

# Plans and programmes

- Plans and programmes in Austria  
Christian Nagl, Lorenz Moosmann
- Questions / discussion
- Assessment of plans and programmes from various European Member States  
Christian Nagl
- Analysis of reported plans and programmes  
Lorenz Moosmann



# Examples of P&P in Austria

Study tour of Macedonian experts

26.2.-28.2.2007

**C. Nagl and L. Moosmann**



- Requirements of P&P
- P&P in Vienna
- P&P in Styria
- Examples of successful measures

# Legal framework for P&P

- AQ FWD 1996/62/EG and DD:
- in case of exceedance of sum of LV and MoT
- ➔ P&P has to be established to comply with LV at attainment date (2005 for PM10, 2010 for NO<sub>2</sub>)
- ➔ Report on P&P (excel sheet): Commission Decision 2004/224/EC

# Information required in P&P

- Responsible authorities
- A description of the localization of excess pollution
- Nature and assessment of the excess pollution
- Estimate of the polluted area (km<sup>2</sup>) and of the population exposed to the excess pollution
- Origin of pollution (including quantitative information on main emission sources, relevance of local versus regional and long range pollution, etc)
- Possible measures for improvement of air quality
- Detailed description of the measures foreseen to be implemented including a timetable for implementation and estimations of the effects on air quality

# P&P in Austrian legislation

- According to the Air Quality Protection Law, the Province governor is responsible for preparing and implementing P&P.
- P&P are usually prepared by the Province's Environmental Protection Departments.
- P&P are partly enacted as ordinances (Province sub-legislation), partly as programme decided by the province government.
- The Provinces make P&P available to the public and report them to the Ministry of Environment (BMLFUW).
- The Ministry collects all P&P and reports them to the European Commission.
- Umweltbundesamt supports the Provinces in various technical aspects of P&P (development of measures, reporting obligations).

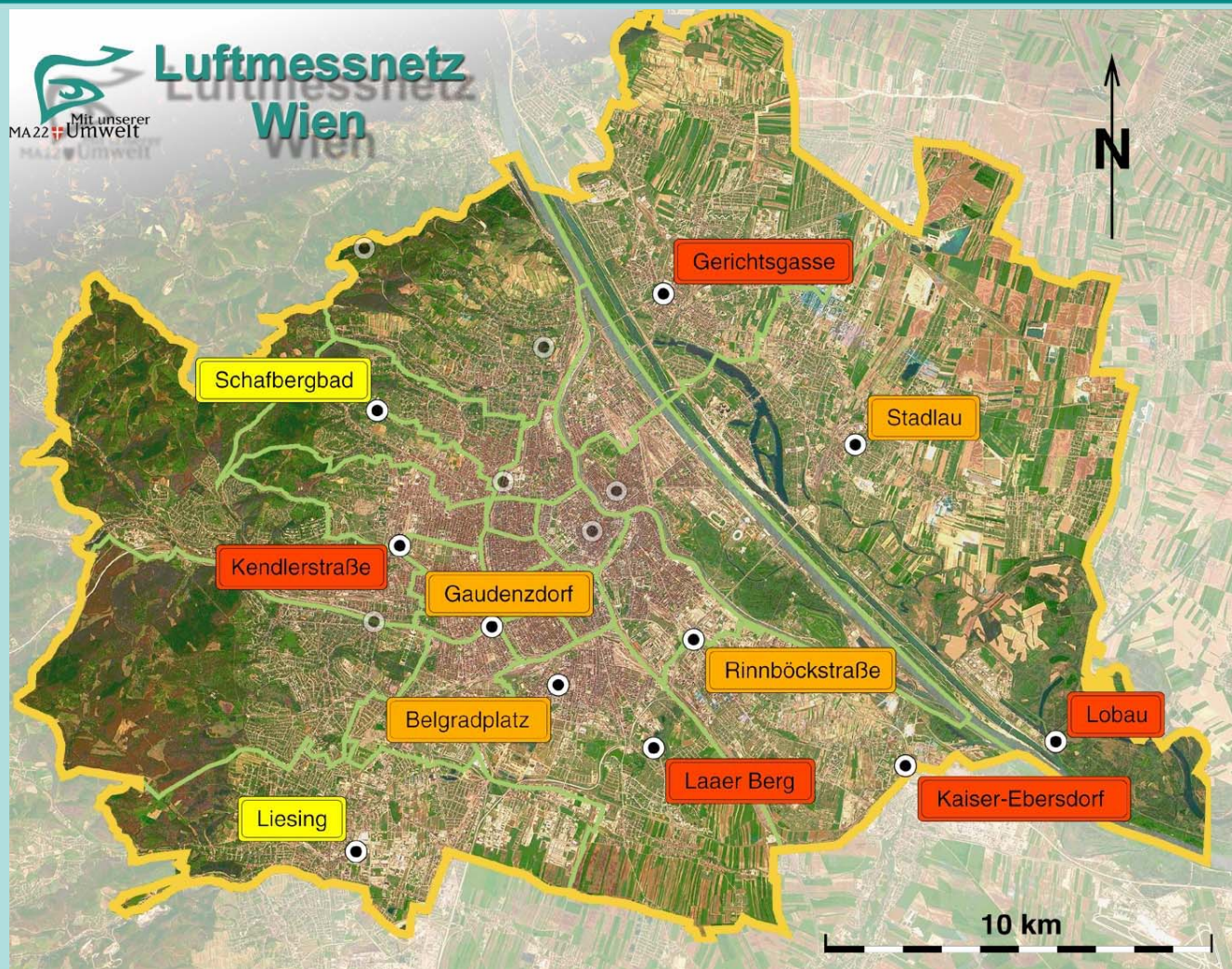
# Austrian Provinces



- Exceedance of NO<sub>2</sub> annual mean LV+MoT in 2002 (and the years afterward) at one monitoring site
- Exceedance of PM10 daily mean LV+MoT in 2003 at four monitoring sites



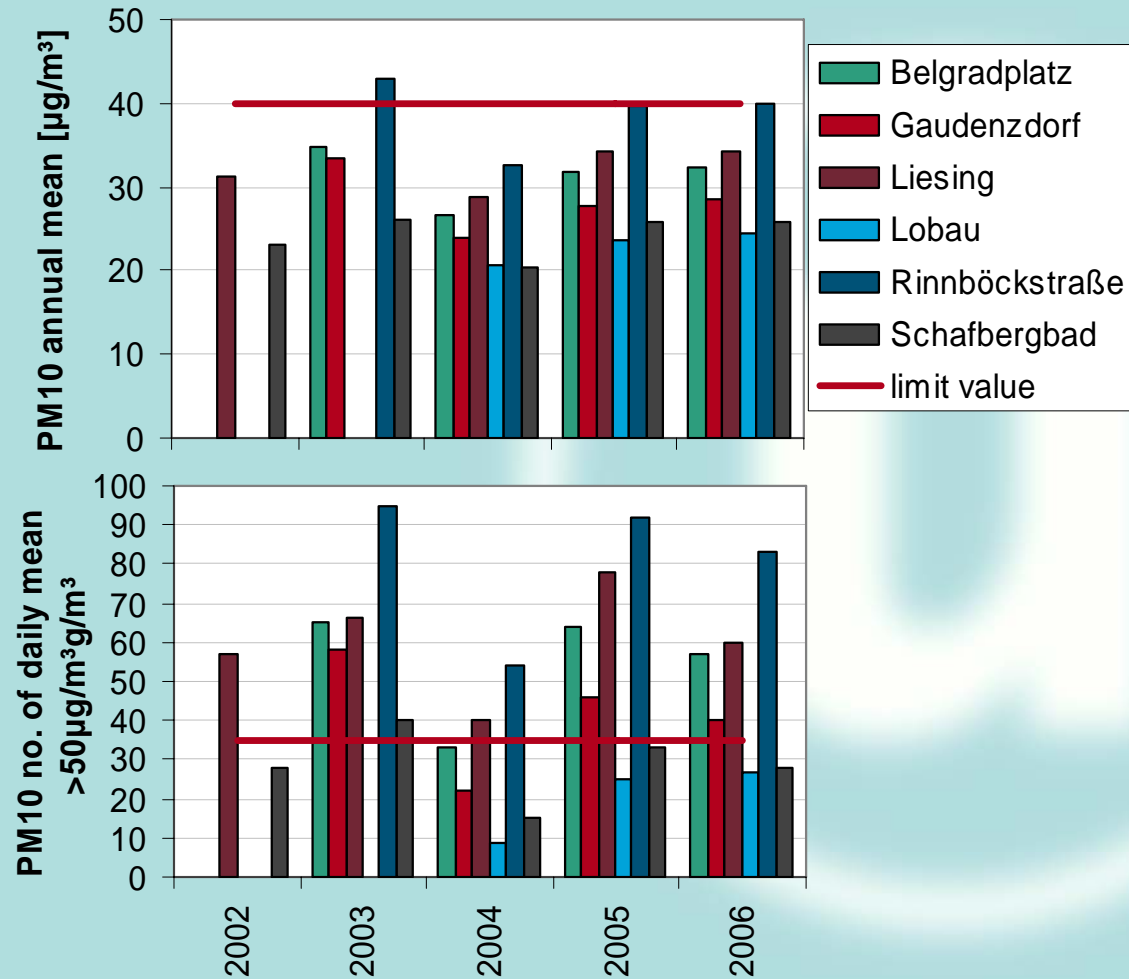
# Monitoring sites in Vienna



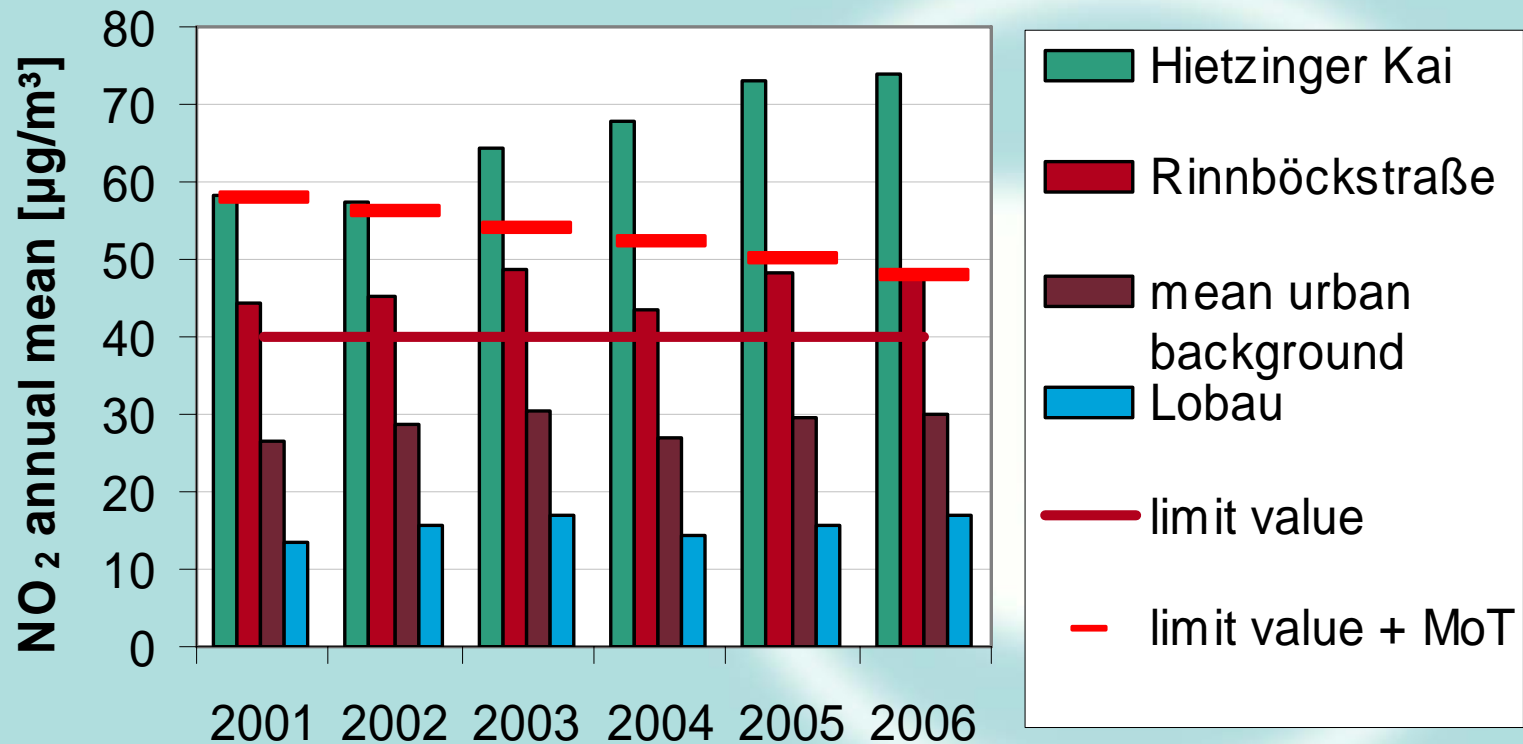
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# PM10 levels in Vienna



# NO<sub>2</sub> levels in Vienna



# Suggested measures

- Street cleaning and winter maintenance
  - Ordinance on winter maintenance to reduce the amount of gritting material
  - Obligatory use of material with less abrasion (basalt)
  - Quick removal of gritting material and obligation of house owners to remove gritting material from the pavement as soon as it is no longer needed

# Suggested measures

- Stationary sources
  - Continued extensions to district heating systems
  - Subsidies for thermal insulation (called THEWOSAN)
  - Promotion of solar energy
  - Intensified inspection of private heating systems
  - Introduction of diesel particle filters for construction machinery (for engines with more than 37 kW starting in September 2006, for engines between 18 kW and 37 kW from January 2008)
  - Ban on light fuel oil
  - Best practice guidance for the handling of dust emitting materials
  - Restrictions on the use of power generators during events
  - Enforce the use of low emission engines within public authorities

# Suggested measures

- Traffic
  - Further extension of subway and tramway lines;
  - Alignment of the transport plan ("Masterplan Verkehr") with the climate change programme ("KLIP")
  - Extensions to P+R facilities
  - Speed restriction to 50 km/h on main roads with previously higher speed limits (except motorways). This measure was partly withdrawn due to massive campaigning of automobile lobbyists
  - Ban of trucks licensed before 1992 (Euro 0), starting in January 2008
  - Shifting freight traffic from road to rail wherever possible ( project RUMBA, <http://www.rumba-info.at/>)
  - Intensification of remote sensing to identify high emission vehicles

# Some measures already applied

- Traffic
  - all public busses use LNG since several years
  - high share of public transport (36%)
- Domestic heating
  - low share of solid fuel (only 3%)
  - high share of gas and district heating (95% of all households)

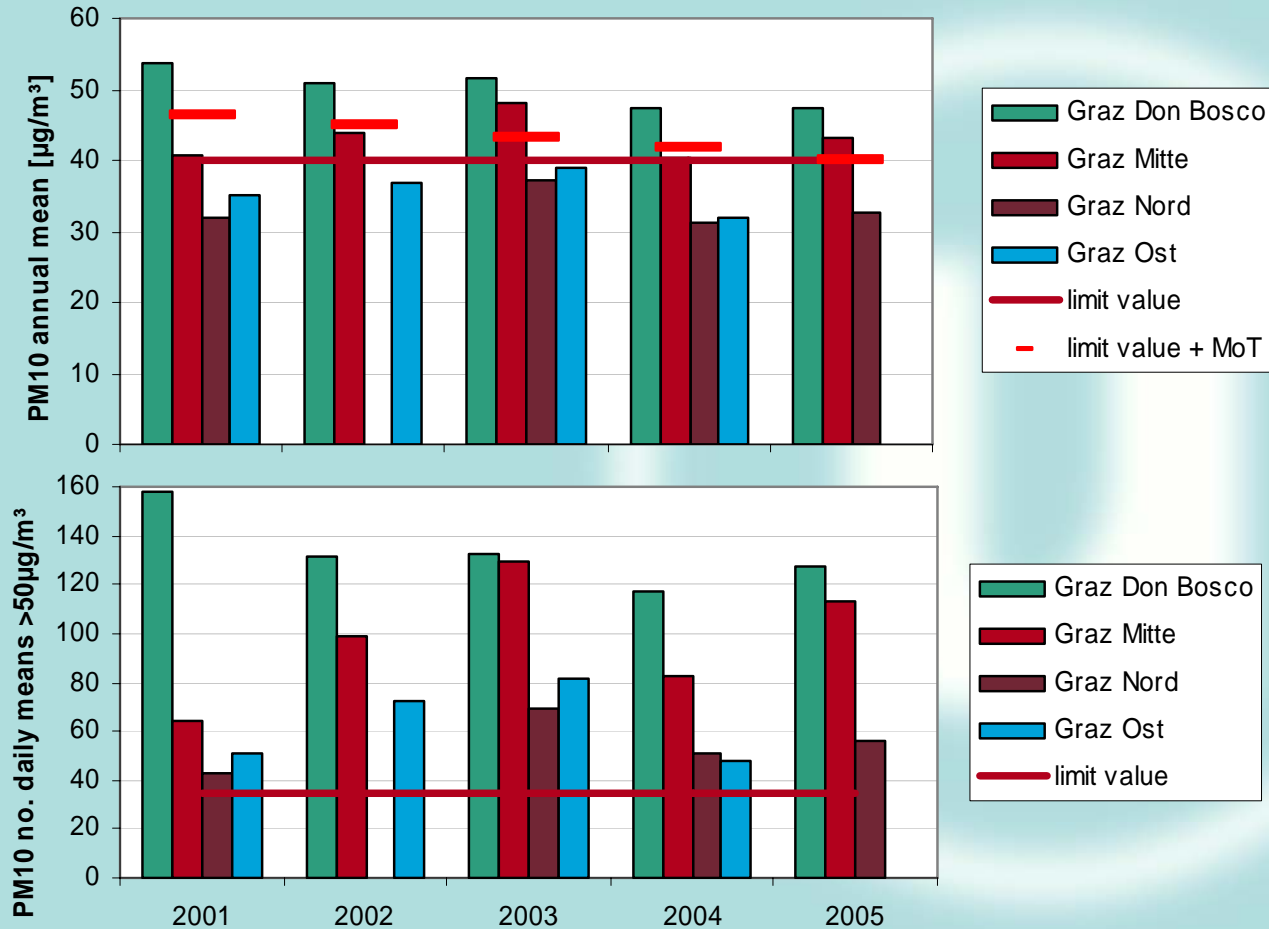
# P&P in the Province of Styria

- Region of Graz: highest PM10 levels in Austria
- Exceedances of PM10 and NO<sub>2</sub> limit values + margins of tolerance in several other regions.





# PM10 levels in Graz



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## Particulate Matter Reduction Programme

62 measures

Transport (25)

Winter sanding (6)

Industry/commercial (6)

Agriculture (5)

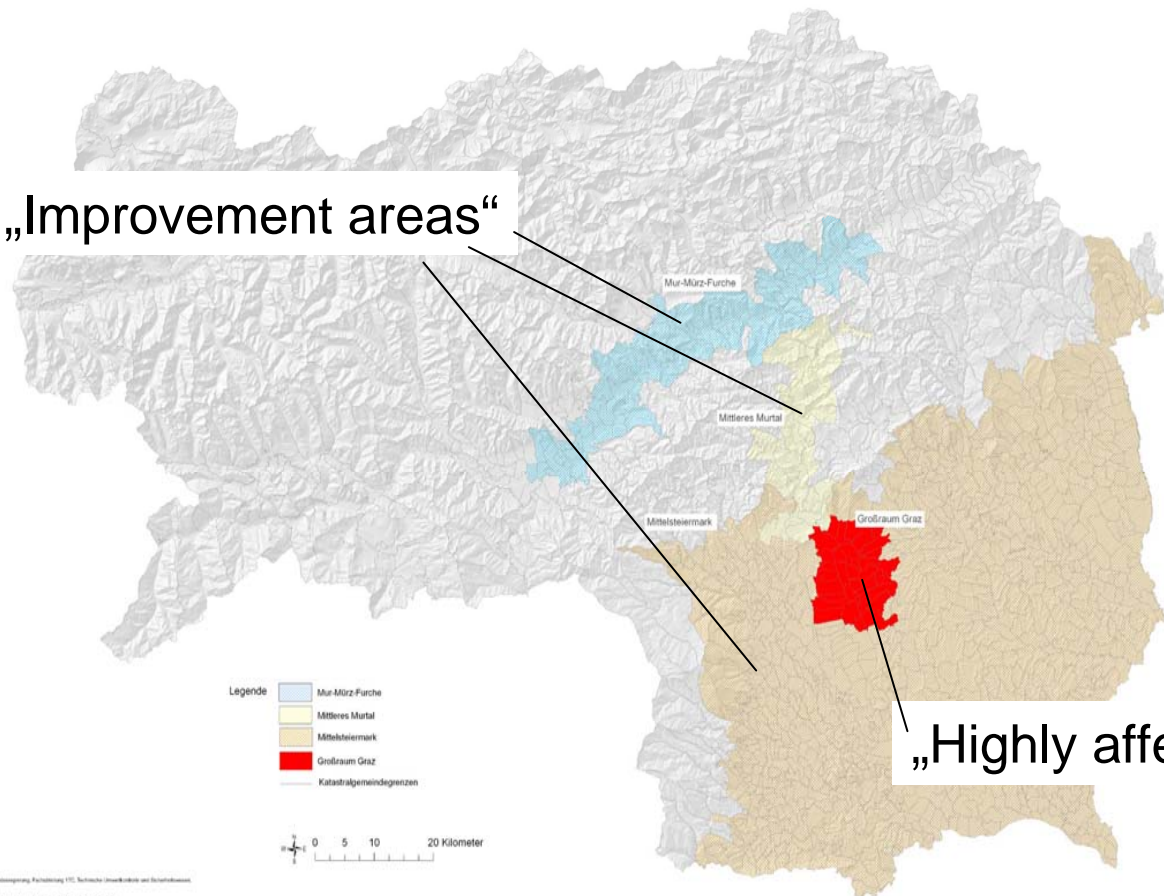
Heating (20)

### 5 Main Points

- Information and awareness
- Heating
- Construction
- Winter sanding
- Ordinance

# Areas of the programme

„Improvement areas“



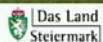
„Highly affected area“

Österreichische  
 Amt der Steiermärkischen Landesregierung, Fachabteilung 175, Technische Umweltkontrolle und Betriebsüberwachung  
 Katastralgrenzen  
 Amt der Steiermärkischen Landesregierung, Landesbetriebstechnik, Betriebsstelle 100  
 Katastralgrenzen  
 Amt der Steiermärkischen Landesregierung, Fachabteilung 175, Technische Umweltkontrolle und Betriebsüberwachung, Historische Prognose  
 Katastralgrenzen, April 2005

- Particle filters for construction machinery (2008 / 2009)
- Restrictions on traditional bonfires
- Speed limits on highways and roads (100 km/h; 80 km/h)
- Trucks older than 15 years are prohibited
- Diesel cars are prohibited in Graz if the PM10 concentration exceeds  $75 \mu\text{g}/\text{m}^3$  for 5 consecutive days.



2006



# Evaluation of the Programme

Topic	Total number of measures	Number of measures completed	Number of measures currently implemented	Number of measures not yet implemented	Number of measures cancelled
Traffic	25	2	17	6	
Industry and commerce	6		5	1	
Fugitive emissions	6	1	4		1
Agriculture	5	1	4		
Domestic heating	20	1	9	10	