CSD18 EC REPORTING: CHEMICALS

	EC POLICY IN PLACE / BEST PRACTICE	CHALLENGES	WEBSITE INFO
Mechanisms for systematic evaluation, classification, and labeling of chemicals, including initiatives towards a harmonized system of classification and labeling of chemicals	- a new Regulation (EC) No. 1272/2008 implementing the UN Globally Harmonized System for Classification and Labelling of Chemicals into the European Community law was adopted on 16 December 2008 in line the UN recommendation to implement the GHS in domestic law by end of 2008.	- a transitional period from the current rules on classification, labelling and packaging of substances (Directive 67/548/EEC) and mixtures (Directive 1999/45/EC) to a new system is necessary. The deadline for substance classification according to the new rules will be 1 December 2010 and for mixtures 1 June 2015.	http://ec.europa.eu/environment/chemicals/ghs/index_en.htm and http://ec.europa.eu/enterprise/reach/ghs/index_en.htm
Initiatives for assessment of toxic chemicals, hazard and risk assessment, and participation in various international and regional initiatives	- Regulation (EC) No. 1907/2006 on the Registration, evaluation, Authorisation and Restriction of Chemicals (REACH) that entered into force on 1 June 2007 encompasses a system for managing the potential risks of chemicals, while promoting	- different countries do not always apply identical approaches and principles to the assessment.	http://www.oecd.org/department/0,3355,en_2649_34373_1_1_1_1_1,00.html http://ec.europa.eu/environment/che

	industry participation and responsibility. - the European Commission is actively participating in activities in this field within the OECD framework and with different countries on a bilateral basis.	- information on tens of thousands of chemicals should be compiled and used to manage risks; - setting up of a specialised agency to manage the REACH system. It should become a centre of excellence and knowledge about chemicals.	micals/reach/reach_intro.htm http://ec.europa.eu/enterprise/reach/index_en.htm http://echa.europa.eu/
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.	- the European Environment and Health Action Plan 2004-2010 (COM(2004)416) proposes an Integrated Environment and Health Information System as well as a European coordinated approach to Human Biomonitoring to render the assessment of the environmental impact on human health more efficient. - under the Water Framework Directive, Water Information System for Europe (WISE) is being developed by the European Environment Agency (EEA) as a gateway to information on European water issues. This includes geographically-mapped data on water quality including chemical monitoring	- comparability and accessibility of monitoring data; finding the necessary resources to implement the Action Plan.	http://ec.europa.eu/environment/health/index_en.htm http://water.europa.eu/en/welcome http://air-climate.eionet.europa.eu/databases/airbase/ http://ec.europa.eu/gmes/index_en.htm

	data. - the EEA further developed the public air quality database system – AirBase – which contains air quality monitoring data and information submitted by the participating countries throughout Europe. - Global Monitoring for Environment and Security (GMES) services are being developed that will underpin the toxi- and epi- studies by better spatial and time-resolved information on a range of pollutants and provide better understanding of chemical routes in the environment		
Sound management of toxic chemicals: Progress within the larger framework of Strategic Approach to International Chemicals Management (SAICM)	- progress achieved in all five categories of the SAICM objectives set out in the SAICM Overarching Policy Strategy. A detailed report on the SAICM implementation available on SAICM web-site. http://www.saicm.org/index.php?menuid=9&pageid=327&submenuheader=	- no administrative bodies were in place after the SAICM adoption and up till ICCM2, where the Bureau and the Rules of Procedure were adopted that reflect the unique multistakeholder character of SAICM.	http://www.saicm.org/index.php?ql=h&content=home
Initiatives and innovations for risk reduction, particularly taking into account the life cycle of the chemicals	- the life cycle perspective, including waste stage is part of the leading principles of the EU legislation for risk reduction. Integrated Product Policy (IPP) looks at all phases of a products' life-cycle and takes action where it is most effective.	- implementation and enforcement of existing waste legislation, in particular ways to ensure that no products containing the	http://ec.europa.eu/environment/ipp/home.htm

	Life cycle thinking is also one of the underlying principles of waste management policies enshrined in Directive 2008/98/EC on waste. This concept is also present in directives addressing the management of specific waste streams by prohibiting the presence of certain dangerous substances in products (see below).	prohibited substances are placed on the EC market.	
Precautionary measures derived from broad-based life cycle analysis	- prevention, collection and recycling of waste: An extensive Community waste legislation and general waste management principles are enshrined in the EU thematic strategy on the prevention and recycling of waste. The EU has legislation in place that is restricting the use of hazardous substances in products so that the resulting waste/secondary raw material steams are clean and safe, including in electrical and electronic equipment, vehicles, packaging, batteries and accumulators. This EC legislation on waste is also promoting the separate collection, re-use, recycling and energy recovery of waste. - EU legislation on persistent organic pollutants, restricting the use and phasing out these substances, including the waste phase, goes beyond the international instruments in this field.	- implementation and enforcement of existing waste legislation, in particular ways to ensure that no products containing the prohibited substances are placed on the EC market. - defend the EU ambition to protect human health and the environment vis-à-vis other trading partners or governments with a different level of ambition	http://ec.europa.eu/environment/waste/strategy.htm http://ec.europa.eu/environment/waste/index.htm http://ec.europa.eu/environment/waste/weee/index_en.htm http://ec.europa.eu/environment/pops/index_en.htm
Policy measures to phase out chemicals that pose	- EU legislation on ozone-depleting substances implements the Montreal Protocol	- accomplish the phase-out of	http://ec.europa.eu/environment/oz

| unreasonable and unmanageable risk to human health and human environment, such as, for example, ozone-depleting substances | into the Community legislation and goes even beyond.

- EU legislation on persistent organic pollutants, restricting the use and phasing out these substances, including the waste phase, goes beyond the international instruments in this field.

- under the REACH Regulation, a number of restrictions on the manufacture, placing on the market or use of certain dangerous substances, mixtures and articles, where there is an unacceptable risk to health or the environment, has been put in place. Equally, the REACH authorisation system for placing on the market and use of certain substances ensures that the risks from substances of very high concern are properly controlled and that these substances are progressively replaced by suitable alternatives or technologies where these are economically and technically viable.

- under the proposed legislation on biocides, active substances with certain hazard properties (e.g. CMR cat. 1A or 1B, endocrine disruptors) will normally not be eligible for the inclusion in the positive list and thus for use in biocidal products. Further, comparative assessment will allow the phasing out of products with higher risks for human or animal health or the | substances controlled under the Montreal Protocol and address the risk of emissions of these substances present ("banked") in products and equipment.

- defend the EU ambition to protect human health and the environment vis-à-vis other trading partners or governments with a different level of ambition | one/community_action.htm

http://ec.europa.eu/environment/pops/index_en.htm

http://ec.europa.eu/environment/chemicals/reach/reach_intro.htm

http://ec.europa.eu/enterprise/reach/index_en.htm

http://ec.europa.eu/environment/biocides/revision.htm |

	environment.		
Policies and frameworks for prevention of accidents, preparedness and response	EU legislation aimed at the prevention, preparedness and response to chemical accidents applies to around nine thousand industrial establishments where dangerous substances are present in quantities exceeding the thresholds set out in the legislation (*Council Directive 96/82/EC,* so-called Seveso II Directive, amended by Directive 2003/105/EC).	- a review of the directive is underway, expected to lead to Commission proposals in 2010. The main change is likely to be to an alignment of the scope of the directive to new EU rules on classification of dangerous substances to implement the GHS (see first entry in this table).	http://ec.europa.eu/environment/seveso/index.htm
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	- Considerable progress in the EU was made in addressing the global challenges of mercury since it launched the EU mercury strategy in 2005. Restrictions on the sale of measuring devices containing mercury, a ban on exports of mercury from the EU that will come into force in 2011 and new rules on safe storage were adopted. The EU's mercury strategy is a comprehensive plan addressing mercury pollution both in the EU and globally. It contains 20 measures to reduce mercury emissions, cut supply and demand and protect against exposure, especially to methylmercury found in fish. - Reduction of concentration of these pollutants in ambient air and in deposition is addressed by Directives 2004/107/EC and	- pollutants as mercury may travel large distances (hemispheric air pollution) - although the use of mercury has declined globally and in the EU, some significant uses of mercury still remain. The EU was one of the driving forces behind the global consensus reached in Nairobi in February 2009 to launch negotiations on an international legally	http://ec.europa.eu/environment/chemicals/mercury/

	2008/50/EC that require measures to be taken where limit&target values are exceeded. - With the implementation of the REACH Regulation, it is expected that more data becomes available on lead, cadmium and other heavy metals.	binding agreement to control mercury. Ideally the agreement should cover all major aspects of mercury pollution. Within the EC, an extension of the marketing restrictions on measuring devices containing mercury is under preparation.	
Initiatives to reduce overdependence on the use of agricultural chemicals	Following the adoption of the Community thematic strategy on the sustainable use of pesticides in June 2006, a revision of the legislative framework was initiated: - While current controls mainly concentrate on the beginning and the end of life stages of pesticides, a new Directive will focus on the actual use-stage of pesticides to ensure sustainability. - Furthermore, the existing rules for the placing on the market of plant protection products on the market will be strengthened and stricter approval criteria will be implemented to promote the use of safer pesticides. - Environmental protection requirements will have to be fulfilled by new machinery for pesticide application. - A legislation on the collection of statistics on plant protection products will complete	- the EU Member States will have a large room for manoeuvre for establishing measures to implement the provisions of the new Framework Directive on the sustainable use of pesticides. Levels of ambition among National Action Plans may differ considerably.	http://ec.europa.eu/food/plant/protection/evaluation/index_en.htm http://ec.europa.eu/environment/ppps/home.htm

	the legislative framework. Formal adoption of the legislative proposals is expected in the second semester of 2009 (it may be delayed for the statistics regulation until the first semester of 2010).		
OTHER **Reduction of emissions of fluorinated greenhouse gases**	- Regulation (EC) No 842/2006 on certain fluorinate greenhouse gases requires containment measures to prevent and reduce emissions of hydrofluorocarbons (HFCs), perfluorocarbons (PFCs) and sulphur hexafluoride (SF_6) to contribute to reaching the emission reduction targets under the Kyoto Protocol. This regulation is complemented by Directive 2006/40/EC relating to emissions from air conditioning systems in motor vehicles.	- despite the containment measures in place, emissions of fluorinate greenhouse gases may further increase due to growing volumes used, in particular due to the fact that most of these substances are replacements for ozone-depleting substances which have been or are being phased out under the Montreal Protocol.	http://ec.europa.eu/environment/climat/fluor/index_en.htm
OTHER **Nanomaterials**	- The Commission is actively involved (at EU and OECD level) in a whole range of activities, reviewing the existing and further developing new policy to safeguard human health and environment, while maximising potential benefits and minimising risks from nanomaterials. - The Commission is also engaged in a	- a complex, new and rapidly evolving issue, lack of agreed test methods	http://ec.europa.eu/environment/chemicals/nanotech/index.htm http://ec.europa.eu/nanotechnology/pdf/nano_action_plan2005_en.pdf http://ec.europa.eu/nanotechnology/pdf/nanocode-rec_pe0894c_en.pdf

	thorough review on how nanomaterials are covered by a range of existing product-specific and more general legislation. - The Action Plan for Europe (2005-2009) adopted in 2005 (COM(2005)243) provides an outline for EU activities in nanoscience and nanotechnologies. - In February 2008, the Commission adopted a recommendation on a Code of conduct for responsible nanoscience and nanotechnologies research (C(2008)424) that aims at promoting integrated, safe and responsible nanoscience and nanotechnology research in Europe for the benefit of society as a whole.		
OTHER **Endocrine disruptors**	The Community Strategy for endocrine disruptors envisages actions in addressing risks from endocrine disrupting chemicals. In the long term, these actions should focus on the review and possible adaptation of policy and Community legislation. Amongst the first deliverables in this respect, there are: REACH, water framework legislation, new Regulation for the placing on the market of plant protection products and a proposal for legislation on biocides.	- complexity of the issue, gaps in scientific knowledge and data, non-existence of a single definition of endocrine disruptors	http://ec.europa.eu/environment/endocrine/index_en.htm http://ec.europa.eu/research/endocrine/index_en.html
OTHER **Cumulative effects of**	Recently, the Commission initiated activities to examine the scientific and regulatory state-of the-art on whether and how	- complexity of the issue, gaps in scientific knowledge and data	

| chemicals | cumulative effects of chemicals could possibly be addressed in order to improve protection of health and the environment.

The pesticide MRLs legislation provides for cumulative effects to be considered in the setting of maximum residue levels (MRLs). The European Food Safety Authority ;adopted two opinions on this issue and is developing a methodology to take into account cumulative effects in MRLs setting. | needed for a cumulative risk assessment. | |
|---|---|---|---|

CSD 18 Reporting

EU Strategy on Natural Resources, Sustainable Production and Consumption, and Waste – Contributions to Sustainable Development

The sustainable management of resources and sustainable consumption and production are cornerstones of the EU's Revised Sustainable Development Strategy[1]. Current patterns of resource use, production, consumption and waste generation contribute to green house gasses, pollution, and the degradation of eco-systems and bio-diversity, thus placing increasing pressure on the environment.

A number of EU policies dealing with the management of *material* resources play an important role in contributing to sustainable development and decoupling growth from environmental damage. These include policies on:
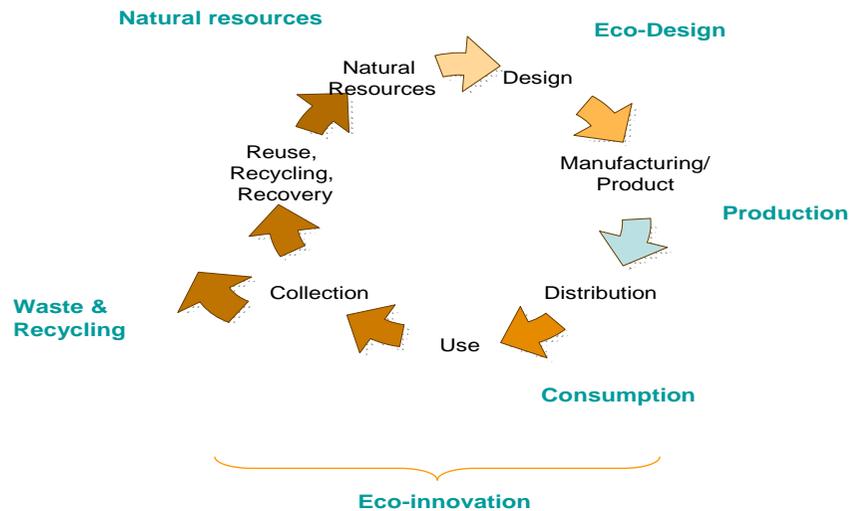- Natural resources
- Sustainable Production and Consumption
- Eco-innovation
- Product Eco-Design
- Prevention , Re-use and Recycling of waste
- Safe shipment and disposal of waste

Each of these policies contribute to greater resource efficiency in different ways: doing "more with less", whilst providing the same quality of service; and transforming waste into a resource by re-use and recycling. All efforts towards improved resource efficiency can benefit business and industry and at the same time reduce negative environmental impacts.

The life cycle considers environmental impacts at all stages of the life of a material or product. The life-cycle approach can be used to inter-link policies on the use of natural resources, eco-design, sustainable consumption, waste, and recycling. For example, waste generation is considered in the context of consumption and production, and waste represents a valuable resource that can be recycled or re-used for other purposes.

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[1] Council of the European Union 10917/06

In this overview, the following four areas are outlined in more detail:

- Natural Resources
- Waste and Recycling Policies
- Sustainable Consumption and Production
- Eco-innovation

Natural Resources

The EU Thematic Strategy on the Sustainable Use of Natural Resources provides a broad strategy to reduce the negative environmental impacts generated by the use of natural resources in a growing economy. Natural resources include materials such as metals, minerals and biomass that underpin the manufacture and production of goods and products; they also include land and eco-system resources. Economic expansion increases pressures on all these natural resources.

Increasing **resource efficiency** can be achieved by *reducing*, *reusing* or *recycling,* and thus can contribute to the goal of creating more value while using less resources. Resource productivity (measured by GDP per resource use, €/kg) is a commonly used measure of resource efficiency at the scale of an economy. Improving resource efficiency means using less resources and hence reducing environmental impacts – it also makes good business sense as significant cost savings can be made. Likewise, recycling provides needed materials to industry with much lower environmental impacts compared to raw material extraction. For further information, see: http://ec.europa.eu/environment/natres/index.htm.

In addition, the International Panel for Sustainable Resource Management, launched in November 2007, provides independent scientific assessment of the environmental impacts due to the use of resources over the full life cycle, and advises on ways to reduce these impacts. See: http://www.unep.fr/scp/rpanel/

Other policies on such as on forestry or eco-systems and biodiversity are also relevant, but are not expanded in detail here. For more information see, for example: http://ec.europa.eu/environment/nature/biodiversity/policy/index_en.htm
http://ec.europa.eu/environment/forests/home_en.htm

Waste and Recycling Policies

Over the last thirty years, **EU waste and recycling legislation** has been instrumental in reducing negative environmental impacts. This is most clearly evident through the reduction of waste going to landfill and encouraging recycling. Today waste is increasingly seen as a valuable resource feeding back into the economy.

Recycling is of strategic importance for the environment. It improves material efficiency, helps divert material from landfill and also offers significant energy savings. For example, **energy savings of up to 95%** can be made by using recycled aluminium instead of primary metal. Waste legislation thus also plays an important role in achieving **reductions in green house gasses**. Significant amounts of C02 equivalents can be saved by recycling, re-use and proper waste treatment. It is estimated that up to 30% of the EU 20% Kyoto reduction targets for 2020, could be saved by full implementation of EU waste and recycling legislation.

A number of pieces of EU Waste Legislation contribute to continually improving notably the recovery and recycling of resources from waste, including:
- The Waste Framework Directive
- Directive on End-of-life vehicles (ELV)
- Directive on Waste Electrical and Electronic Equipment (WEEE)
- Directive on batteries and accumulators and waste batteries and accumulators
- Directive on Packaging and packaging waste

In addition, the **EU Directive on the management of extractive waste,** which entered into force in May 2008, has the objective to ensure an environmentally sound exploitation of the EU mines. Specific requirements are foreseen for what concerns the management of waste, permitting procedures, accident prevention policy, public participation, closure and after closure management, prevention of air, soil and water pollution.

Targets play an important role in much of this legislation – promoting levels of recycling performance in particular. As an example the Waste Framework Directive sets targets for the recycling of municipal waste (50%) and the recycling and re-use of construction and demolition waste (70%) for the year 2020.

EU waste and recycling legislation also lays an important basis for recycling and **waste management industries**. Recycling makes a significant contribution to the EU economy and job opportunities. Waste management and recycling industries in the EU-25 have a turnover of €95 billion (around 0.75% of EU GDP) and provide between 1,200,000 and 1,500,000 jobs.

Further information about these polices can be found on the website:
http://ec.europa.eu/environment/waste/

Sustainable Consumption and Production

As the world's population grows towards seven billion people, unsustainable patterns of production and consumption are placing increasing pressures on the Earth. The ecological footprint indicates that the EU is consuming as if it had 2.5 planet Earths at its disposal for resource consumption. It is estimated that around 70-80% of all environmental impacts are due to three main consumption areas:
  o Food & Drink;
 o Buildings and Households;
  o Private Transport
Products are the interface between producers and consumers, and thus play a crucial role, as most of the environmental impacts are related to them.
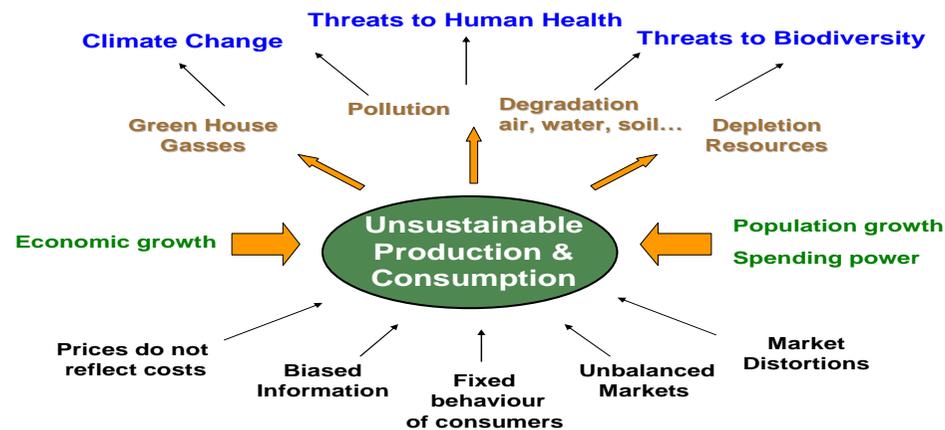
The **Sustainable Consumption and Production/Sustainable Industrial Policy (SCP/SIP) Action Plan** is a package of measures to promote resource and energy efficient products and production, stimulate demand, and raise awareness with consumers to foster more sustainable consumption patterns:

1. Minimum **product requirements** for environmental performance will eliminate the environmentally worst performing products from the market. Complementary to this, advanced performance benchmarks will stimulate development towards top performance over time.
2. Corresponding **labelling** will guide consumers towards the best environmental choices and guide economic incentives for greener products.
3. **Public procurement** (17% of GDP) will take into account the environmental performance of products, helping to strengthen their market considerably.

Continuous Improvement
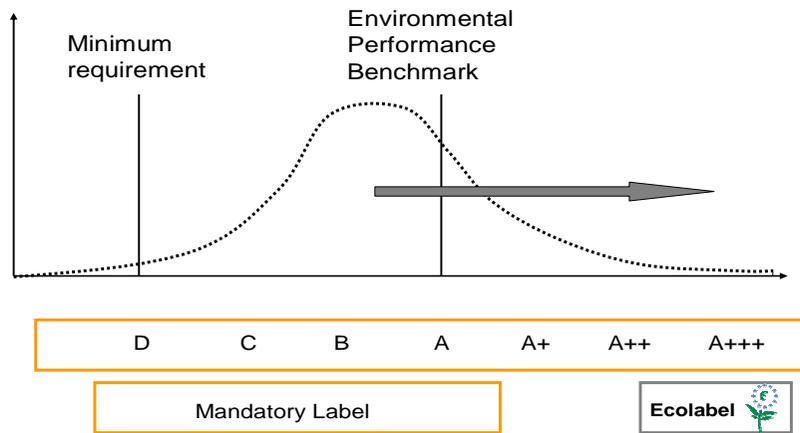
Work on an integrated, life-cycle, product policy also consists in initiating and steering a number of tools already put in place as part of the Commission's **Integrated Product Policy**, to ensure the soundness and comparability of methodologies, availability of product data, in particular through the setting up an International Reference System for **Life-Cycle Assessments** and a Product Data Centre.

Retailers can make a major contribution to sustainable consumption through the products they stock and promote. **A European Retail Forum** was established earlier in 2009. The Forum aims to reduce the environmental impact of the retail sector and its supply chain, promote more sustainable products, assist consumers in making sustainable choices and engage commitments of retail companies.

Action to achieve leaner production/resource efficiency comprises work at developing indicators and targets on resource efficiency and eco-innovation, an Environmental Technology Verification Scheme, a revised and more performing Environmental Management and Auditing Scheme (EMAS), in addition to the continuation and improvement of tools for addressing pollution prevention from industrial installations, through a reviewed IPPC Directive in particular.

In the global context, completing the inherently international dimension of the above, work focuses on promoting SCP good practice, in contribution to the 10-Year Framework of Programmes to be established under the Marrakech process; organisation of international Roundtables in emerging economies through SCP, support to SCP-related tools.

More information can be found on:
http://ec.europa.eu/environment/eussd/escp_en.htm

Eco-innovation

Policies to stimulate eco-innovation and the take-up of environmental technologies on a broad scale are addressed by the ETAP, the EU Environmental Technologies Action Plan: http://ec.europa.eu/environment/etap/index_en.htm

Among the key priorities addressed by the plan are:
- Focussing and increasing research for environmental technologies notably through Technology Platforms
- Mobilising Financing especially for SMEs - pilot projects, risk capital, regional development grant schemes
- Green Public Procurement
- Technology Verification to increase confidence in new technologies
- Promoting 'Lead Markets' to foster demand in areas with high growth potential - sustainable construction, recycled products, bio-based products, renewable energies
- Networking and sharing Best Practice
- European Eco-innovation Forum

Future Outlook

A number of EU policies dealing with the sustainable management of material resources and sustainable consumption and production have been outlined. In the near to mid-term future, it is likely that reducing environmental impacts of resource use, encouraging sustainable patterns of consumption, as well as ensuring the transition to a more sustainable economy, will all remain important challenges.

For example, statistics indicate that overall volumes of waste produced in the EU continue to increase. In this respect, as part of the implementation of the Waste Framework Directive, the Commission will report by, end 2011,on the evolution of waste generation and the scope of waste prevention, including considerations of eco-design policy and the development of measures to change current consumption patterns. This will, also feed into the review by the Commission of the Action Plan on SCP/SIP by 2012, which will address both the scope of its product dimension, and further measures addressing consumption aspects.

In addition, the reviews of the Thematic Strategy on the Prevention of Waste and Recycling and the Thematic Strategy on the Sustainable use of Natural Resources due in 2010 will also consider priority areas for future action, based on detailed studies.

CSD18 EC REPORTING: WASTE

	EC POLICY IN PLACE / BEST PRACTICE	CHALLENGES	WEBSITE INFO
Policy measures for the prevention and minimization of hazardous waste	(1) Directive 91/689/EEC on hazardous waste and Directive 2006/12/Ec on waste, merged into the revised Directive 2008/98/EC on waste – MS to ensure that the production, collection, transportation, storage and treatment of hazardous waste do not harm the environment or human health; – Traceability from production to final destination of hazardous waste; – Ban on the mixing of hazardous waste; – Labelling requirements and identification; – Permits and registration of waste treatment and handling operators; (2) Prevention of making waste hazardous – Waste stream specific directives ban presence of heavy metals and other hazardous substances in certain products to prevent the future contamination of waste streams (vehicles, packaging, electronics, batteries and accumulators) – Exemptions from the above bans on a regular basis, according to scientific and	– Implementation of existing legislation;	Hazardous waste: http://ec.europa.eu/environment/waste/hazardous_index.htm Waste Framework Directive: http://ec.europa.eu/environment/waste/framework/index.htm

	technical progress – Separation of hazardous waste from non-hazardous waste		
Transfer of environmentally sound technologies and know-how on clean technologies and low-waste production	Priorities for Technology Transfer under the Environmental Technologies Action Plan (also of relevance for Chapter SCP) 1. Boosting the diffusion and adoption of research results http://cordis.europa.eu/results/home_en.html 2. Improving the access of Small and Medium-sized Enterprises to new technologies and financing 3. Further facilitating the exchange of information, knowledge and skills in the EU. Both Key Priorities of the Competitiveness and Innovation Programme http://ec.europa.eu/cip/index_en.htm Recycling a key focus of the 2008-09 eco-innovation funding under CIP http://ec.europa.eu/environment/eco-innovation/index_en.htm 4. Helping developing nations access technological development European development programmes are contributing to technology transfer:	***Barriers and Risks to Technology Transfer*** Intellectual Property Rights Trade: Many countries have important tariff barriers on environmental goods – sometimes over 10% Finance – lack of access to capital especially small companies: greater risk of credit crunch due to economic crisis Harmful Subsidies – can lock countries into certain technologies; Infrastructure – some technologies require special infrastructure – energy grids to	6th European Forum on Eco-innovation – Technology Transfer – Creating Partnerships for Stimulating Economic Renewal, Berlin 2-3 April 2009 http://ec.europa.eu/environment/ecoinnovation2009/1st_forum/index_en.htm

	in particular through the **ACP-EC Energy Facility** with a budget of €220 million (http://ec.europa.eu/europeaid/where/acp/regional-cooperation/energy/index_en.htm) and the **ACP-EU Water Facility** €500 million http://ec.europa.eu/europeaid/where/acp/regional-cooperation/water/index_en.htm The **Global Energy Efficiency and Renewable Energy Fund** (GEEREF) is a public-private partnership that will mobilise private investment in energy efficiency and renewable energy projects. It will provide risk capital to investment funds specialising in small and medium-sized projects in these sectors. The Commission is putting €80 million into GEEREF between 2007 and 2010 http://ec.europa.eu/environment/jrec/energy_fund_en.htm	adapt to decentralised production Knowledge to be able to use the technology – Training, certification, labelling	
Initiatives to treat, recycle, reuse and dispose of wastes at the source of generation and regulatory mechanisms (Polluter-pays principle)	Directive 2008/98/EC on waste: – Extended producer responsibility – Polluter pays principle – Principle of self-sufficiency (Member States to establish a network of disposal and recovery installations designed in a way that would enable the EC as a whole (and MS individually) to become self-sufficient in waste disposal and recovery. Older MS report high self-sufficiency, NMS still need to work on their network. – Principle of proximity (the above network shall enable waste to be disposed /	Implementation of the legislation: – NMS not having enough capacity, most waste still goes to landfills – Island states need to export waste for treatment (no capacity, no economies of scale to develop profitable recycling, scarcity	Waste Framework Directive: http://ec.europa.eu/environment/waste/framework/index.htm

		of water) Proper transposition of the revised Directive into national legislation	
Procedures for environmental impact assessment, taking into account the cradle-to-grave approach	Directive on Environmental Impact Assessment (EIA – Directive 85/337/EEC as amended) and Strategic Environmental Impact Assessment (Directive 2001/42/EC) Those Directives establish common principles for the environmental impact assessment of plans and programmes (SEA Directive) and of projects (EIA Directive). An SEA is obligatory for waste management plan and programmes. An EIA is obligatory for all installations of hazardous waste management and for installations of non-hazardous waste management with a daily capacity exceeding 100 tonnes. For all the other waste operations, a screening is required to determine whether a project is likely to have significant effects on the environment.	Complete and correct transposition of the two Directives into national legislation. Correct implementation of the two Directives by the Member States.	Information on the implementation of both Directives is available at: http://ec.europa.eu/environment/eia/home.htm
Recovery, reuse and recycling of hazardous wastes and their transformation into useful material	Directive on Waste (2008/98/EC): – "waste hierarchy": promotion of prevention, followed by re-use, recycling, recovery, disposal (general principle) – waste oils: MS shall take the necessary measures to ensure that: (i) waste oils are collected separately, (ii) where possible, waste oils of different characteristics are not mixed and (iii) waste oils are not mixed with other	Implementation of legislation by MS: Technical (treatment of hazardous wastes to render them non hazardous) and economic constraints (due to the costs of treatment)	Hazardous waste: http://ec.europa.eu/environment/waste/hazardous_index.htm Waste Framework Directive: http://ec.europa.eu/environment/waste/framework/index.htm

	substances, if such mixing impedes their treatment.		
Phase-out of toxic, persistent and bio-accumulative waste	Regulation 850/2004 (EC) on POPs: – Prohibition, phase out or restriction of the production, placing on the market and use of POPs listed under the Stockholm Convention Directive 96/59/EC on the disposal of PCB and PCT: – controlled disposal of PCB/PCT and decontamination or disposal of equipment containing PCB/PCT, with a view to eliminating them – inventories, labelling and reporting obligations.	Implementation by MS: in some cases, lack of appropriate disposal facilities. In some cases, unintentional release (dioxins and furans) Management of stockpiles	POPs: http://ec.europa.eu/environment/pops/index_en.htm PCB and PCT: http://ec.europa.eu/environment/waste/pcbs/index.htm
Environmentally sound waste disposal and treatment	Directive 2008/98/EC – general rules: – "waste hierarchy": promotion of prevention, followed by re-use, recycling, recovery, disposal – Waste must undergo safe disposal, if recovery impossible – MS to ensure protection of the environment and human health during waste management – Polluter pays principle		

	Legislation regulating waste treatment: – Landfill Directive (1999/31/EC) – Incineration Directive – Waste Shipment Regulation		
Inventories of hazardous waste production, their treatment/disposal, and contaminated sites	Regulation 850/2004 (EC) on POPs and Directive 96/59/EC on the disposal of PCB and PCT: – MS requested to submit to the Commission inventories of POPs and PCB/PCT		POPs: http://ec.europa.eu/environment/pops/index_en.htm PCB and PCT: http://ec.europa.eu/environment/waste/pcbs/index.htm
Establishment of combined treatment/disposal facilities for hazardous wastes in small- and medium-sized industries	(competence of MS)		
Dissemination of scientific and technical information dealing with various health and environmental aspects of hazardous wastes	(competence of MS)		
(1) Notification systems and registries of exposed populations **（2）Preventing illegal international traffic in**	(1) competence of MS (2) Waste Shipment Regulation – Export ban of hazardous wastes to non-OECD countries – Export ban of wastes destined for disposal (except to EFTA countries)	Waste shipments: – carrying out smart inspections and following them through; elaborating an	

| hazardous wastes | – Imports of waste from countries not parties to the Basel Convention or the OECD, may take place under certain conditions
– Shipments of "green-listed" wastes destined for recovery are <u>normally</u> subject to a general information procedure. Any other shipment, including shipments of unlisted wastes, are subject to the procedure of *prior written notification and consent*.
– Take-back obligations apply when a shipment is found to be illegal
– Member States are required to take certain measures relating to the prevention and detection of illegal waste shipments
– Member States are required to submit annual reports to the Commission
– Transitional arrangements apply for certain new Member States | intelligence-based approach to prevent illegal shipments
– clearing out definitions of what is legally binding and providing guidance on the interpretation of certain provisions of the WSR
– elaborating clarifications and guidelines on important waste streams
– controlling the quality of the waste intended for export
– providing expert advice to police to operate effectively on the ground
– enhancing cross-border co-operation among Member States as well as co-operation with IMPEL-TFS and other stakeholders
– ensuring the equivalence of treatment operations for wastes exported to | |

		third countries – promoting the initiatives of Member States in developing electronic databases for registration of waste shipments.	
Environmentally sound management of solid (non-hazardous) wastes and sewage, in the context of integrated planning and management of land resources	WASTE: Directive 2008/98/EC – general rules: Directives regulating waste treatment: – Landfill Directive (1999/31/EC) – Incineration Directive – Waste Shipment Regulation SEWAGE (WASTE WATERS): – Directive 91/271/EEC on urban waste water treatment		
Policies aimed at waste prevention and minimization, reuse and recycling	Waste legislation and the resulting actions (e.g. works on exchange of best practice in waste prevention, guidance for MS how to elaborate waste prevention programmes, works to develop a prevention indicator) Thematic Strategy on waste prevention and recycling	Implementation of existing legislation Ways to measure prevention (indicators) Still low levels of recycling and re-use in the NMS	Waste prevention: http://ec.europa.eu/environment/waste/framework/prevention.htm
Development of environmentally sound disposal facilities, including technology to convert waste into energy, such as, for example,	Waste legislation: – **Landfill Directive** (obligation to capture and destroy landfill gas, some MS recover energy from it; diversion targets for biodegradable waste – MS need to	Implementation of existing legislation Alternative treatment options for bio-waste (after its diversion from landfills)	Bio-waste: http://ec.europa.eu/environment/waste/compost/index.htm Landfill: http://ec.europa.eu/environment/waste/landfill_index.htm

through utilization of landfill methane	develop national strategies for diversion) – **Incineration Directive** – **Directive 2008/98/EC on waste** allows classification of municipal waste incinerators as recovery operations provided they fulfil certain energy efficiency criteria specified in the energy efficiency formula. The Commission currently elaborating guidelines for MS on the application of this formula.		Incineration: http://ec.europa.eu/environment/air/pollutants/stationary/wid.htm
Financial mechanisms for waste management service development in deprived areas	Competence of DG REGIO and the EIB – need to double-check text with them. Co-financing through the Cohesion Policy and National Funds; loans through EIB and EBRD. Cohesion Policy Objective on Convergence (those EU regions with a regional GDP < 75% of the EU average) includes waste management; most negotiated Operational Programmes for such regions use this opportunity. EIB and EBRD loans agreed with beneficiaries.	To have an adequate underlying waste management plan (required by Waste Framework Directive 2008/98/EC). To have a ready pipeline of adequate projects to ensure absorption of available funds. Using available financial engineering efficiently (e.g. JASPERS) To ensure available co-financing from national and other sources. To provide fully integrated projects by considering full life cycle of	Cohesion Policy: http://ec.europa.eu/regional_policy/index_en.htm Joint Assistance to Support Projects in European Regions (JASPERS): http://www.jaspers.europa.eu/ European Network of Environmental Authorities: http://ec.europa.eu/environment/integration/cohesion_policy_en.htm European Investment Bank: http://www.eib.org/?lang=en European Bank for Reconstruction and Development: http://www.ebrd.com/

		waste/resources. To ensure the waste management projects themselves fulfil the requirements of other EC environmental legislation (e.g. on environmental impact assessment (EIA), nature and water).	
Radioactive wastes and their environmentally sound management (safe storage, transportation and disposal of radioactive waste)	Competence of DG TREN		

	EC POLICY IN PLACE / BEST PRACTICE	CHALLENGES	WEBSITE INFO
Regulations and mechanisms for compliance and monitoring	The European Community has harmonised legislation for its 27 Member States as regards the management of mining waste. The provisions in this respect are laid down in Directive 2006/21/EC on the management of waste from extractive industries[2]. Inspection and monitoring to be ensured by Member States (Article 17 of the Directive), 3 years reports to be established on implementation for the Commission. Requirements are different according to the level of risk of the installations (inert waste installation, "at risk" Category "A" installations – see below and all other installations).	Ensure a full transposition and implementation of the Directive.	http://ec.europa.eu/environment/waste/mining/index.htm and the Directive: http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:32006L0021:EN:NOT Reporting obligation – questionnaire: http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:32009D0358:EN:NOT
Public/Stakeholder consultation and participation in decision-making related to mining	Stakeholder consultation organised during the adoption procedure of the Directive. Ad-hoc additional consultations. Regular meeting of the Committee established by the Directive (with representatives of all Member States). Compulsory public participation at all stages of the permitting and monitoring process (Article 8 of the Directive)	Ensure an optimal implementation of Article 8 of the Directive on public participation.	
Public governance and transparency in the mining sector	Transparency ensured in some key Articles of the Directive (Article 8 on public participation, Article 16 on transboundary effects, obligations to report in Article 18).	Ensure an optimal implementation.	
Environmental Impact Assessment (EIA) and monitoring of all phases of mining operation	Included in Article 7 of the Directive (permitting) and in the EIA Directive for major projects (Directive 2003/35/EC). Operation and closure also covered by the Directive (notably Articles 12 – closure and after closure, 13 – prevention of pollution, 17 – Inspections).	Ensure an optimal implementation.	http://ec.europa.eu/environment/eia/home.htm

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[2] OJ L 102, 11.4.2006, p. 15

(exploration, project development, mine operation, and mine closure)			
Emergency Response Plans and Preparedness at the local level	For each "at risk" installation (Category "A"), obligation to establish an "external emergency plan" (Article 6). Particular obligation of information of the authorities, the public and the possibly affected other States.	Ensure an optimal implementation.	
Risk assessment of mines and mining activities	Member States have to classify the installations according to the possible risks (Category "A" or not "A") – Article 9 of the Directive. Particular additional obligations are included in the Directive for Category "A" installations.	Ensure an optimal implementation.	Decision on criteria for classification of the installations: http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:32009D0337:EN:NOT
Rehabilitation of affected communities and life-supporting ecosystems, including mine site decommissioning	See below		
Technological, institutional and social initiatives for protecting the health of mining workers	General legislation on protection of the workers and notably Directives 92/91/EEC and 92/104/EEC [3]		

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[3] Council Directive 92/91/EEC of 3 November 1992 concerning the minimum requirements for improving the safety and health protection of workers in the mineral-extracting industries through drilling (eleventh individual Directive within the meaning of Article 16(1) of Directive 89/391/EEC) (OJ L 348, 28.11.1992, p. 9), and

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)	Closure and after closure procedures detailed in Article 12 of the Directive. Financial guarantee compulsory covering the rehabilitation of the land affected (Article 14).	Adequate calculation of the financial guarantee.	Technical guidance for the calculation of the financial guarantee: http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:32009D0335:EN:NOT
OTHER	Obligation to establish a waste management plan based on the EU hierarchy for waste management (Article 5). Obligation to establish by 2012 a National inventory of the "at risk" abandoned facilities (Article 20).	Ensure an optimal implementation. Define adequate criteria to identify the installations "at risks"	

Council Directive 92/104/EEC of 3 December 1992 on the minimum requirements for improving the safety and health protection of workers in surface and underground mineral extracting industries (twelfth individual Directive within the meaning of Article 16(1) of Directive 89/391/EEC) (OJ L 404, 31.12.1992, p. 10).

SECTORS AND ISSUES	Current Government Priority	Expected Future Priority
Solid waste management	See Separate Chapter – Waste	
- Waste disposal		
- Reuse and recycling		
- Waste reduction,		
- Others		
Transport	See separate Chapter - Transport	
- Clean fuels and vehicles		
- Public and alternative transportation		
- Urban and regional transportation planning		
- Others		
Cleaner production		
- Resource efficiency	Thematic Strategy on the Sustainable Use of Natural Resources[4] (Resource Strategy) aims to reduce the negative environmental impacts of resource use by decoupling economic growth and environment impacts. This means reducing environmental impacts, while at the same time improving resource productivity. The Sustainable Consumption and Production Action Plan[5] takes this further by pointing out that in the EU, resource productivity (measured by GDP per resource use, €/kg) has increased 2.2% per annum in real terms over the past 10 years, and that improvements should continue at least at the same pace as this EU average. It	Review of the Resource Strategy in 2010; Implementation SCP/SIP Action Plan and review in 2012.

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[4] COM(2005)670, see: http://ec.europa.eu/environment/natres/index.htm
[5] COM (2008) 397, see: http://ec.europa.eu/environment/eussd/escp_en.htm

	announces that further tools will be developed to monitor benchmark and promote resource efficiency.	
- Pollution prevention	Revision of relevant EU legislation to ensure a better implementation of Best Available Techniques in industrial activities (for details see below, Regulation of emissions and effluents)	Implementation of revised EU legislation
- Technology strategies	Environmental Technologies Action Plan (ETAP)[6]	Consultation on Future Actions 2009-10 – Green Paper on Eco-innovation including reporting on implementation of ETAP 2004-09 New Action Plan end 2010
- Improving SMEs environmental performance[7]	Environmental Compliance Assistance Programme for SMEs (ECAP), focusing on: – Tailor-made, easy-to-adapt environmental management systems for SMEs, with particular focus on EMAS Easy – Building local environmental expertise available to SMEs through seminars, workshops and projects strengthening the expertise available – Targeted funding through existing financial instruments (LIFE+, CIP, Structural Funds) – Targeted information: availability of environmental information filtered to SMEs needs – Better regulation	First assessment of the ECAP programme, definition of future priorities (2010-'11)
Energy efficiency and renewable energy		
- Household energy efficiency	See Housing and Construction – Energy efficiency	
- Renewable energy markets	In March 2008, as a part of the "Energy and Climate Package" the European Council decided to confirm a target of 20% for the renewable energies of the <u>final **energy** consumption of the EU-27</u>.	Ensure the implementation of the "Energy and Climate package"

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[6] http://ec.europa.eu/environment/etap/index_en.html
[7] http://ec.europa.eu/environment/sme/

	Directive 2009/28/EC "on the promotion of the use of energy from renewable sources" (RES-D) sets overall EU target of 20% for renewable energies of the final energy consumption, mandatory national shares for renewable energies, as well as 10% share of the renewable energies (biofuels and electricity) consumed in transport, by 2020. In addition, the Directive requires that the Member States device National Renewable Energy Action Plan due by June 2010 [8]	
OTHER		
Housing and construction		
- Energy efficiency	Directive 2002/91/EC on the energy performance of buildings (EPBD) and the proposal to recast EPBD (COM(2008)780) currently in the co-decision procedure. The EPBD is the main Community legal tool that provides for a holistic approach towards efficient use in the buildings sector. The main objective is to promote the cost-effective improvement of the overall energy performance of buildings. In this context, Member States are required to apply minimum requirements as regards the energy performance of new and existing buildings, ensure the certification of their energy performance and carrying out the regular inspection of boilers and air-conditioning in buildings[9]	
- Building materials	The **Construction Products Directive (89/106/EC - CPD)** sets the framework of harmonising assessment methods for construction products by using harmonised European product standards[10]. Sustainability is covered indirectly by the essential requirement no 3. The draft Construction Products Regulation (COM 2008/311) - still under discussion - has included an additional requirement on the "sustainable use of natural resources": CEN is currently developing technical assessment methods for	**Challenges**: harmonisation of existing national regulatory requirements by introducing harmonised technical standards. .

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[8] http://ec.europa.eu/energy/renewables/index_en.htm

[9] http://ec.europa.eu/energy/efficiency/buildings/buildings_en.htm

[10] http://ec.europa.eu/enterprise/construction/index_en.htm

	Environmental Product Declarations. Extensions to all pillars of sustainability and to create an assessment scheme for buildings are currently analyzed.	**Challenges**: Ensure an optimal coordination between MS and EU harmonized schemes.
- Construction standards	**Accessibility** DG EMPL has given a mandate (M/420) to CEN for evaluating existing standards and technical requirements on accessibility of buildings and to provide an information tool for public authorities and private actors. **Eurocodes** Assessing the potential for giving the Eurocodes (technical standards for calculation and design of construction works[11]) a wider coverage, including all Basic Works requirements of the proposed Construction Products Regulation.	**Challenges**: To coordinate existing activities and to evaluate if CEN could provide more input for the Commission - like an Eurocode for sustainable buildings.
- Building operations	- EC Communication "A Lead Market Initiative for Europe" (COM 2007/860): - Study "Accelerating the development of the sustainable construction market in Europe" - Report "Rethinking construction" Stressing the need a transformation of the supply chain and appropriate joint initiatives[12].	Challenges: No harmonised instruments for assessing Life Cycle Assessment and Life Cycle Costing are available.
OTHER		
Food and clothing	Following the EIPRO study, part of the activities engaged by the European Commission under its Integrated Product Policies, further work was undertaken to identify the environmental improvement potential of the 'priority' products identified. (project 'IMPRO' – Improvement potential of products', [13])	Follow-up study on 'diet changes'
- Organic products	See CSD16 Report on Agriculture, point 4.	
Chemical management	See separate Chapter Chemicals	
Hazardous waste	See separate Chapter Waste	

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[11] http://eurocodes.jrc.ec.europa.eu/home.php
[12] http://ec.europa.eu/enterprise/policies/innovation/policy/lead-market-initiative/sustainable-construction/index_en.htm
[13] http://ipts.jrc.ec.europa.eu/publications/pub.cfm?id=1721

B. POLICY INSTRUMENTS	Current Government Activities	Expected Future Priorities
General policy instruments		
- Economic instruments	Under the SCP/SIP Action Plan, a harmonised basis of incentives to be given by Member States to support the market uptake of 'green' (energy and resource efficient) products is proposed. Related provisions aiming to set a common level for incentives for 'priority' energy-related products are proposed under the proposal for a revised Energy Labelling Directive (see below for details), currently in discussion in the EU institutions.[14]	
- Polluter-pays principle	Underpinning EC environmental legislation, taken up in Treaty Article 174 (2)	
- Integrated product policies	Commission Communication on Integrated Product Policy of June 2003 outlined the Commission's strategy for reducing the environmental impact caused by products: a number of actions to stimulate continuous improvement in the environmental performance of products throughout their whole life-cycle[15] The Communication has been instrumental for work towards identifying those products with the greatest potential for environmental improvement,' EIPRO' [16] and setting up a European Platform on life-cycle assessment[17] Further 'IPP principles working with industry, business and consumers to green those products.	Principles and instruments of Integrated Product Policy have been built upon and taken up for the Commission's further SCP policies, as lastly under the SCP/SIP Action Plan: life-cycle-thinking, continuous improvement of products, working with the market, identifying priority products and LCA instruments (see also separate entries)
Changing consumer behaviour		
- Education and public	EU Europa Diary for young people integrating sustainable	

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[14] http://ec.europa.eu/energy/efficiency/labelling/energy_labelling_en.htm
[15] http://ec.europa.eu/environment/ipp/ippcommunication.htm
[16] http://ec.europa.eu/environment/ipp/identifying.htm
[17] http://lct.jrc.ec.europa.eu/

information	consumption and production, 'Dolcetta', - tool – module on SCP	
- Consumer information	**Retail Forum:** Awareness raising activities for Sustainable Consumption, details under consideration (aspects to be particularly addressed likely ecolabel, food waste)[18]. Working with Retailers: Under the SCP/SIP Action Plan, a **Retail Forum** has been established in 2009, working together with the Retail sector to increase the market uptake of environmentally performing products, raise environmental awareness and consumers' demand for green products with consumers and improve the environmental performance of retailer in their own operations. Consisting of 'Retailers Environmental Action Programme (REAP) – specific environmental commitments of retailers, and a common work at topics identified in a common work programme; parallel work towards a common code of conduct.[19]	Retail Forum: ongoing, approximately three meetings per year, ia dealing with consumer information, packaging, environmental assessments etc. Monitoring of retailers' commitments; Work towards a Code of conduct.
- Labeling, eco-labels[20]	Ecolabel: The objective of the Ecolabel scheme is to promote 'greener' products. The label is the only Europe-wide label of its kind, it gives EU consumers an environmental certification they can trust, when many other labels are simply self-claims, and it can give businesses the opportunity to use one label for all their pan-European or global marketing. The EU Ecolabel currently covers 26 product groups including cleaning products, white goods, electronic products, textiles, floor coverings and paints and varnishes.	Ecolabel: The EU Ecolabel has recently been revised and improved in a number of ways: The scheme has been simplified significantly, both in terms of how long it takes to develop criteria and in how complicated it is to apply for. There will be more focus on the most significant environmental impacts of products and also a big reduction in fees and costs for applicants.

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[18] http://ec.europa.eu/environment/industry/retail/index_en.htm

[19] http://ec.europa.eu/environment/industry/retail/index_en.htm

[20] www.ecolabel.eu

		The new Ecolabel scheme is now much better integrated into other policies – meaning companies applying for the award will not only be able to use the logo to demonstrate their green credentials, but will also see benefits in other EU policy areas. More product groups are going to be developed in coming years, in line with EU policy priorities. The scope of the EU Ecolabel has been extended to, potentially, include food and drink products.
	Energy label http://www.energy.eu/#energy-focus	
- Public procurement policies	- European Commission Communication: 'Public procurement for a better Environment", July 2008[21] - **Political target**: 50 % of tendering procedures to be green by 2010 in all MS - A process for setting common GPP criteria for 10 priority products/services - Published guidance: GPP Training Toolkit - Developing indicators for monitoring - Endorsement of common GPP criteria in national action plans - Developing new 10 GPP criteria	- Adoption of a formal, long-term framework for GPP criteria setting, linked to other frameworks for the setting of voluntary and/or mandatory environmental criteria (EU Ecolabel, EuP) - Monitor 50 % GPP target by assessing compliance of public contracts with the GPP criteria. - Coordinate voluntary and

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[21] http://ec.europa.eu/environment/gpp/index_en.htm   and   http://ec.europa.eu/environment/gpp/toolkit_en.htm

	- Disseminate information on LCC - Support GPP awareness raising and training - Continue dialogue with stakeholders (Members States, suppliers, manufacturers, NGOs, academia etc.)	mandatory GPP policies. - Assess success of the voluntary policy and examine the need for more compelling measures. - Coordinate with existing international initiatives (OECD, UNEP/ Marrakech Task Force on SPP). - Ensure widespread training and awareness raising on GPP. - Implement GPP within the EC.
- OTHER		
Changing production patterns		
- Regulation of emissions and effluents	On-going revision of the EU legal framework for permitting industrial activities (new Directive on Industrial Emissions)[22] The Directive concerning Integrated Pollution Prevention and Control (IPPC) has been recently reviewed to examine how it, and related legislation on industrial emissions, can be improved to offer the highest level of protection for the environment and human health while simplifying the existing legislation and cutting unnecessary administrative costs. The review provided clear evidence of the need for action to be taken at a Community level. The Commission's proposal for a new Directive on Industrial Emission will lead to significant benefits to the environment and human health by reducing harmful industrial emissions across the EU, in particular through better application of Best Available Techniques. The proposal also recasts seven Directives related to industrial emissions into a single clear and coherent legislative instrument. The proposal presently undergoes the EU co-decision procedure, with the European Parliament and the Council of Environment Ministers overall supporting its key objectives. Final adoption foreseen around end 2010.	Implementation of new legislation to strengthen the application of Best Available Techniques to help meeting environmental objectives. Supposing adoption of revised legislation end 2010 implementation will start in 2012.

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[22] http://ec.europa.eu/environment/air/pollutants/stationary/ippc/proposal.htm

- Product standards (e.g. energy efficiency)	**Implementation of Framework Directive for the ecodesign of energy-using products[23]:** This framework Directive lays down the process, parameters and criteria for adopting ecodesign requirements for the placing on the EU market of energy using products. During 2008/2009, a number of 'Implementing measures have been adopted on its basis, setting such requirements for instance for stand-by, domestic and professional lighting, open set top boxes, TV's, fridges, domestic heating appliances, etc**...**	Implementation of Ecodesign EuP Directive
	Recast of Ecodesign Directive: The core of the SCP/SIP Action Plan presented by the Commission in July 2008 (see separate entry) is an integrated product policy aiming to improve the environmental performance of products, and to foster demand for better performing products. This will be obtained, inter alia, by the extension of the framework Directive for ecodesign of energy using products to energy related products (Commission proposal under finalisation in the inter-institutional process). This will enable the setting of minimum performance requirements for further important product groups than have an impact on energy consumption, such as, possibly windows or insulating equipment. Furthermore, in the process of setting implementing requirements, it will be possible to set benchmarks for best performing products to guide the further development of minimum requirements, both to be periodically revised.	Recast of Ecodesign Directive: Once formally adopted, a work programme for the extended Directive will have to be drawn up in 2011. In 2012: review with a view to the possible extension of the Directive to all products.
- Cleaner production programmes	Cleaner production is supported by different Community programmes and activities (see also contribution to horizontally relevant entry under 'waste', Transfer of environmentally sound technologies and know-how on clean technologies and low-waste production): Competitiveness and Innovation Programme LIFE+ Environmental Instrument Structural and Cohesion Funds Community Programmes in the field of development promoting	All these programmes run until 2013. Preparations will start in 2010 to prepare funding programmes for the period starting in 2014

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[23] DG ENTR: http://ec.europa.eu/enterprise/eco_design/index_en.htm DG TREN: http://ec.europa.eu/energy/efficiency/ecodesign/eco_design_en.htm and DG ENV: http://ec.europa.eu/environment/eussd/escp_en.htm

	environmental technologies	
(R&D, training, technical assistance)[24]	7th Research and Development Framework Programme	
- Pollutant reporting and registers[25]	Development in 2009 of the European Pollutant Release and Transfer Register (E-PRTR). E-PRTR will succeed the European Pollutant Emission Register (EPER), implementing the obligations of the UN-ECE PRTR Protocol. The obligations under the E-PRTR Regulation extend beyond EPER mainly in terms of more facilities included, more substances to report, additional coverage of releases to land, off-site transfers of waste and releases from diffuse sources, public participation and annual instead of triennial reporting. The first reporting year under the E-PRTR will be 2007 and respective information will have to be reported by Member States in June 2009. The Commission will publish the data in autumn 2009.	Improvement of industrial emissions data reporting
- Voluntary initiatives and codes of conduct	EMAS Regulation EC/761/2001[26] – voluntary instrument - management tool for companies and other organisations to evaluate, report and improve their environmental performance, including compliance with environmental legislation. The EMAS Regulation is currently being revised. Agreement between Council and European Parliament (2/04/2009) - formal adoption and entry into force expected in Autumn 2009. New EMAS Regulation allows participation of organisations located outside the EU.	Continuous improvement of environmental performance of organisations in private and public sector. Third party verification and public reporting on performance
- Corporate social/environmental responsibility	Maintenance of the mix of environmental voluntary instruments (Eco-Audit and Management Scheme, Ecolabel – on the demand side, Green Public Procurement), actions on cleaner production	
Analytical tools		

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[24] http://ec.europa.eu/environment/etap/funding/index_en.html
[25] http://ec.europa.eu/environment/air/pollutants/stationary/eper/index.htm

[26] http://ec.europa.eu/environment/emas/index_en.htm

- Life-cycle analysis[27]	Development of an International Reference Life Cycle Data System (ILCD) and an Handbook and Data Network. The ILCD Handbook is a series of technical guidance documents for LCA. Developed through broad international cooperation and consultation and building on the ISO 14040 series, this Handbook provides the basis for consistency and quality-assurance. This covers all steps in conducting LCA's, supporting efficient work-flow through complementary tools. The ILCD Data Network provides consistent and quality-assured life cycle inventory (emissions and resource consumption) data. These data are compliant with the ILCD Handbook requirements. Development of an European Reference Life Cycle Database (ELCD). The ELCD is a database that provides Life Cycle Inventory data representative for the European market for key materials, energy carriers, transport, and waste management.	Use the ILCD progressively as the reference method

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[27] http://lca.jrc.ec.europa.eu/ and http://lct.jrc.ec.europa.eu/eplca/doc/Flyer-European-Platform-on-LCA%20-%20Oct%201st-re.pdf

CSD18 EC REPORTING: TRANSPORT

	EC POLICY IN PLACE / BEST PRACTICE	CHALLENGES	WEBSITE INFO
Policies and progress on transport access, including the rural population and poor	**Public Service Obligation legislation** The purpose of legislation is to define how, in accordance with the rules of Community law, competent authorities may act in the field of public passenger transport to guarantee the provision of services of general interest which are among other things more numerous, safer, of a higher quality or provided at lower cost than those that market forces alone would have allowed.		**Public Service obligations** **Regulation (EC) No 1370/2007 of the European Parliament and of the Council of 23 October 2007 on public passenger transport services by rail and by road and repealing Council Regulations (EEC) Nos 1191/69 and 1107/70** http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2007:315:0001:0013:EN:PDF
	Development of theTrans-European Transport Network The EU aims to promote the development of trans-European Networks as a key element for the creation of the internal market and for reinforcing economic and social cohesion. The Trans-European Transport Networks (TEN-T) Guidelines are the general reference framework for the implementation of the transport network and for identifying projects of common interest. The guidelines aim at integrating national networks and modes of transport, linking peripheral regions of the European Union to the centre, and improving safety and efficiency of the networks.		**Trans-European Transport Network** http://ec.europa.eu/transport/infrastructure/basis_networks/basis_networks_en.htm http://ec.europa.eu/transport/infrastructure/basis_networks/guidelines/guidelines_en.htm

	Passenger rights To ensure that passengers benefit from the same basic standards of treatment wherever they travel in the Union, the EU is legislating to protect passenger rights on the different modes of public transport.		**Passenger rights - overview** http://ec.europa.eu/transport/passengers/index_en.htm *Air transport (recent legislation)* **Regulation (EC) No 1107/2006 of the Parliament and of the Council of 5 July 2006 concerning the rights of disabled persons and persons with reduced mobility when travelling by air** http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2006:204:0001:0009:EN:PDF **Regulation (EC) No 261/2004 of the European Parliament and of the Council of 11 February 2004 establishing common rules on compensation and assistance to passengers in the event of denied boarding and of cancellation or long delay of flights, and repealing Regulation (EEC) No 295/91.** http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2004:046:0001:0007:EN:PDF **Regulation (EC) No 2111/2005 of the European Parliament and of the Council of 14 December 2005 on the establishment of a Community list of air carriers subject to an operating ban within the Community and on informing air transport passengers of the identity of the operating air carrier, and repealing Article 9 of Directive 2004/36/EC.** http://eur-

lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2005:344:0015:0022:EN:PDF

Road transport

Regulation of the European Parliament and of the Council on the rights of passengers in bus and coach transport and amending Regulation (EC) No 2006/2004 on cooperation between national authorities responsible for the enforcement of consumer protection laws (Commission Proposal)

http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2008:0817:FIN:EN:PDF

Rail transport

Regulation (EC) No 1371/2007 of the European Parliament and of the Council of 23 October 2007 on rail passengers' rights and obligations

http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2007:315:0014:0041:EN:PDF

Maritime and inland waterway transport

Regulation of the European Parliament and of the Council concerning the rights of passengers when travelling by sea and inland waterway and amending Regulation (EC) No 2006/2004 on cooperation between national authorities responsible for the enforcement of consumer protection laws (Commission Proposal)

http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2008:0816:FIN:EN:PDF

Regulation on the liability of carriers of passengers by sea and inland waterway in the

European financing to support transport in Africa

The EU-Africa partnership for infrastructures adopted in 2006 is the reference framework for the European Union and aims in particular to develop interconnections between

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	networks in Africa. As the largest worldwide donor, Europe therefore contributes nearly 30 % of the funding allocated to transport infrastructure through European Development Fund national indicative programmes. **Partnership between the European Union and Africa: Connecting Africa and Europe: working towards strengthening transport cooperation (Commission Communication)** The European Commission adopted on 24 June 2009 this communication to identify transport issues on which cooperation between Europe and Africa could be reinforced. European Union is already the first donor as far as transport infrastructure is concerned. It can however also support developing countries by linking more closely their transport networks and systems (through mainly rail and road infrastructure, maritime and air sectors) to the European one, as well as strengthening cooperation in horizontal issues (training, security, safety, etc.). In particular experience learnt so far from the Mediterranean part could be usefully enlarged and shared with Sub-Saharan Africa. **Outermost Regions - Reducing the accessibility deficit** The European Regional Development Fund (ERDF) operational programmes for the period 2007-2013 continue the effort to reduce the accessibility problems of the Outermost Regions by investing in transport and telecommunications infrastructures and by supporting operating expenditure through the new specific allocation to offset additional costs.		**event of accidents (Commission Proposal)** http://ec.europa.eu/transport/maritime/consultations/doc/2006_05_30_passenger_rights_com_2005_0592.pdf **Partnership between the European Union and Africa -Connecting Africa and Europe: working towards strengthening transport cooperation (Commission Communication)** http://ec.europa.eu/transport/international/regional_cooperation/doc/africa/com_2009_0301_africa_en.pdf

			Strategy for the Outermost Regions: Achievements and Future Prospects (Commission Communication) **The outermost regions: an asset for Europe (Commission Communication)** http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2007:0507:FIN:EN:PDF http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2008:0642:FIN:EN:PDF
Removing subsidies on fuel	No subsidies on energy used in transport within EU. Transport pays around 83% of all energy taxes (1.5% of EU-25 GDP) and 81% of total environmental taxes (2.2% of EU-25 GDP). Energy taxes are part of environmental taxation. **Minimum levels of excise duty are specified in EU law.** In 2005, the Commission made a proposal aiming to **amend the minimum tax rates and rules, including increasing the minimum tax rates for unleaded petrol and gas oil, and to reduce the distortions of competition related to excise differentials which affect haulage markets.** The Commission's policy is to remove all legal obstacles to taxing aviation fuel in order to keep all options for economic instruments open in the event that complementary measures are required alongside the inclusion of aviation in the Emissions Trading Scheme.	Unequal taxation, for example, energy used in aviation and shipping is not taxed, road diesel is taxed less heavily than petrol. Future challenges will arise as different types of energy are used in transport.	**Taxation of energy products – Directive 2003/96** http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2003:283:0051:0070:EN:PDF **Directive amending Directive 2003/96/EC as regards the adjustment of special tax arrangements for gas oil used as motor fuel for commercial purposes and the coordination of taxation of unleaded petrol and gas oil used as motor fuel (Commission Proposal)** http://ec.europa.eu/taxation_customs/resources/documents/taxation/excise_duties/energy_products/COM(2007)52_en.pdf **Reducing the Climate Change Impact of Aviation (Commission Communication)** http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2005:0459:FIN:EN:PDF
Encouraging energy	**Regulation on CO_2 emissions from cars.** Intention to	Covering other	**CO_2 emission performance standards for passenger cars**

efficiency	extend legislation.	vehicles	http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2009:140:0001:0015:EN:PDF
	Labelling of passenger cars on fuel economy and CO2 emissions.	Treatment of international aviation and maritime emissions under the post-2012 climate agreement	**Labelling of cars – Directive 99/94** http://ec.europa.eu/environment/air/transport/co2/9994/en.pdf
	Labelling of tyres with respect to fuel efficiency The labelling proposal follows an integrated approach on tyres which will ensure that standardised information is supplied not only on fuel efficiency but also on wet grip and external rolling noise, so that consumers and end-users can make an informed choice.		**Labelling of tyres with respect to fuel efficiency and other essential parameters (Commission Proposal)** http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2008:0779:FIN:EN:PDF
	Directive on the Promotion of Clean and Energy Efficient Road Transport Vehicles This Directive aims at a broad market introduction of environmentally-friendly vehicles. It addresses purchases of vehicles used for public services.		**Directive 2009/33/EC on the Promotion of Clean and Energy Efficient Road Transport Vehicles** http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2009:120:0005:0012:EN:PDF
	Incorporation of aviation in EU Emission Trading Scheme.		**Inclusion of Aviation in EU ETS** http://ec.europa.eu/environment/climat/aviation_en.htm
Providing reliable alternatives	Aim to ensure efficient provision of public transport. Legal framework established through **Public Service Obligation legislation** and measures such as the liberalisation of rail services. **Liberalisation of rail services**		**Public Service Obligation** (Regulation 1370/2007) http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2007:315:0001:0013:EN:PDF

for the poor Regio nal and global transp ort	Opening up national freight and passenger markets to cross-border competition is a major step towards the creation of an integrated European railway area and of a genuine EU internal market for rail. Rail freight transport has been completely liberalised in the EU since the start of 2007, for both national and international services. This means that any licensed EU railway company with the necessary safety certification can apply for capacity and offer national and international freight services by rail throughout the EU. The EU will liberalise the market for international rail passenger services from 1 January 2010. Any licensed, certified rail company established in the EU will in principle be able to offer such services, and in doing so have the right to pick up and set down passengers at any station along the international route. The market for purely national rail passenger services is not yet being opened up to cross-border competition, though this could change in the future. **Development of the Trans-European Transport Networks** The European Union aims to promote the development of trans-European Networks as a key element for the creation of the internal market and for reinforcing economic and social cohesion. The Trans-European Transport Networks (TEN-T) Guidelines are the general reference framework for the implementation of the transport network and for identifying projects of common interest. The guidelines aim at integrating national networks and modes of transport, linking peripheral regions of the European Union to the centre, and improving safety and efficiency of the networks. **Passenger rights** To ensure that passengers benefit from the same basic		**Rail liberalisation** http://ec.europa.eu/transport/rail/market/market_en.htm **Trans-European Transport Network** http://ec.europa.eu/transport/infrastructure/basis_networks/basis_networks_en.htm http://ec.europa.eu/transport/infrastructure/basis_networks/guidelines/guidelines_en.htm **Passenger rights overview**

standards of treatment wherever they travel in the Union, the EU is legislating to protect passenger rights on the different modes of public transport.		http://ec.europa.eu/transport/passengers/index_en.htm *Air transport (recent legislation)* **Regulation (EC) No 1107/2006 of the Parliament and of the Council of 5 July 2006 concerning the rights of disabled persons and persons with reduced mobility when travelling by air** http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2006:204:0001:0009:EN:PDF **Regulation (EC) No 261/2004 of the European Parliament and of the Council of 11 February 2004 establishing common rules on compensation and assistance to passengers in the event of denied boarding and of cancellation or long delay of flights, and repealing Regulation (EEC) No 295/91.** http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2004:046:0001:0007:EN:PDF **Regulation (EC) No 2111/2005 of the European Parliament and of the Council of 14 December 2005 on the establishment of a Community list of air carriers subject to an operating ban within the Community and on informing air transport passengers of the identity of the operating air carrier, and repealing Article 9 of Directive 2004/36/EC.** http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2005:344:0015:0022:EN:PDF *Road transport* **Regulation of the European Parliament and of the Council on the rights of passengers in bus and coach transport and amending Regulation (EC) No 2006/2004 on cooperation between**

			national authorities responsible for the enforcement of consumer protection laws (Commission Proposal) http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2008:0817:FIN:EN:PDF *Rail transport* **Regulation (EC) No 1371/2007 of the European Parliament and of the Council of 23 October 2007 on rail passengers' rights and obligations** http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2007:315:0014:0041:EN:PDF *Maritime and inland waterway transport* **Regulation of the European Parliament and of the Council concerning the rights of passengers when travelling by sea and inland waterway and amending Regulation (EC) No 2006/2004 on cooperation between national authorities responsible for the enforcement of consumer protection laws (Commission Proposal)** http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2008:0816:FIN:EN:PDF **Regulation on the liability of carriers of passengers by sea and inland waterway in the event of accidents (Commission Proposal)** http://ec.europa.eu/transport/maritime/consultations/doc/2006_05_30_passenger_rights_com_2005_0592.pdf
Regional and global	**Development of the Trans-European Transport Network**		**Trans-European Transport Network** http://ec.europa.eu/transport/infrastructure/basis_

| transport system integration encouraging efficient modes | The European Union aims to promote the development of trans-European Networks as a key element for the creation of the internal market and for reinforcing economic and social cohesion. The Trans-European Transport Networks (TEN-T) Guidelines are the general reference framework for the implementation of the transport network and for identifying projects of common interest. The guidelines aim at integrating national networks and modes of transport, linking peripheral regions of the European Union to the centre, and improving safety and efficiency of the networks.

Review of the trans-European transport network policy

In February 2009, the Commission has published a Green Paper entitled "Towards a better integrated trans-European transport network at the service of the common transport policy" which opens a policy review process. It highlights future challenges in this field for Europe, notably with a view contributing to sustainable development objectives. In this respect, the Green Paper focuses on the development of a network that integrates and interconnects all modes of transport, including intelligent transport systems, so as to enhance the basis for efficient and sustainable, safe and high-quality co-modal transport services for freight and passengers.

European financing to support transport in Africa

The EU-Africa partnership for infrastructures adopted in 2006 is the reference framework for the European Union and aims in particular to develop interconnections between networks in Africa.

As the largest worldwide donor, Europe therefore contributes nearly 30 % of the funding allocated to transport infrastructure through European Development Fund | | networks/basis_networks_en.htm

http://ec.europa.eu/transport/infrastructure/basis_networks/guidelines/guidelines_en.htm

Commission Green Paper "Towards a better integrated trans-European transport network at the service of the common transport policy"

http://ec.europa.eu/transport/infrastructure/consultations/2009_04_30_ten_t_green_paper_en.htm

Partnership between the European Union and Africa -Connecting Africa and Europe: working towards strengthening transport cooperation

http://ec.europa.eu/transport/international/regional_cooperation/doc/africa/com_2009_0301_africa_en.pdf |

	national indicative programmes.		
	Outermost Regions - Reducing the accessibility deficit		**Strategy for the Outermost Regions: Achievements and Future Prospects (Commission Communication)**
	The European Regional Development Fund (ERDF) operational programmes for the period 2007-2013 continue the effort to reduce the accessibility problems of the Outermost Regions by investing in transport and telecommunications infrastructures and by supporting operating expenditure through the new specific allocation to offset additional costs.		http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2007:0507:FIN:EN:PDF
			The outermost regions: an asset for Europe (Commission Communication)
			http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2008:0642:FIN:EN:PDF
Urban transport planning and policies	Subsidiarity means that largely not for EU level.		**Commission Green Paper on urban transport**
	Green Paper "Towards a new culture for urban mobility" has been published on relevant EU level activities.		http://ec.europa.eu/transport/urban/urban_mobility/green_paper/green_paper_en.htm
	With the Green Paper, the Commission has set an European agenda for urban mobility, while respecting the responsibilities of local, regional and national authorities in this field. The Commission intends to facilitate the search for solutions by, for example, sharing best practices. The Green Paper will be followed by an Action Plan.		
	The **Directive on the Promotion of Clean and Energy Efficient Road Transport Vehicles** aims at a broad market introduction of environmentally-friendly vehicles. It addresses purchases of vehicles used for public services.		**Directive 2009/33/EC on the Promotion of Clean and Energy Efficient Road Transport Vehicles**
			http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2009:120:0005:0012:EN:PDF
	Over the past years, the Commission has also launched a range of initiatives in the field of urban mobility, including **research, applied research and demonstration activities**. This includes the CIVITAS programme to		**Clean Urban Transport programmes and projects**
			http://ec.europa.eu/transport/urban/programmes_projects_en.htm

	promote better and cleaner transport in cities.		
Vehicle efficiency and emissions policies	*Road transport* Regarding efficiency, r**egulation on CO2 emissions from cars. Labelling of cars.** Intention to extend legislation. Regarding vehicle emissions, **standards for emissions of light duty and heavy duty road vehicles** (EURO classes) have been adopted. *Rail and Inland Waterways* **Non-road machinery emissions legislation.** *Aviation* 1. High priority is given to "the greening of air transport" in the 7th Framework Programme for RTD. The flagship will be the **"Clean Sky" Joint Technology Initiative**. By 2020 the aim is to reduce fuel consumption and hence CO_2 emissions by 50% per passenger kilometre, to reduce NO_x emissions by 80% (in landing and take-off according to ICAO standards) and to reduce unburnt hydrocarbons and CO emissions by 50%.	Extension of efficiency legislation to address other road transport as well as non-road modes. Further tightening of emission legislation and technical neutrality.	**Efficiency of road vehicles** http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2009:140:0001:0015:EN:PDF http://ec.europa.eu/environment/air/transport/co2/9994/en.pdf **Road Vehicle emission standards** http://ec.europa.eu/environment/air/transport/road.htm http://ec.europa.eu/enterprise/automotive/pagesbackground/pollutant_emission/index.htm#euro5 http://ec.europa.eu/enterprise/automotive/pagesbackground/pollutant_emission/index.htm#eurovi **Non-Road Mobile Machinery** http://ec.europa.eu/enterprise/mechan_equipment/emissions/index.htm **Research - 7th Framework Programme** http://cordis.europa.eu/fp7/transport/home_en.html **Single European Sky and SESAR** http://ec.europa.eu/transport/air/single_european_sky/single_european_sky_en.htm

(it also aims at significant noise reductions)

2. The **Single European Sky (SES) legislation** reforms the way air traffic management is organised in Europe. This requires a modernisation of the air traffic management systems in Europe. The **SESAR initiative** is the technological component of SES and one of the objectives is to reduce emissions by 10% per flight.

3. Aviation will be included in the **EU emissions trading scheme** (ETS) from 2012, which is in line with ICAO's resolution (A35-5) in incorporating international aviation into existing trading schemes. The main burden will be on EU airlines. The overall impact on the industry is marginal. The timing in the EU decision making process will allow considering the outcome of ICAO's discussions at the assembly in September 2007. In 2008 the Commission will come with a proposal regarding NOx emissions.

Maritime transport

Shipping emissions are primarily regulated through IMO.

Maritime transport

http://ec.europa.eu/environment/air/transport/ships.htm

Directive 99/32 on sulphur content of liquid fuels

http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CONSLEG:1999L0032:20090420:EN:PDF

Development of any transport technology research and development (public sector or private)	Extensive research, development and demonstration activities at EU level. For example: - Hydrogen and fuels cells for transport - Biofuels for transport - Electric vehicles		http://ec.europa.eu/transport/research/index_en.htm **Research - 7th Framework Programme** http://cordis.europa.eu/fp7/transport/home_en.html Hydrogen and fuels cells for transport http://ec.europa.eu/transport/urban/vehicles/road/hydrogen_en.htm Biofuels for transport http://ec.europa.eu/transport/urban/vehicles/road/hydrogen_en.htm Electric vehicles http://ec.europa.eu/transport/urban/vehicles/road/electric_en.htm
Road, rail and marine systems construction standards and changes in the, in anticipation of climate change impacts (sea level rise, and increased	**Rail interoperability.** The creation of an integrated European railway area also calls for improved "interoperability" – or technical compatibility - of infrastructure, rolling stock, signalling and other rail systems, as well as less complex procedures for approving rolling stock for use across the European rail network. The **Single European Sky (SES) legislation** reforms the way air traffic management is organised in Europe. This requires a modernisation of the air traffic management systems in Europe. The SESAR initiative is the technological component of SES and one of the objectives is to reduce emissions by 10% per flight.		**Rail interoperability** http://ec.europa.eu/transport/rail/interoperability/interoperability_safety_en.htm **Single European Sky and SESAR** http://ec.europa.eu/transport/air/single_european_sky/single_european_sky_en.htm http://ec.europa.eu/transport/air/sesar/sesar_en.htm

frequency and severity of weather events)	**Environmental assessment** The **Directive on Environmental Impact Assessment** (EIA) of the effects of projects on the environment was introduced in 1985 and was amended in 1997. Member States have to transpose the amended EIA Directive by 14 March 1999 at the latest. The EIA procedure ensures that environmental consequences of projects are identified and assessed before authorisation is given. The public can give its opinion and all results are taken into account in the authorisation procedure of the project. The public is informed of the decision afterwards. The purpose of the **Strategic Environmental Assessment Directive** is to ensure that environmental consequences of certain plans and programmes are identified and assessed during their preparation and before their adoption. The public and environmental authorities can give their opinion and all results are integrated and taken into account in the course of the planning procedure. After the adoption of the plan or programme the public is informed about the decision and the way in which it was made. In the case of likely transboundary significant effects the affected Member State and its public are informed and have the possibility to make comments which are also integrated into the national decision making process. Climate adaptation - **White Paper on adapting to climate change** adopted in 2009.		**Environmental assessment** http://ec.europa.eu/environment/eia/home.htm **Climate adaptation** http://ec.europa.eu/environment/climat/adaptation/index_en.htm
OTHER **De-carbonisati**	**Directive requiring gradual and progression**	Further development of methodology,	Directive 2009/30/EC of amending Directive 98/70/EC as regards the specification of petrol, diesel and gas-oil and introducing a mechanism to monitor and reduce greenhouse

on of energy used in transport	**decarbonisation of energy used in road transport** **Directive on the promotion of the use of energy from renewable sources** Each Member State shall ensure that the share of energy from renewable sources in all forms of transport in 2020 is at least 10 % of the final consumption of energy in transport in that Member State. The Directive on the Promotion of the use of energy from renewable sources and the revised Fuel Quality directive contain sustainability criteria for biofuels. **Directive on the promotion of the use of biofuels and other renewable fuels for transport**	incorporation of indirect land use change in GHG calculation.	**gas emissions and amending Council Directive 1999/32/EC as regards the specification of fuel used by inland waterway vessels and repealing Directive 93/12/EEC** http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2009:140:0088:0113:EN:PDF **Directive 2009/28/EC on the promotion of the use of energy from renewable sources** http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2009:140:0016:0062:EN:PDF **Directive 2003/30/EC on the promotion of the use of biofuels and other renewable fuels for transport** http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2003:123:0042:0046:EN:PDF
Internalisation of external costs	**Internalisation for transport external costs** Transport activities give rise to environmental impacts, accidents and congestion. In contrast to the benefits, the costs of these effects of transport are generally not borne by the transport users. The internalisation of external costs means making such effects part of the decision-making process of transport users.		**Internalisation of external costs** http://ec.europa.eu/transport/sustainable/2008_external_costs_en.htm
Tolls and user charges for vehicles (including Eurovignette)	**Tolls and user charges for vehicles (including Eurovignette)** Directive 99/62/EC on the charging of heavy goods vehicles for the use of certain infrastructures, as modified by Directive 2006/38/EC, sets common rules on distance-related tolls and time-based user charges for goods vehicles		**Legislation on the charging of heavy goods vehicles for the use of certain infrastructures** http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:1999:187:0042:0050:EN:PDF http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ

Maritime safety and pollution **Modal shift**	(above 3.5 tonnes) for the use of certain infrastructure. The Directive: (i) improves the functioning of the internal market through the approximation of the conditions of competition in the transport sector by reducing the differences in the levels and in the systems of tolls and user charges applicable in Member States (ii) takes better account of the principles of fair and efficient pricing in transport by providing for greater differentiation of tolls and charges in line with costs associated with the road use. Directive 99/62/EC as modified by Directive 2006/38/EC also sets **common rules on annual taxes for heavy goods vehicles** (above 12 tonnes). **Maritime safety and pollution** The "Erika" and the "Prestige" accidents encouraged the EU to drastically reform its existing regime and to adopt new rules and standards for prevention of accidents at sea, in particular involving oil tankers. The EU considerably reinforced its legislative arsenal to combat flags of convenience and give Europe better protection against the risks of accidental oil spills. With the Third Maritime Safety Package, the EU has completed this legislative arsenal covering all chain of responsibility of the maritime sector. **Modal shift policy** Marco Polo is the European Union's funding programme for projects which shift freight transport from the road to sea, rail and inland waterways. This means fewer trucks on the		:L:2006:157:0008:0023:EN:PDF **Directive on the incorporation of external costs in Heavy Goods Vehicle road user charges and a handbook for calculating external transport costs. (Commission Proposal)** http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2008:0436:FIN:EN:PDF **EU actions on safety and environment protection in maritime sector** http://ec.europa.eu/transport/maritime/safety/actions_en.htm **Third Maritime Safety Package** http://ec.europa.eu/transport/maritime/safety/third_maritime_safety_package_en.htm **Marco Polo** http://ec.europa.eu/transport/marcopolo/home/home_en.htm

	road and thus less congestion, less pollution, and more reliable and efficient transport of goods.		
Promotion of inland waterway transport and short sea shipping	**Promotion of inland waterway transport and short sea shipping** By creating favourable conditions for the further development of the sector, the Commission hopes to encourage more companies to use inland waterway transport. The policy to promote inland waterway transport in Europe is encapsulated in the NAIADES Action Programme (2006-2013). The implementation of NAIADES is supported by the major trans-European project, PLATINA , launched on 1 October 2008. The European Commission has an active policy to promote Short Sea Shipping. This form of transport mode is highly efficient in terms of environmental performance and energy efficiency. It has the potential to solve road congestion problems affecting many parts of the European continent. The Commission has a strong promotion policy, supporting coordination centres for short sea shipping in all coastal EU Member States.		**Promotion of inland waterway transport and short sea shipping** http://ec.europa.eu/transport/inland/promotion/promotion_en.htm http://ec.europa.eu/transport/maritime/short_sea_shipping_en.htm
Achievement of Co-Modality goals through efficient and effective freight transport	**Freight Transport Logistics Action Plan** The mid-term review of the 2001 White Paper stresses the key role of freight transport logistics in ensuring sustainable and competitive mobility in Europe. Although logistics is primarily a business-related activity and a task for industry, the authorities have a clear role to play in creating the appropriate framework conditions.		**Logistics** http://ec.europa.eu/transport/logistics/index_en.htm http://ec.europa.eu/transport/strategies/2007_logistics_en.htm **Freight Transport Logistics Action Plan**

logistics	The Logistics Action Plan identifies a range of activities to improve the performance of the logistics industry while stimulating an evolution towards co-modality and greener operations. The various actions can be presented under four main headings:		
	• "**Innovation**" refers to the need to move towards "eFreight".		
	• "**Quality**" includes work going on under the major bottlenecks exercise where the European Commission is, in close liaison with industry organisations, trying to find practical solutions for about 500 different problems. Also, benchmarking tools and key performance indicators are being developed for carbon footprint recognition that will facilitate industry's control.		
	• "**Simplification**" denotes in the first place efforts to reduce paperwork (a single document for multimodal transport, a single window for administrative formalities). Of immediate significance is the streamlining of liability regimes, in particular for multimodal transport.		
	• Finally, under the heading of "**Greening**", the Action Plan calls for efforts in relation to		
	– the development of the dense corridors, mainly out of the main North Sea ports to their hinterlands, to accommodate sustained growth by enhancing recourse to multimodal operations and securing environmental improvements, and		
	– the improvement of urban delivery.		

UPDATED INFORMATION ON NATIONAL FOCAL POINT FOR SUSTAINABLE DEVELOPMENT

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