

# **The city and the European Union**

## **Air pollution and noise**

**Heaven final Conference**  
**Prague, 5-6 December 2002**

**Roel van Aalst, European Environment Agency**  
**Thanks to Kyriakos Psychas (Athens)**

# Outline

- **The sixth Environmental Action Programme and development of thematic strategies**
- **The air quality and noise Directives**
- **Urban assessment and management at the city level and at the European level**

# **Environment 2010: Our Future, Our Choice**

**The Sixth Environment Action Programme  
of the European Community 2001-2010**

# Relevant Thematic Strategies

- **Air Pollution**

**Communication : 2001**

**Thematic Strategy : 2004/2005**

- **Urban Environment**

**Communication : 2003 (draft)**

# Air Pollution objective

*"To achieve levels of air quality that do not give rise to unacceptable impacts on, and risks to, human health and the environment"*

## Focus:

- **Implementation**
- **Coherency**

# Actions air pollution

- **Commission to review air quality programmes**
- **Improve monitoring and indicators and information to the public**
- **Develop thematic strategy: the Clean Air for Europe (CAFE) programme**
- **Investigate the indoor air issue: identify priorities and assess the need for a Community strategy and action plans**

# CAFE Working Groups

- **WG Implementation**
- **WG Target Setting and Policy Assessment**
- **WG Particulate matter**
- **WG Ozone**

# Noise objective

*"To achieve a reduction in the number of people regularly affected by long term high levels of noise from an estimated 100 million people in the year 2000 by around 10% in the year 2010 and in the order of 20% by 2020"*

# Action

## **Adoption and implementation of the proposed Community Directive on Noise**

# Noise Working Groups

- **Health and socio-economic aspects**
  - **Assessment of exposure to noise**
  - **Railway noise**
  - **Outdoor equipment**
  - **Road traffic noise**
- ..and upcoming:**
- **Airport noise**

# Urban Environment

## Three Working Groups:

- Sustainable urban design/construction
- Sustainable urban management
- Sustainable urban transport

Emphasis is on **implementation** rather than on planning



# Air Quality Directives

- **96/62/EC**      **Assessment and Management**
- **1999/30/EC**    **SO<sub>2</sub>, NO<sub>2</sub>/NO<sub>x</sub>, PM<sub>10</sub>, Pb**
- **2000/69/EC**    **Benzene and CO**
- **2002/3/EC**     **Ozone**

**Commission**

**draft proposal: As, Cd, Hg, Ni, PAH**



## Also relevant for air quality:

- **97/101/EC**      **Exchange of Information Decision**
- **2001/81/EC**    **National Emission Ceilings  
Directive  
(SO<sub>x</sub>, NO<sub>x</sub>, NMVOC, NH<sub>x</sub>)**
- **Various emission legislation, including IPPC**

# Noise Directives in force

- **2002/49 EC**    **Assessment and Management**
- **2002/30 EC**    **Operating restrictions at airports**
- **2000/14 EC**    **Equipment outdoors**

# **Air quality and noise: Common principles**

- **Monitoring and assessment to produce information that is comparable across Europe**
- **Information and consultation of the public**
- **Requirement to draw up plans and programmes to improve where necessary**
- **"Competent authorities" to act**

# Subsidiarity

- ..... the Community shall take action, in accordance with the principle of subsidiarity, only if and in so far as the objectives of the proposed action cannot be sufficiently achieved by the Member States and can therefore, by reason of the scale or effects of the proposed action, be better achieved by the Community.

*(from EU-Treaty, Article 3b)*



# SO...

**City authorities play an important role in**

- **Assessment**
- **Public information**
- **Management**

# **Is subsidiarity effective and efficient?**

**Although subsidiarity is probably quite effective it is not likely to be efficient.**

**There is substantial duplication and re-inventing of the wheel.**

**It is important to minimize this by**

- **Communication and coordination (cities)**
- **Appropriate guidance (Commission+EEA)**

# Some city coordination and research frameworks

- **EUROCITIES**
- **HEAVEN**
- **SYLVIE**
- **INTEGAIRE**
- **CLEAR**
- ...
- ...

# European studies of urban air quality

- **AUTO-OIL I and II**
- **Urban Air quality in Europe (EEA, 1998)**
- **In progress:**
- **City-Delta project --> CAFE programme**

# Measures

**The most pressing air pollution problems (PM10, O3, NO2) require a mix of local and European level measures. A framework to optimize the balance between local and European measures is currently not available.**

# Health effects

- **Our current assessments are based on the association between city background concentrations and health effects**
- **Good air quality management requires exposure-effect relationships**

# Measures

- **Emission reduction**
- **City design and people's behaviour**

**Evaluating effectiveness of the second type of measures is not yet possible**

# What is needed?

- **Close cooperation and communication between the cities and with the Commission and the EEA**
- **Sharing information on "top-down" and "bottom up" assessment of urban air quality and noise problems**

# Towards sustainability

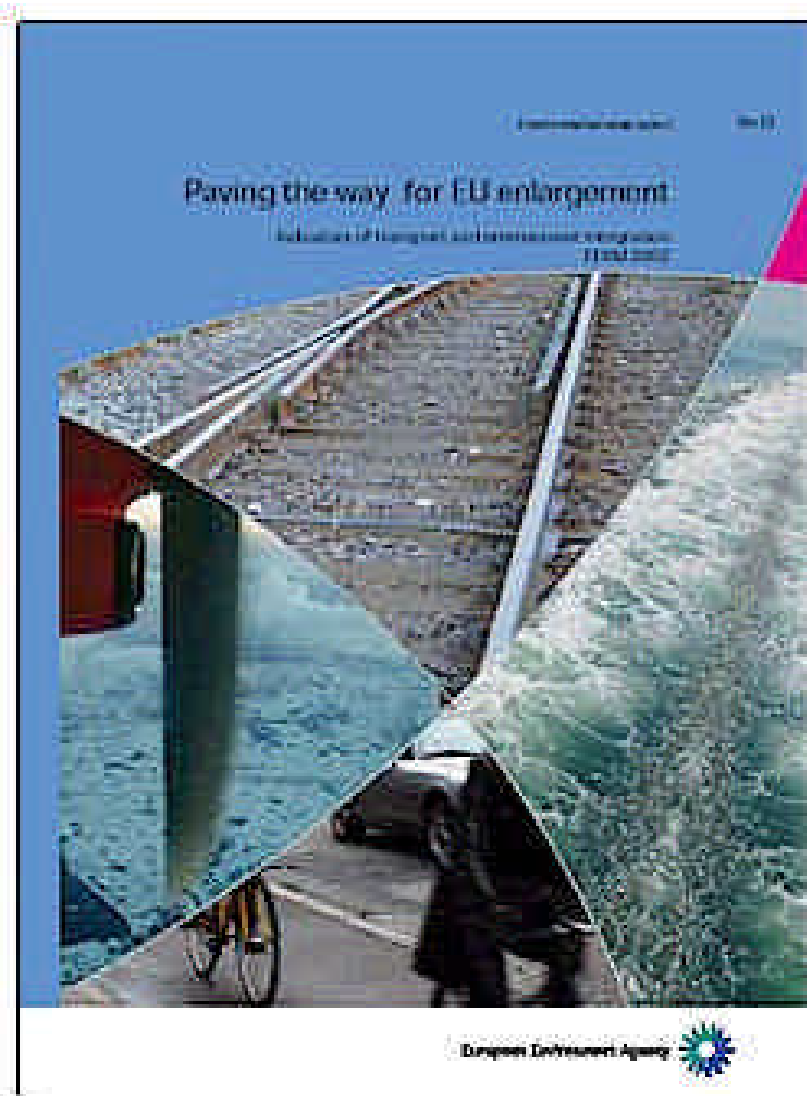
- **Urban air quality and noise problems can be seen as aspects of more general socio-economic issues, such as mobility, economic development and well-being. Looking at these issues in a wider context may help to identify win-win options.**

**TERM 2002**  
**Paving the way for EU  
enlargement**

**Indicators of transport and  
environment integration**

**EEA Environmental issue report  
No 32**





# First TERM report to include accession countries

25-11-2002

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## **The accession countries have different transport systems**

- **Transport accounts for 19% of overall energy consumption, compared with 34% in the EU-15**
- **Transport-related CO<sub>2</sub> emissions per capita are three times lower.**
- **EU road network is 40% denser**
- **EU motorways length > 10 times higher than in accession countries**



## **The accession countries have different transport systems**

- **Accession countries freight intensity is five times higher than in EU**
- **Intensity of freight transport decreased in accession countries, but increased in EU**
- **A rapid shift from rail towards road and air is underway**

- ***The accession countries had a different starting position, but are now moving rapidly towards the EU's unsustainable transport patterns***
- ***Current policies prioritize infrastructure development and technology and fuel regulation; a more integrated approach is not yet emerging***

