in specially labelled plastic bags that

need to be bought at a shop or in containers that are charged by volume or by weight. Containers are equipped with chips so that the weight or the number of times of collection can be registered.

On top of the purchase price, the consumer pays a recycling fee when buying for instance an electric or electronic appliance or tyre. This additional money is used to treat the product in an environmentally sound manner once it has reached the end of life phase.

Extended producer responsibility schemes – in the form of acceptance or take back obligations – have considerably contributed to raising recycling rates by making producers financially responsible for the collection and the environmentally responsible treatment of their products once they have become waste. The manufacturer can meet this obligation via an individual waste prevention and waste management plan or jointly with the manufacturer organisations in an environmental policy agreement. The waste streams to which extended producer responsibility applies printed paper, batteries, waste pharmaceuticals, end-of-life vehicles, waste tyres, waste electrical and electronic appliances, lighting equipment, waste industrial and cooking oils.

c) Procedures for environmental impact assessment, taking into account the cradle-to-grave approach

Indicators of material flows are used to assess the use of natural resources and the associated environmental impacts. The goal is to follow the flows of materials (and energy) from 'cradle to grave', including the extraction of natural resources, their gradual transformation into end products, the use of these products by consumers and their return to the environment as wastes or emissions. These indicators are divided into production indicators and consumption indicators. These indicators provide useful information for the development of strategies to dissociate economic growth from resource consumption.

d) Recovery and recycling of (hazardous) wastes and their transformation into useful material

In order to accomplish a maximum level of recycling, there is an **incineration and landfilling ban** for selectively collected wastes that can be recycled. A **restrictive permitting policy** for landfills and incineration facilities has to avoid an overcapacity for the treatment of mixed waste. Such an overcapacity would lead to lower disposal costs and take away the drive towards more prevention, re-use and recycling.

Systems exist in the three Belgian regions to allow for **the use of industrial waste as a secondary raw material** on the condition that certain technical and environmental criteria set out in the law are met.

e) Environmentally sound waste disposal and treatment

The disposal of waste that cannot be prevented or recycled is organised in such a way as to have as little impact as possible on the environment. Preference is given to incineration over landfilling. During incineration recoverable energy is released and the environmental risks of incineration are smaller than those of landfilling. For the combustible residual wastes a **landfilling ban** applies. In addition, '**smart taxes**' are used in order to make landfilling more expensive than incineration.

Belgian waste treatment facilities have to comply with stringent norms relating to hygiene, risk management, environmental protection and public health. The legislation on **environmental licences** in the three Belgian regions transposes the EU Directive on Integrated Pollution Prevention and Control. The Directive introduces an integrated environmental permitting system for large industrial facilities, among which certain waste treatment facilities such as incinerators and landfills. This permit is issued only if certain environmental conditions – concerning the protection of air, water and soil, the application of Best Available Techniques, waste minimisation, efficient energy use, site clear-up etc. – are met.

f) Development of environmentally sound disposal facilities, including technology to convert waste into energy, such as, for example, through utilisation of landfill methane

Waste-to-energy or energy-from-waste is the process of creating energy in the form of electricity or heat from, for example, the incineration of waste. It is a form of energy recovery. There are also other technologies that are able to produce energy from waste without direct combustion.

In the Flemish region a combination of technologies is used to create energy out of waste.

Specifically for biological waste it is the aim to find a balance between recycling and producing energy: with a priority to recycle biological waste where-ever possibly, according to the waste hierarchy. A combination of recycling and energy recovery is used to serve on the one hand the goal for Europe to become a recycling society and on the other hand to reach the goals of the EU Renewable Energy Directive. Energy recovery is in some specific cases encouraged by giving 'green stream certificates', for that part of the biological waste that is converted into energy.

Hereby a short overview is given of different waste-to-energy technologies that are used in Belgium.

- ▶ Use of landfill gas (methane);
- ▶ Incineration with energy recovery of household waste and waste of enterprises (non hazardous waste);
- ▶ Anaerobic digestion: production of biogas rich on methane and digestate (which can be composted afterwards and used as a fertiliser or soil improver if of a good quality);
- ▶ Capture of biogas in the waste water treatment.

g) Inventories of (hazardous) waste production, treatment, disposal, contaminated sites

In Belgium, all waste-related activities are known and documented. The legislation obliges each producer of wastes to maintain a 'waste register', in which information can be found on the source of the waste, the composition, the quantity, the treatment process, and so on.

An inventory of contaminated sites is kept by the authorities.

h) Preventing illegal international traffic in (hazardous) wastes

Companies that want to export waste from the Belgian territory to another country or that want to import waste from another country into Belgium, have to comply with the requirements of Council Regulation (EC) 1013/2006 on shipments of waste.

With this Regulation, EU member states aim to limit the transboundary movement of waste and want to supervise waste transports in order to minimise the danger to the environment and to public health.

Prior written notification and consent is needed for all shipments of waste intended for disposal and hazardous waste intended for recovery. In addition, the regulation imposes a ban on the export of waste intended for disposal and hazardous waste intended for recovery from the EU to non-OECD countries.

Environmental inspection services, the police and customs cooperate to enforce the rules of the Waste Shipment Regulation in Belgium. Random checks are carried out on waste transports and at the producers of waste and the treatment facilities.

i) Actions to promote the phase-out of toxic, persistent and bio-accumulative waste

Belgian plan for the elimination of devices containing PCBs: Owners of devices containing PCBs are obliged to declare their devices. Most of the declared devices containing PCBs already have been eliminated. It is mainly in the energy distribution sector that PCB containing devices are still used. These must be taken out of service by the end of 2010.

Persistent organic pollutants: The Stockholm Convention on persistent organic pollutants (POPs) and the Protocol to the Regional UNECE Convention on Long-Range Transboundary Air Pollution on POPs (the so-called Aarhus Protocol) aim at the prohibition or severe restriction of the production and the use of intentionally produced POPs; introduce restrictions on the export and import of intentionally produced POPs; formulate measures for the safe handling of stockpiles and the environmentally sound disposal of waste containing POPs; and present proposals for the reduction of emissions of unintentionally produced POPs. Belgium is one of the signatory parties to the Stockholm Convention and ratified the Aarhus Protocol on POPs. The stipulations of the Stockholm Convention and the Aarhus Protocol have also been incorporated in EU legislation on POPs, which in turn engages Belgium.

j) Radioactive wastes and their environmentally sound management (safe storage, transportation and disposal of radioactive waste)

The management of radioactive waste is entrusted to one single institution (ONDRAF/NIRAS) under public control. This was done in order to ensure that the public interest would play a crucial part in all decisions on the subject.

In general terms, ONDRAF/NIRAS is responsible for the management of all radioactive waste on the Belgian territory. The task laid down for it by law is to outline a policy for the coherent and safe management of radioactive waste covering the following aspects:

1. Compiling an inventory of radioactive materials (and enriched fissile materials) and of all sites containing radioactive materials, and assessing the decommissioning and remediation costs of all sites containing radioactive materials (inventory of nuclear liabilities);
2. Compiling an inventory of all radioactive waste streams;
3. Collection and transport of the waste;
4. Processing of the waste;

5. Interim storage of all conditioned waste;
6. Long-term management with disposal as the option in preparation (category A waste) or under investigation (category B&C waste);
7. Tasks relating to the management of enriched fissile materials and to the decommissioning of nuclear facilities.

ONDRAF/NIRAS has a centralised waste management policy, by making use of processing facilities and interim storage facilities centralised on two sites of Belgoprocess. Some waste producers have their own processing facilities and they transfer conditioned waste to Belgoprocess site for interim storage.

2.5. The ten year framework of programmes on sustainable consumption and production patterns

2.5.1. Concrete actions taken and specific progress made in implementation

Concrete actions taken and progress made in implementation have been identified on the basis of the table proposed in the CSD guidelines in order to structure the information delivered in this report. After a first description of the institutional and policy framework in each federal entity (1.1), the main actions that have been implemented in the federal entities are described in the table on cross-sectoral policies (1.2) and in the table on sectoral policies (1.3).

a) Institutional and policy framework

A working group on sustainable consumption and production patterns was set up in January 2001 within the Belgian Coordination Committee for International Environmental Policy. This working group is composed of representatives of the federal and regional administrations in order to prepare the Belgian position on European and international policies on sustainable consumption and production patterns (SCPP).

Policies and measures on SCPP have been developed within the federal entities in accordance with the division of responsibilities. There is yet no action plan on sustainable consumption and production patterns in the Belgian federal entities, but policies and measures have been prepared and implemented either within the sustainable development framework, or within the regional development plans as explained hereunder.

Federal level

The federal reports and plans elaborated in the framework of the Federal strategy for sustainable development has drawn great attention on the need to change unsustainable C&P patterns since 1999. The fourth Federal report on sustainable development published in 1997 presents in particular 2 sustainable development scenarios for 2050 where changing consumption and production patterns are the central themes with food and transport. The two Federal plans on sustainable development (2000-2004 and 2004-2009) include several actions to change unsustainable C&P patterns.

In 2008, the Belgian federal Minister for Climate and Energy in charge of sustainable development launched the "Spring of the environment" in order to define concrete actions involving the various federal entities. One of the key topics was sustainable C&P patterns. Decisions were taken to strengthen actions on environmental information on products, voluntary labels, advertising, supply of environmentally friendly products...

(http://www.printempsdelenvironnement.be/FR/le_printemps).

Flemish Region

Flanders created the first Flemish strategy for sustainable development adopted by the Flemish government in 2006. Since the ratification and promulgation of the Flemish Parliament Act for the promotion of sustainable development on 18 July 2008, Flanders now has a legal basis, just like the federal government, which guarantees continuity in the sustainable development policy. On the

basis of this Act on sustainable development, 12 thematic projects will be executed. One of those projects is sustainable consumption and production.

Aiming to set the right example, the Flemish Government is committed to achieving 100% Sustainable Public Procurement by 2020 (www.vlaanderen.be/duurzameontwikkeling) by the adoption of a Flemish action plan for sustainable public procurement (5/06/2009).

The Flemish government, in collaboration with businesses, ngo's and civil society, has set up the project 'Flanders in action'. The goal is to have Flanders belonging to the five top regions in Europe by 2020 (www.vlaandereninactie.be).

Walloon Region

The Plan Marshall is the revival plan developed for the Walloon economy. It is based on a combination of training, research and development and territorial management. The goals are to incorporate Wallonia into the energy revolution and to be more attractive (<http://www.wallonie.be/servlet/Repository/Dans+rubrique+Plan+Marshall.pdf?ID=44391>). The willingness to "green" the production and consumption patterns in the Walloon Region is increasing, with the recognition of the positive consequences on the environment, people's welfare and the region's competitiveness. That's why one of the three working themes of the Walloon Plan Marshall 2.0 is entitled Creating activity and employment through companies, research and development and one of its two transversal axes is Incorporating Wallonia in the energy revolution (considering that the environmental challenge is an opportunity).

In this perspective, the Walloon Region has developed different transversal plans (Air-Climate Plan, Energy Management Plan,...) and taken legislative measures (New Forest Code, Fiscal decree,...) which will guide this reorientation. One of the main features of it is the Decree allowing the inclusion of ethic, social and ecological specifications in public procurement.

Region of Brussels-Capital

The regional plan of development of Brussels-Capital constitutes the basic framework of development of the regional actions as regards sustainable development. This plan (September 2, 2002) covers all the matters for which the Region has competences or which contribute to its development: housing, economy, employment, mobility, environment, safety, research, inheritance, tourism, trade, culture, social policy. Sustainable development constitutes the basic objective of the implementation of this plan.

It is within this general framework that the Region of Brussels-Capital develops many projects in favour of sustainable development. They relate to the companies, administrations, households, schools. The realization of the local Diaries 21, the promotion of the sustainable food and the calculation of an ecological print of the economic activities of the region constitute the priorities recently identified by the Region of Brussels Capital as regards sustainable development. Many contacts with professionals also made it possible to set up structures of stimulation of the economy of Brussels in relation to the Contract for the Economy and Employment.

b) Current priorities in cross-sectoral policies

Regarding cross-sectoral policies, various instruments have been used in the federal entities to change unsustainable consumption and production patterns. Four policies have actually received specific focus in almost all federal entities: better access to sustainable products and services for all, development of labels and eco-labels, use of public procurement policies as well as corporate social responsibility policies.

POLICY INSTRUMENTS	
General policy instruments	
- Taxes, subsidies	<p><u>Federal level</u></p> <p>Tax deductions and subsidies have been granted for part of the cost of investments aiming to increase energy efficiency (including the use of renewable energy resources). Those investments concern: condensing boiler, heat pump, roof insulation, thermostatic valves or time regulated thermostats, energy audit, solar thermal systems, PV systems, passive houses. An evaluation of the potential CO2 reduction emission has been performed.</p>
- Preferential tariffs and trade policies (including fair trade)	
- Economic instruments	<p><u>Federal level</u></p> <p>On 20 February 2009, the National Labour Council concluded a collective agreement on ecocheques. The ecocheque is a wage premium, provided under certain conditions and with social tax exemptions, allowing to buy environmentally-friendly and sustainable – so-called ‘green’ – consumer goods. List of ‘green’ products (in french) : http://www.cnt-nar.be/CCT-ORIG/cct-098%20(20.02.2009).pdf</p> <p><u>Flemish Region</u></p>

	Development and use of tradable certificates for manure treatment, for green electricity and CHP-certificates.
- Tax reform	
- Consumer protection policies	<u>Federal level</u> Actualisation and strengthening of the code on ecological advertising by the Consumption Council
- Polluter-pays principle	<u>Flemish Region</u> Taxes for water pollution, groundwater extraction, waste incineration and landfill. <u>Walloon Region</u> - Compulsory take back of some kinds of waste by the producer: (http://www.ucm.be/ucm/ewcm.nsf/_/BF772AFD7AD0C704C1256F09002F7251?opendocument) - Strengthening of the "polluter-pays" principle (Fiscal decree 22/03/07) through new taxes, especially on hazardous wastes.
- Integrated product policies	<u>Federal level:</u> Two Actions plans were approved in 2009 : “ Federal contribution in the strike against air pollution” and “Towards an integrated product policy”
R&D policies	<u>Federal level:</u> The 2001-2005 scientific support plan for a sustainable development policy was made up of one specific part on "Sustainable production and consumption patterns" and financed several cross-sectoral and sectoral research projects (http://www.belspo.be/belspo/fedra/prog.asp?l=en&COD=CP).
- Others: integrated	<u>Flemish Region</u>

<p>multifactor and participatory processes</p>	<p>Two networks for multi-actor long term transition processes have been established in which the civil society and the government participate and reflect on ways to develop policies and take actions:</p> <ul style="list-style-type: none"> - PLAN C is a network for managing whole material cycles. Specific teams are preparing transition experiments on closing material loops, replacing goods by services, raising awareness among the public and greening chemistry. - Transition toward a sustainable living and building network, with concrete demonstration projects, education actions, sustainable building labels, information desks etc.
<p>- Others: universal design (for all people: with/ without disabilities or special needs)</p>	<p><u>Flemish Region</u></p> <ul style="list-style-type: none"> - Development of standard accessibility rules to obtain a building permit. www.gelijkekansen.be - Development of a website regarding the accessibility of public buildings, premises and tourist facilities. www.toevla.be
<p>Changing consumption patterns</p>	
<p>- Access to basic services for all</p>	<p><u>Federal level:</u></p> <ul style="list-style-type: none"> - The main conclusion of the sustainability test on 2 projects of Royal Decree regarding the market authorization for new heating appliances was that the priority has to be given to guarantee a minimal thermal comfort with central warming systems (before isolation) in habitations of low incomes population. It raised the link between fuel poverty and energy efficiency. The possible re-certification of second-hand heating appliances (for security and environmental reasons) has to be evaluated. <p><u>Walloon Region</u></p> <ul style="list-style-type: none"> - In order to overcome the loss of purchasing power, one of the 12 special measures decided in 2009 by the Walloon Government is a decrease of the price of public transports.
<p>- Access to sustainable products and services for all</p>	<p><u>Federal level:</u></p> <ul style="list-style-type: none"> - The Fund for the Reduction of the Global Energy Cost – FRGE is a public limited liability company, set up by the Belgian government in 2006 to reduce the energy invoices of low-income families and to make a large number

	<p>of homes more energy efficient. The FRGE has a capital of 250 million at its disposal which was raised by means of private-market bonds and is offered to the public at large in the form of cheap loans to implement structural energy-saving measures in private homes</p> <ul style="list-style-type: none"> - A study is actually conducted to evaluate if the use of fiscal, economic, technical and communication instruments is socially fair and to propose actions to reduce those inequities if they exist (final report 09/2009) <p><u>Flemish region:</u></p> <ul style="list-style-type: none"> - The project ‘Energiesnoeiers’ (Energy Cutters) trains low skilled, unemployed people to carry out energy scans and energy saving modifications, especially for houses of people with low incomes (www.energiesnoeiers.net) - Incentives for investments in retrofitting buildings, especially of people with low incomes. <p><u>Region of Brussels-Capital</u></p> <ul style="list-style-type: none"> - Set up of many communication campaigns since 2006, by using systematically the media (TV, radio, posting, events, etc). The goal is each time to raise awareness on a priority axis of the environment protection policy (for example, the campaign was focused on the premiums for the photovoltaic panels in 2008).
<p>- Public information¹²</p>	<p><u>Federal level:</u></p> <ul style="list-style-type: none"> - On the climate websites (www.climat.be/www.klimaat.be), a section “in action” had been created with lots of ideas for personal actions allowing to decrease energy consumption at 3 levels (at home, transport, purchases). - The Climate Change Section offers subsidies to solution oriented public information sessions / events dealing with climate change related issues (www.climat.be / www.klimaat.be). <p><u>Flemish Region</u></p> <ul style="list-style-type: none"> - Development of tool providing information on the environmental impact of building materials. - Development of tool assessing the sustainability of buildings and districts(www.duwobo.be) - In each of the five provinces of Flanders, information desks give advice to citizens with concrete plans for constructing or retrofitting their house. Information concerning sustainable development is also available. <p><u>Walloon Region</u></p> <ul style="list-style-type: none"> - <i>Energy desks/Guichets Energie:</i> 14 energy desks allow the public to get personalised and reliable information about energy (renewable energies, subsidies, ...) (http://energie.wallonie.be/fr/les-guichets-de-l-

¹² Actions on education will be described in the section “common issues” of the reporting

	energie.html?IDC=6060&IDD=11672)
- Consumer information	<p><u>Federal level:</u></p> <ul style="list-style-type: none"> - Creation (in 2006) of the websites www.energievreters.be / www.energivores.be, containing a <i>CO2-calculator</i>. It measures the energy performance of existing appliances/products available on the Belgian market. It calculates not only the CO2 emissions and financial cost, but also the yearly savings and the payback time, while taking into account personal selection criteria, personal behavior, specific parameters and fiscal incentives and subsidies. An “<i>energy-guzzlers campaign</i>” has been launched to promote the website and attracted more than 500.000 visitors in 2,5 years. - Campaign over Indoor pollution in September 2009. - Information related to car emissions. - Launch of stakeholder consultation to obtain one recognised/standardised approach for consumer oriented LCA based labelling <p><u>Flemish Region</u></p> <ul style="list-style-type: none"> - Trial project to stimulate the sales of environmentally friendly goods (www.nelli.be).
- Labeling, eco-labels	<p><u>Federal level</u></p> <ul style="list-style-type: none"> - Website on the European eco-label (www.ecolabel.be) up to date and communication foreseen in 2010 <p><u>Region of Brussels-Capital</u></p> <ul style="list-style-type: none"> - Support of voluntary steps towards eco management of private or public economic actors with the label “Eco-dynamics companies” since 1999. Candidate companies to the label are provided with several possibilities of framing: formations, tools, individual guidance and setting in network of the candidates. <p><u>Walloon Region</u></p> <ul style="list-style-type: none"> - <i>Fruitnet Label</i>: voluntary label of integrated production of apples and pears (25% of producers), including criteria regarding weeding, pest fighting,...) - Certification of forests: <i>Pefc</i> and <i>Fsc</i> labels guaranteed that the management of the forest takes into account its social, productive and environmental functions. <i>Pefc</i> is the only label used in Walloon forestry plantations. 48% of the Walloon forest area is certified <i>Pefc</i> (http://www.pefc.be/fr/default.asp)
- Consumer organizations	<u>Walloon Region</u>

	<ul style="list-style-type: none"> - Granting of the <i>eco-conso</i> network which promotes more sustainable consumption patterns (http://www.ecoconso.be/)
<p>- Public procurement policies</p>	<p><u>Federal level</u></p> <ul style="list-style-type: none"> - Adoption of a Belgian federal action plan on sustainable procurement (03/07/09) - Development of a sustainable procurement guide including sustainable criteria for about 70 product- and service groups (www.guidedesachatsdurables.be) - Review of the Belgian federal scheme for procurement of wood and wood products. The minimum requirement for wood is the compliance with sustainable forest management principles. The policy is mandatory for all wood products other than paper. - Adoption of environmental prescriptions for the public fleet. For each vehicle category, a minimum Ecoscore is defined (Circulaire 307/5), calculated on the basis of CO2 and pollutants produced by the use of the car and for the production of the fuels (http://www.ecoscore.be/) <p><u>Flemish Region</u></p> <ul style="list-style-type: none"> - Adoption of a Flemish action plan on sustainable procurement (05/06/09). The goal has been set to attain 100% sustainable public procurement by 2020. - Web application to help local authorities green their procurement, as well as projects to develop and integrate social criteria. www.ovam.be/producttest. - Development of a tool to assess the sustainability of the Flemish government buildings. This tool is used as selection criteria. - For the vehicles purchased by the Flemish government, ecological criteria are used, the so-called 'ecoscore'. (circular DVO/BZ/P&O/2008/11, www.ecoscore.be) <p><u>Walloon Region</u></p> <ul style="list-style-type: none"> - Adoption of a Decree allowing the inclusion of ethic, social and ecological clauses in public procurements requirements. For the time being, 4 thematic bills have been approved describing ecological criteria to be respected for public procurement of lubricants for hydraulic works, cars, exotic species and printing paper (http://gov.wallonie.be/IMG/pdf/CPGW080717B.pdf) - The Ecoscore of new vehicles bought by Walloon Regional authorities will be taken into account before any procurement (http://www.wallonie.be/fr/actualites/archives-des-actualites/lutte-contre-le-rechauffement-climatique-premiere-evaluation-du-plan-wallon.html)

- Others	<p><u>Walloon Region</u></p> <p>- Thanks to the creation and funding of posts of "Eco-advisor", public authorities and companies can improve their environmental performances (http://www.eco-conseil.be/framepr.htm)</p>
Changing production patterns	
- Decent jobs promotion, including green jobs	<p><u>Federal level</u></p> <ul style="list-style-type: none"> - The service voucher scheme is a consumer subsidy introduced in 2003 in order to encourage the demand for domestic services and proximity services, to create jobs in this sector (of benefit to long-term unemployed and other excluded groups), to provide incentives to convert undeclared work into regular employment, and to enable some high-skilled workers (especially women) to (re-)enter the labour market (http://www.mutual-learning-employment.net/Theservicevoucher.html and http://www.emploi.belgique.be/publicationDefault.aspx?id=18858); - A new approach to follow up and support the unemployed was introduced in 2004 under a co-operation agreement between the federal state and the Belgian regional authorities. The objective is to increase the cooperation amongst them since the three regions are responsible for training and labour market mediation, while the federal state remains responsible for labour law and social security, including unemployment benefits (http://www.mutual-learning-employment.net/FlexicurityapproachThenewsystemtofollowuptheunemployed.html for more details). <p><u>Flemish Region</u></p> <ul style="list-style-type: none"> - The re-use sector helps to create jobs for people who get few opportunities on the mainstream labour market. - Green social jobs have been created for the maintenance of natural public domains. <p><u>Walloon Region</u></p> <ul style="list-style-type: none"> - The <i>RESSOURCE</i> network is a federation of companies from the social economy sector (Brussels – Capital/Wallonia) that collect, sort, repair, recycle and sale life ending products. It groups together 60 companies and an amount of 4000 people (http://www.res-sources.be/fr/default.asp).
- Health and safety regulation	

<p>- Workplace based sustainable production assessment</p>	<p><u>Walloon Region</u></p> <ul style="list-style-type: none"> - The <i>Rise Project</i> aims at promoting and awareness raising of workers/employees to environmental matters (Framework Contract between the Walloon Region and the different trade unions) .
<p>- Regulation of emissions and effluents</p>	<p><u>Walloon Region</u></p> <p>The Walloon Region has developed a legal arsenal to regulate and restrict emissions and effluents (Environment's code) which contains the transpositions of European directives. Worth to mention here are:</p> <ul style="list-style-type: none"> - the Sustainable Management Program of Nitrogen which lays down the respect of a balance in the Nitrogen balance sheet, at the farm's level and defines terms for spreading (according to the moment, the slope of the parcel, how far it is from watercourses,...). - The Decree of the 03/04/09 on mobile phones antennas which requires an environmental declaration to the municipality and specify several particular rules (http://formpe.environnement.wallonie.be/html/CI%20Antennes%20%C3%A9mettrices%20stationnaires.pdf).
<p>- Charges or incentives for cleaner production</p>	<p><u>Flemish Region</u></p> <ul style="list-style-type: none"> - Annual <i>Ecodesign Awards</i>, to students in the field of product development and to professional designers. - <i>PRESTI 5 (PREvention STimulation for industry) (2002-2008)</i> allows companies that have invested in techniques contributing to waste reduction to get financial support. - An inspiration database containing good examples of eco-efficiency and ecodesign measures in order to inspire companies and designers willing to integrate environmental considerations into a realistic approach to good design and competitive products (www.ovam.be). - Communication campaign annex prize contest around the principles of 'closed loop production systems' (www.grenzeloosgebruik.be/grenzeloosgebruik.htm)
<p>- Products standards (e.g. energy efficiency)</p>	<p><u>Federal level:</u></p> <ul style="list-style-type: none"> - Implementation of the European Ecodesign regulations
<p>- Cleaner production programmes(R&D, training,</p>	<p><u>Flemish Region</u></p> <ul style="list-style-type: none"> - The <i>Ecolizer</i> is a tool to help designers create environmentally friendly products (www.ovam.be)

technical assistance)	
- Pollutant reporting and registers	<p><u>Walloon Region</u></p> <ul style="list-style-type: none"> - Inventory and monitoring of industries pollutants emissions (<i>IPPC Directive</i>)
- Strategic industrial and technology planning	
- Investment incentives	<p><u>Flemish Region</u></p> <ul style="list-style-type: none"> - <i>Eco-efficiency scanprogramme</i> to identify opportunities for eco-efficiency improvements within small and medium enterprises (SMEs). <p><u>Walloon Region</u></p> <ul style="list-style-type: none"> - Subsidies for the companies developing their own program of environment protection. (http://economie.walloonie.be/02Databases/Prog_Midas/index.cfm?fuseAction=details&num_aide=323.0)
- Voluntary initiatives and codes of conduct	<p><u>National level</u></p> <ul style="list-style-type: none"> - Creation in 2005 of a corporate governance code for companies not listed on the stock exchange, including one section on corporate social responsibility (www.codebuysse.be)
- Corporate social/environmental responsibility	<p><u>Federal level:</u></p> <ul style="list-style-type: none"> - Adoption (28/04/06) of a CSR-framework offering a common framework (definitions, vision) to authorities and stakeholders on CSR . - Adoption of a CSR action plan (21/12/06) including 13 actions on e.g. stimulating reports on sustainable development, supporting of learning networks. First monitoring in 2009 (www.icdo.be). <p><u>Flemish Region</u></p> <ul style="list-style-type: none"> - CSR policy initiatives are targeted at businesses, the academic world and the exemplary role of the government (www.mvovlaanderen.be). - The project “CSR in SME’s” conducts a CSR scan of organisations. Based on the outcome of the scan, concrete actions on CSR (including sustainable production) are carried out.

- Improved management accounting	
- Investment analysis	<u>Flemish Region</u> - By means of a software package, companies are able to calculate the true costs of their waste production (www.ovam.be).
- Others	<u>Walloon Region</u> - The <i>Union of Walloon Businesses</i> offers to companies a detailed environmental diagnostic leading to recommendations → 750 companies involved .
Analytical tools	
- Life-cycle analysis	
- Indicators of sustainable development	
- Technology impact assessment	
- Impacts of globalization and urbanization	
- Policy impact assessment	
- Impacts of changes in international markets	
- Others	

c) Current priorities in sectoral policies

Regarding sectoral policies, waste policies are well-developed in the regions (in charge of this responsibility) with action plans having been implemented for several years. Transport, energy efficiency and renewable energy are priorities in all federal entities. Various instruments have been implemented and objectives have been set in order to achieve sustainable development objectives. Housing and construction policies has received more attention during the last three years and will remain a main priority in the future due in particular to the poor insulation of the Belgian real estate.

SECTORS AND ISSUES	
Solid waste management	<p><u>Walloon Region</u></p> <ul style="list-style-type: none"> - The <i>Walloon Waste Management Plan</i> is the framework for waste management policies: its priorities are waste prevention, recycling and strict limitation of disposal in dumps (http://environnement.wallonie.be/rapports/owd/pwd/index.htm). <p><u>Region of Brussels Capital</u></p> <ul style="list-style-type: none"> - Implementation of a third waste Plan with actions in favour of recycling and composting.
- Waste disposal	
- Reuse and recycling	<p><u>Flemish Region</u></p> <ul style="list-style-type: none"> - Financial support to help set up a network of re-use centres and shops. <p><u>Walloon Region</u></p> <ul style="list-style-type: none"> - Selective waste collection
- Waste reduction,	<p><u>Walloon Region</u></p> <ul style="list-style-type: none"> - Charging of the price of waste management on municipalities. - Awareness campaigns.
- Others	

Transport	
- Clean fuels and vehicles	<p><u>Federal level:</u></p> <ul style="list-style-type: none"> - Direct price discount for new low CO2 cars ($\leq 115\text{gCO}_2/\text{km}$) and low PM ones ($\leq 5\text{mg}/\text{km}$ and $\leq 130\text{gCO}_2/\text{km}$) (www.voitureeconome.be). - Anticipated reduction of the content in sulphur of benzene and diesel in 2008 due to fiscal incentives. <p><u>Flemish Region</u></p> <ul style="list-style-type: none"> - Grant scheme for particle filters for lorries. A decree has been adopted to grant subsidies for the retrofit of passenger cars with particle filters. <p><u>Walloon Region</u></p> <ul style="list-style-type: none"> - Creation of two biofuel plants with a total capacity of 500000m^3 per annum. - <i>Eco-Bonus</i>: ranging from 100€ to 1000€ according to the level of CO2 emission of the car.
- Public and alternative transportation	<p><u>Federal level:</u></p> <ul style="list-style-type: none"> - Investment to support an increase of the rail transport about 3,8% per year as well for passengers that for fret.
- Urban and regional transportation planning	<p><u>Federal level:</u></p> <ul style="list-style-type: none"> - The deduction of fees for commuter does not depend on the type of transport in order to avoid the use of the car. <p><u>Walloon Region</u></p> <ul style="list-style-type: none"> - Creation of 8 "intermodal" poles in Wallonia.
- Others	<p><u>Flemish Region</u></p> <ul style="list-style-type: none"> - Development of a specific model to restrict the emissions of shipping traffic. - Subsidies for ecological engines on ships.
Cleaner production	
- Resource efficiency	

- Pollution prevention	<p><u>Walloon Region</u></p> <p>- <i>Permis d'environnement</i> (Environmental Permit): administrative licence required before starting to run a business or an industry¹³. It was established according to the Decree of the 11th of March 1999¹⁴ and is delivered if the project complies with territorial management plans and the legislation on waste and water (pumping and disposal) management.</p>
- Technology strategies	<p><u>Walloon Region</u></p> <p>- For "Ippc" companies, obligation to use the <i>Best Available Practices</i>.</p>
- Others	
Energy efficiency and renewable energy	
- Industrial energy efficiency	<p><u>Flemish Region</u></p> <ul style="list-style-type: none"> - Flemish environmental legislation (Flemish parliament act on energy planning): companies must have an energy plan or make an energy study - Voluntary agreements: benchmarking and audit covenants with energy-intensive industry; - Energy consultants for SME's are subsidized - Certificates for combined heat and power installations <p><u>Walloon Region</u></p> <ul style="list-style-type: none"> - A set of subsidies is available for private companies and public institutions to improve the energy efficiency of their buildings (http://energie.wallonie.be)
- Household energy efficiency	<p><u>Flemish Region</u></p> <ul style="list-style-type: none"> - Household scans for energy efficiency and roof insulation are supported. - In 2020 it is the ambition of the Flemish Government that all houses have roof insulation, energy efficient

¹³ List of concerned activities : <http://www.permisenvironnement.be/UWE-Environnement/permis-denvironnement/qui-est-concerne/verifiez-le-classement-de-vos-activites-principales>

¹⁴ [http://www.ucm.be/C1256C0D003C8BF5/ /BE69176B9A3BFA41C12574A5004F0731/\\$file/PE%20ficheinfo.pdf?OpenElement](http://www.ucm.be/C1256C0D003C8BF5/ /BE69176B9A3BFA41C12574A5004F0731/$file/PE%20ficheinfo.pdf?OpenElement)

	<p>windows and an energy efficient boiler.</p> <p><u>Walloon Region</u></p> <ul style="list-style-type: none"> - The Decree on energy efficiency of buildings (2008) lays down standards for new buildings, renovation... (http://energie.wallonie.be/fr/la-reglementation-peb.html?IDC=6232) - In the context of the fight against the loss of purchasing power, one of the 12 special measures decided by the Walloon Government is the improvement of household energy efficiency through loans and advice. - A set of subsidies is available for private households to improve the energy efficiency of their buildings (http://energie.wallonie.be).
- Renewable energy markets	<p><u>Flemish Region</u></p> <ul style="list-style-type: none"> - There are guaranteed minimum prices for green electricity certificates. - The Flemish Government decided that by 2020 13% of the electricity supplied should be produced in renewable energy installations. <p><u>Walloon Region</u></p> <ul style="list-style-type: none"> - The Walloon Plan for Sustainable Energy Control (as well as the Climate-Air Plan) proposes directions to increase the market share of renewable energy and cogeneration. - The goal is to reach a level of 10% of renewable energy in the global consumption. - The measure 26 of the Walloon Air-Climate Plan plans to grant an agricultural network of biomethanisation.
- Others	
Housing and construction	
- Energy efficiency	<p><u>Federal level:</u></p> <ul style="list-style-type: none"> - Tax reduction during 10 years for passive houses, starting from 2009. - Tax reductions when: replacing old heating boilers, installing a solar water heating system, installing photovoltaic panels, installing systems for geothermic energy, double glazing, roof insulation, thermostatic valves, an energy audit of the building, boilers (a.o. : implementing the ecodesign and ecolabelling directive) - www.energievreters.be: website to calculate return on investment and CO2 impact of windows and roof insulation

	<p><u>Flemish Region</u></p> <ul style="list-style-type: none"> - The energy standard for new buildings is E100. The standard will be stricter in 2010: E80. E60 from 2012 if feasibility study is positive. - An energy performance certificate is obligatory when renting out or selling a building. - Premiums for energy measures for investments in retrofitted buildings and for low-energy dwellings
- Building materials	<p><u>Federal level:</u></p> <ul style="list-style-type: none"> - Enhancing the availability of credible, transparent and scientific environmental information by creating a framework for environmental product declarations (<i>under development</i>). - Enhancing the indoor air quality by setting limit values for the emissions indoor of certain construction products (<i>under development</i>). - Raising awareness by organising an award at the national construction and housing fair (www.batibouw.be).
- Construction standards	<p><u>Region of Brussels-Capital</u></p> <ul style="list-style-type: none"> - Several policies and measures have been developed: support to the emergence of sustainable quarters, maintenance of a dynamics “environment-economy-employment”, realization of tools and guidance in the field of eco construction, etc. - Calls for projects were in particular launched in years 2007 and 2008 as regards “Exemplary Buildings”. The objective is to show that it is technically realizable and economically profitable to build and/or to renovate exemplary buildings in Brussels in the field of energy and environmental performance (ecoconstruction). 75 projects representing 204.000 m² exemplary buildings will be built for 2011.
- Building operations	<p><u>Federal level:</u></p> <ul style="list-style-type: none"> - Launching of a website (www.underecoconstruction.be) with basic information on important aspects of construction products, available fiscal and financial supportive measures and information sources.
- Others	
Food and clothing	
- Organic products	<p><u>Flemish Region</u></p> <ul style="list-style-type: none"> - Policy plan for the production of biologically grown crops.

	<p><u>Walloon Region</u></p> <ul style="list-style-type: none"> - Regional support system to organic farming and farms in transition. An amount of 600 000€ of subsidies were allowed (2007) for the supervision and training of Walloon organic farmers and horticulturists and to support organic products through promotion campaigns.
Chemical management	
Hazardous waste	
Forest	<p><u>Walloon Region</u></p> <ul style="list-style-type: none"> - <i>Progress Plan for a Sustainable Management of Walloon Forests</i> : implies important directions must be given regarding the plannification and organisation of forest works in order to avoid overexploitation and ensure forests' multifunctionality (e.g.: species diversification,...).

2.5.2. Expected future priorities and emerging issues

The expected future priorities and emerging issues have been collected on the basis of the table used in section 1.2 and 1.3. For reason of space, we have not kept the table in this section. We have just listed the future priorities and emerging issues existing for the different cross-sectoral and sectoral policies.

It turns out that the main future priorities and emerging issues regarding cross-sectoral policies are focused on consumption patterns (i.e. better access to sustainable products and services for all, development of tools for better consumer information, public procurement policies). Regarding the sectoral policies, housing is a clear future priority and food an emerging issue.

a) Cross-sectoral policies

General policy instruments

Walloon Region

- Development of the "Marshall Plan 2.green" for Wallonia: the Marshall Plan will be continued but with a new inflexion focusing on alliances environment-employment (especially in the field of energy efficiency) and the creation of a 6th competitively pole dedicated to environmental new technologies. The transversal concern on sustainable development will be emphasized.

Tax reform

Flemish Region

- Implement a tax reform: for passengers' cars, the reform will probably be based on the car's impact on the environment. For lorries, the option of a mileage charge is currently under consideration.
- Use of economic instruments for air pollution.

Walloon Region

- Develop a fiscal instruments directed towards energy savings.
- Revise the "energy-housing" subsidies system in order to rationalize the measures and to ensure their environmental efficiency.
- Control and take action to insource real and complete waste costs

Access to sustainable products and services for all

Federal level

- Provide more attention to the social component of sustainable consumption and production patterns. Giving access to sustainable products and services will in particular be a priority, with the results of different ongoing research projects and an expected consultation of NGO representing poor people.

Consumer information

Federal level

- Development of a standardised approach for consumer oriented LCA based labelling.

Flemish Region

- More innovative materials, products and systems must enter the Flemish market and be known by consumers.

Walloon Region

- Develop a label *Sustainable Construction*.

Labeling, eco-labels

Federal level

- Develop a coherent framework for the attribution of labels in order to provide more specific and coherent information to the consumers.

Region of Brussels-Capital

- Complement the label "Eco-dynamics companies" with other tools: another project was set up in 2008 aiming at analyzing the ecological footprint of the labelled companies. It is also considered to write a legal base - namely two new ordinances treating of environmental management (the economic expansion and the responsibility for the companies) - in order to give a greater legitimacy to the label.

Public procurement policies

Federal level

- Address some obligations in the framework of green public procurement, awaiting the adoption and entry into force of the European draft Regulation (FLEGT) laying down obligations for putting on the market timber and timber products (discussion is on-going).
- Follow-up of the EMAS certification, with in particular the generalisation of EMAS in each federal public service, the realisation of a global vision and the benchmarking of all federal public services.

Walloon Region

- Continuation and strengthening of the sustainable public procurement (SPP) policy. An administrative unit dedicated to sustainable development will be created to make the setting up of SPP by public authorities easier.

Region of Brussels-Capital

- Update the ministerial circular of 1993 relating to eco-consumption and the management of waste in the regional public administrations in the region that has been approved on the 5th of February 2009.
- Set up, for the administrations concerned, formations as well as an offer of help desk.
- Set out an obligation to use environmental criteria in public procurement purchases, which leads to an effective "green control" of the purchase itself and is in that aspect innovative.

Changing production patterns- Decent jobs promotion, including green jobs

Federal level

- Set up of the «alliance environment-employment», in order to promote techniques aiming at the reduction of energy in housing and buildings; and to study the potential of green jobs in a broader vision. (see http://www.milquet.belgium.be/files/docs/Plan_emploi_2009.pdf for more details)

Walloon Region

- Social economy must become an economic sector on its own.
- Development of a new plan for job creation, especially in the field of green jobs.

Changing production patterns-Forest

Walloon Region

- Implementation of forests sustainable management criteria (Helsinki Conference) and indicators to asses them.

Policy impact assessment

Walloon Region

- Organisation of a "Technology assessment" as far as Public policies are concerned and implementation of the sections "strategy and assesment" of the Decree on Research to allow public authorities to manage funds in order to promote sustainable production and consumption patterns.

b) Sectoral policies

Waste

Walloon Region

- Development of the Walloon Waste Plan by 2020.

Transport

Walloon Region

- The global objective regarding transport is the improvement of the public transport supply.
- The government will work on several plans promoting cleaner modes of transport, such as rail, bicycles...

Energy- Household energy efficiency & Renewable energy markets

Flemish Region

- By 2020 all houses should have roof insulation, energy efficient windows and an energy efficient boiler.

- By 2020 13% of the electricity supplied should be produced in renewable energy installations.

Walloon Region

- Creation of a pluriannual Plan on energy savings and sustainable construction.
- Laying down of sustainable habitat criteria.

Housing and construction-construction standards & others

In the Flemish Region

- A general evaluation tool to assess the sustainability of building and quarters is being developed, with accreditation of a sustainability label.
- Information desks for cities and communities for large scale sustainable building projects will be set up in 2010.

Food and clothing

Federal level

The minister of environment in charge of sustainable development has asked the Federal Council on sustainable development an advice on sustainable food for the autumn 2009.

Region of Brussels-Capital

A “network of the Actors of Brussels for the Sustainable Food” was set up in 2008 and brings together persons or entities, citizens, associations, administrations and companies. It aims to promote sustainable food and to encourage a modification of the choices and food patterns. It privileges an approach based on the exchanges of knowledge and experiment.

Walloon Region

- Promotion of the Walloon products and the organic agriculture production through the APAQ-W which should become the only promoting structure for these products + promotion of short circuits + creation of a strategic framework for the organic filed.
- Ongoing development of a Walloon network for sustainable food “Réseau wallon pour une alimentation durable”

2.5.3. Lessons learned, major constraints and challenges

The work that has yet been carried out on policies to change unsustainable consumption and production patterns has highlighted different challenges for the future in order to improve the efficiency and effectiveness of these policies:

- involve stakeholders from the very beginning of the processes and create dialogue and co-operation between government and civil society (business, NGO's, scientists...) . In this perspective, the development of multi-actor network processes is perceived as a good practice;
- acknowledge the education's central role to change unsustainable consumption and production patterns. In order to bridge the gap between science and society, it is crucial to integrate this cross-cutting theme in the curricula and to reinforce the role of actors involved in education at all levels;
- develop genuine integrated policies where the social and economic dimensions are also taken into account. Sustainable consumption and production patterns are still too often restricted to the environmental dimension. Taking into account the economic and social dimensions of SCP will help succeeding in the transition towards sustainable consumption and production patterns.
- streamline the different policies and measures in order to create synergies and to strengthen their effectiveness. Various instruments and plans have been developed or are in development without being interconnected or being part of a common framework.
- strengthen the implementation of actions included in action plans. Many actions have usually been adopted in action plans in order to change unsustainable consumption and production patterns, but these actions are not rapidly enough implemented. For example, regarding the implementation of the Federal Sustainable Development Action Plan 2004-2008, the situation in April 2009 was the following: 25% of the actions were in a phase of preparation, 47% were implemented (but not yet monitored), 15% will not be implemented and information was missing about 13% of the actions.

Part II: Updated information on national focal point for sustainable development

Name(s) of National Focal Point for sustainable development:

Introduction :

Since 1993 Belgium has been a federal state with several levels of power.

It has a federal level and 5 federated entities:

- the Flemish Community and the Flemish Region, which have been merged;
- the Walloon Region;
- the Brussels Capital City Region;
- the French-speaking Community; and
- the German-speaking Community

Federal Focal Point

Mrs Nadine Gouzée, Representative of Federal Government in CSD, Coordinator of the Task Force Sustainable Development, p.a Federal Planning Bureau, Avenue Des Arts 47-49, B 1000 Brussels. Tel: (32-2) 507.74.15. Fax (32-2) 507.37.29. E-mail : ng@plan.be

International Focal Point

Mr Chris Vanden Bilcke, director, Directorate for Sustainable Development and Environment, Federal Public Service of Foreign Affairs, Foreign Trade and International Commerce, Rue des Petits Carmes 15, 1000 Brussels. Tel: (32-2) 501.37.12. Fax (32-2) 501.37.03. E-mail : chris.vandenbilcke@dipobel.fed.be

Flemish Region Focal Point

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Phone: +32 2 553 81 29; Fax: +32 2 553 81 65; Cell: +32 476 590 437;
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Walloon Region Focal Point

Mr. Bruno de Kerckhove, director, Ministry of the Walloon Region, Directorate General for Natural Resources and the Environment, Avenue Prince de Liège 15, B 5100 Jambes. Tel (32-81) 335.115. Fax (32-81) 335.122
E-mail : b.dekerckhove@mrw.wallonie.be

Brussels Region Focal Point

Mrs. Barbara Dewulf, Brussels Institute for Environment Management (IBGE), Gulledelle 100, B 1200 Brussels. Tel (32-2) 7757511. . E-mail : bde@ibgebim.be

Part III: Annexed draft profile on national sustainable development strategies; indicators for sustainable development

1. Information on National Sustainable Development Strategy (NSDS) or equivalent

See Part I, 1.1 1.1. Institutional capacity building, National legal frameworks and administrative or other measures of relevance & Participation of Major Groups, in particular women and local communities, in decision-making and implementation

2. Information on indicators for sustainable development

2.1. Federal indicators

Name of indicator set: Belgium does not have yet, as such, a set of officially endorsed Indicators for Sustainable Development (ISD). However a set of 44 ISD for Belgium has been published in the third Belgian Federal Report (which, as part of the Federal Strategy, has to assess, on the basis of ISDs, both the existing situation and the policy that is conducted). This set, which is now updated and extended to 88 ISDs over 51 Sustainable Development issues, has been discussed in a Round table (see additional information).

Indicators website: <http://www.sustdev.plan.be>

Date of last update: September 2009

Indicators contact: Zuinen Natacha - Attachée – Federal Planning Bureau – 47-49, Avenue des Arts – 1000 Brussels – Phone: +32 (0)2 507 74 72 – Fax: +32 (0)2 507 74 86 – nz@plan.be

Additional Information: The Federal Council for Sustainable Development has made a recommendation concerning a set of 32 ISDs for Belgium (14 key indicators, 6 explanatory indicators and 12 complementary indicators) however some of these indicators have not yet been developed. This is a result from debates between representatives of the civil society, partly based on the existing lists at the EU and UN levels and on the Federal Report table of indicators mentioned above at the Belgian Federal level.

As part of a larger Federal process on ISDs, a Round table organised by the Minister in charge of Sustainable Development has discussed the new set of 88 indicators dispatched over 51 issues in March 2009, as well as a number of other indicators sets or synthetic indicators used by the civil society (FSCD, environmental NGOs, trade unions, scientific community, employers' federation,...). On this basis the fifth federal report will not only publish (in October 2009) the indicators set of 88 indicators, but also analyse strengths and weaknesses of five synthetic (composite and aggregated) indicators as well as connections between ISD and long term. However, to derive from such a process a real sustainable development dashboard, a larger societal debate is still needed.

2.2. Regional indicators

Name of indicator set: *Omgevingsindicatoren duurzame ontwikkeling in Vlaanderen*

Indicators website:

http://www2.vlaanderen.be/duurzameontwikkeling/downloads/indexpagina/MonitorDO_2009.pdf

Date of last update: 2009

Indicators contact: Veerle Beyst - Domeinverantwoordelijke milieu en mobiliteit - Studiedienst van de Vlaamse Regering - Boudewijnlaan 30, 9B10 - 1000 Brussel - Tel.: 02/553.52.28 - veerle.beyst@dar.vlaanderen.be

Additional Information: 27 indicators for 10 subjects were chosen in the European indicators for sustainable development ('Measuring progress towards a more sustainable Europe – 2007 monitoring report of the EU sustainable development strategy'). The selection was based on 3 criteria: (i) comparison between Flanders and other countries/regions; (ii) comparison in the time; (iii) use of internationally validated indicators.