

A stylized, light-colored plant graphic with several leaves and small circular buds on thin stems, positioned on the left side of the slide.

AIR POLLUTION RELATED POLICIES IN ALBANIA AND THEIR IMPLEMENTATION CHALLENGES

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Air policy framework

The Government is committed to achieve cleaner air:

1. through the full transposition and implementation of legal standards of the European Community in the same and the related sectors, and through
2. regulating emissions from industrial processes, progressively tightening emissions and fuel standards for road vehicles and controlling smoke from domestic sources and burning of waste.

Albania as an EU candidate country during 2014-2016 has worked on transposing the EU Air quality legislation through development of the following:

- Ambient Air Quality Strategy adopted by Decision of Council of Ministers No 594 of 10.09.2014
- National Action Plan on Ambient Air Quality is under preparation with the assistance of IPA 2013, to be adopted June 2017;
- Law No 162/2014 “On protection of ambient air quality”; fully approximate Directives 2008/50/EC and 2004/107/EC. This law enters into force on April 2017;
- Decision of the Council of Ministers No. 352 of 29.04.2015 “For the assessment of ambient air quality and requirements for certain pollutants related with it, fully approximate Directive 2004/107/EC.”

Air policy framework

Industrial pollution legislation:

- Law no. 10448, dated 14.7.2011 “On the environmental permitting” , transposing the IPPC and LCP Directive . IED to be transposed by 2017;
- Decision of the Council of Ministers no.742 adopted by 9th September 2015 " On functioning and management of the pollutant release and transfer register"
- DCM no.1075, date 23.12. 2015 “On measures for the control of volatile organic compound (VOC) emissions resulting from the storage of petrol and its distribution from terminals to service stations”.
- Draft DCM “On the limitation of volatile organic compounds due to the use of organic solvents in certain activities and installations” submitted to the CoM, to be adopted by Dec 2016
- Draft DCM “On the limitation of emissions of Draft DCM “On the limitation volatile organic compounds due to the use of organic solvents in certain paints and varnishes and vehicle refinishing products”, submitted to the CoM, to be adopted by Dec 2016
- Draft DCM “On stage ii petrol vapour recovery during refueling of motor vehicles at service, submitted to the CoM, to be adopted by Dec 2016

Air related policy framework

Fuel quality legislation:

- DCM no 147, dated 21.03.2007 “On the quality of petrol and diesel fuels”;
- DCM dated 30.07.2008 “On the quality of diesel produced through domestic crude oil refining”;
- DCM no.781, dated 14.11.2012 “On the quality of certain liquid fuels for thermal, civil, industrial and water transport use (sea, river and lake).

Energy:

- The main laws that regulate the sector are:
- Law 124/2015 on Energy Efficiency
- Decision of the Council of Ministers no 27/2016 on adoption the National Action Plan on RES
- Draft law on Renewable Energy (in Parliament for adoption), and the
- Law “On Energy Performance in Buildings” (in Parliament for adoption),
- draft law on using biofuels in transport sector.
- the Second and Third National Energy Efficiency Action Plan to be approved within 2016.
- Draft DCM on establishing the National Agency on Energy Efficiency

Transport:

- National Strategy and Plan on Sustainable Transport, aimed at defining a pathway for the streamlining of the Transport sector with the EU *Acquis* and standards, as well implementing fundamental strategic directions provided by the Energy strategies and plans and mobility network Transport.

National Air Quality Management Plan

- National Air Quality Management Plan, give effect to the implementation of the Law 162/2014 “On protection of ambient air quality”.
 - the improvement of the air quality in areas where they have exceeded the limits prescribed by law or there is a high risk of exceeding,
 - the maintenance of air quality in the remaining territory;

Plan of actions

- **Reduction of diffuse emissions**
 - Reduction of traffic emissions
 - Improving the fuel quality control
 - Reduction of emissions from urban construction and development
 - Reduction of emissions from agriculture
 - Reduction of firewood emissions
 - Reduction of industrial emissions
- **Reduction of emissions from point sources**
- **Strengthen inspection and monitoring capacities**
- **Improve public awareness**

National Air Quality Management Plan

➤ Financial resources needed to implement the NAPAQ

Costs aggregated into in four thematic areas:

- ❖ reduction of diffuse and point sources emissions (from traffic, urban construction and development)
- ❖ agriculture and industrial installations;
- ❖ strengthen of inspection and monitoring capacities
- ❖ awareness raising and training.

Total costs

Type of cost	Funds (€ million)	Funds in %
Estimated costs of vehicle emissions reduction	160.8	50.5%
Estimated costs for emissions reduction from urban construction and development	0.5	0.2%
Estimated costs for emissions reduction from agriculture	1.1	0.3%
Estimated costs for emissions reduction from industrial installations	138.0	43.4%
Estimated cost for strengthening of inspection and monitoring capacities	5.7	1.8%
Estimated costs for awareness raising and training	12.0	3.8%
Total	318.25	100.0%

Air emission inventory results

Nitrogen oxides:

- Key source of NO_x emissions is Road transport. A relevant contribution comes also from other mobile sources and machinery, gradually increasing over the years.
- High values of nitrogen oxides appear also for the first years, 1990-1991, for the sector Combustion in manufacturing industry; this contribution falls out in the following years due to the economic crisis of the nineties, and it is lately increasing again due to economic growth of the last years.

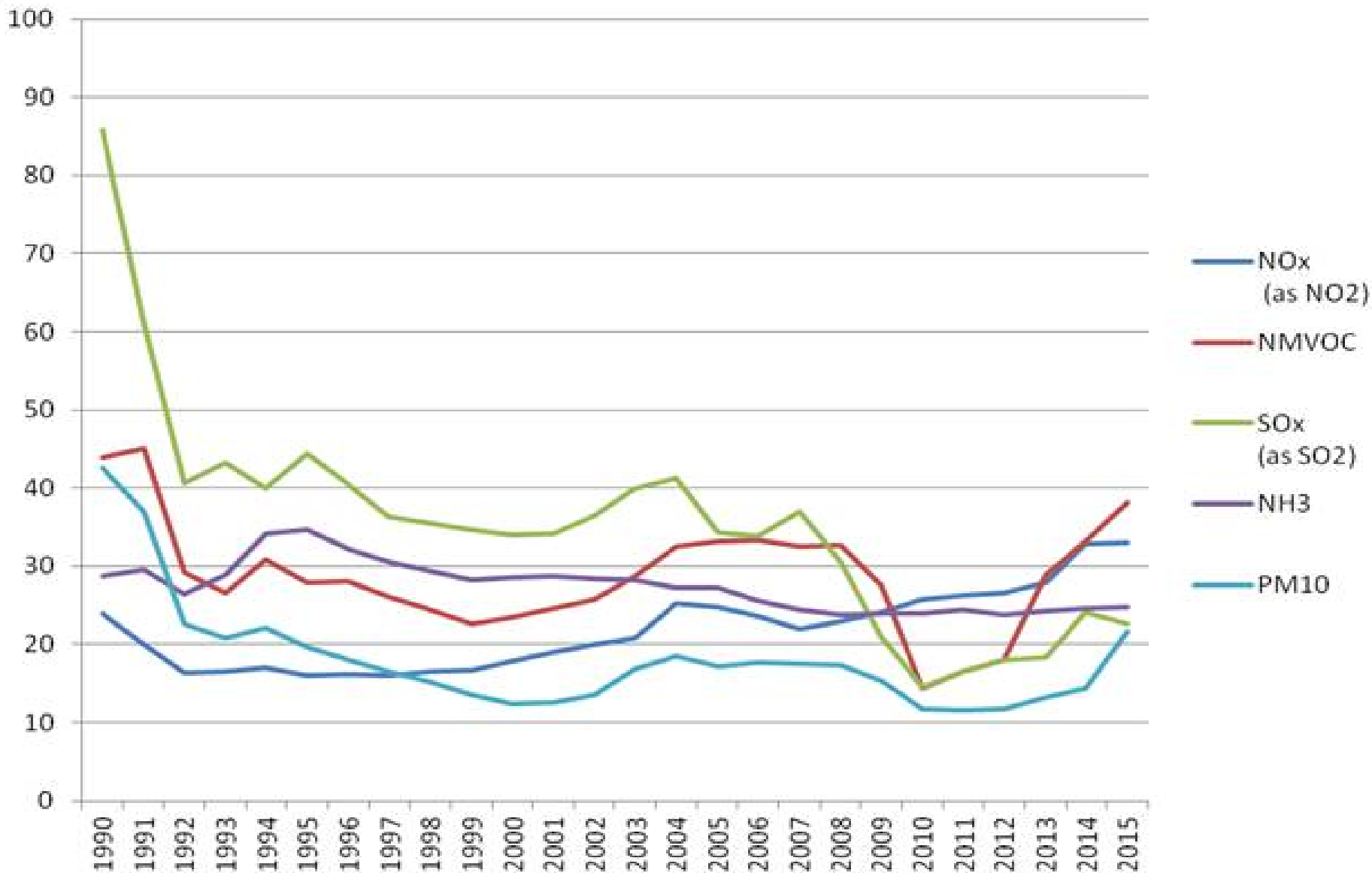
Sulphur dioxide

- industry is the main contributor to sulphur emissions. In 1990, national total SO₂ emissions amounted to 78.01 Gg. They dropped to 52.33 Gg in 1991, and since then emissions have decreased quite steadily. In the year 2010, emissions were down by 77.8% compared to 1990 to 14.55 Gg, which was mainly due to reductions in the quantities of coal burnt.
- Combustion in manufacturing industries is the main responsible of high levels of sulphur oxides in air. High values of sulphur oxides emissions are to be attributed to the high content of sulphur of fuels used in combustion processes.

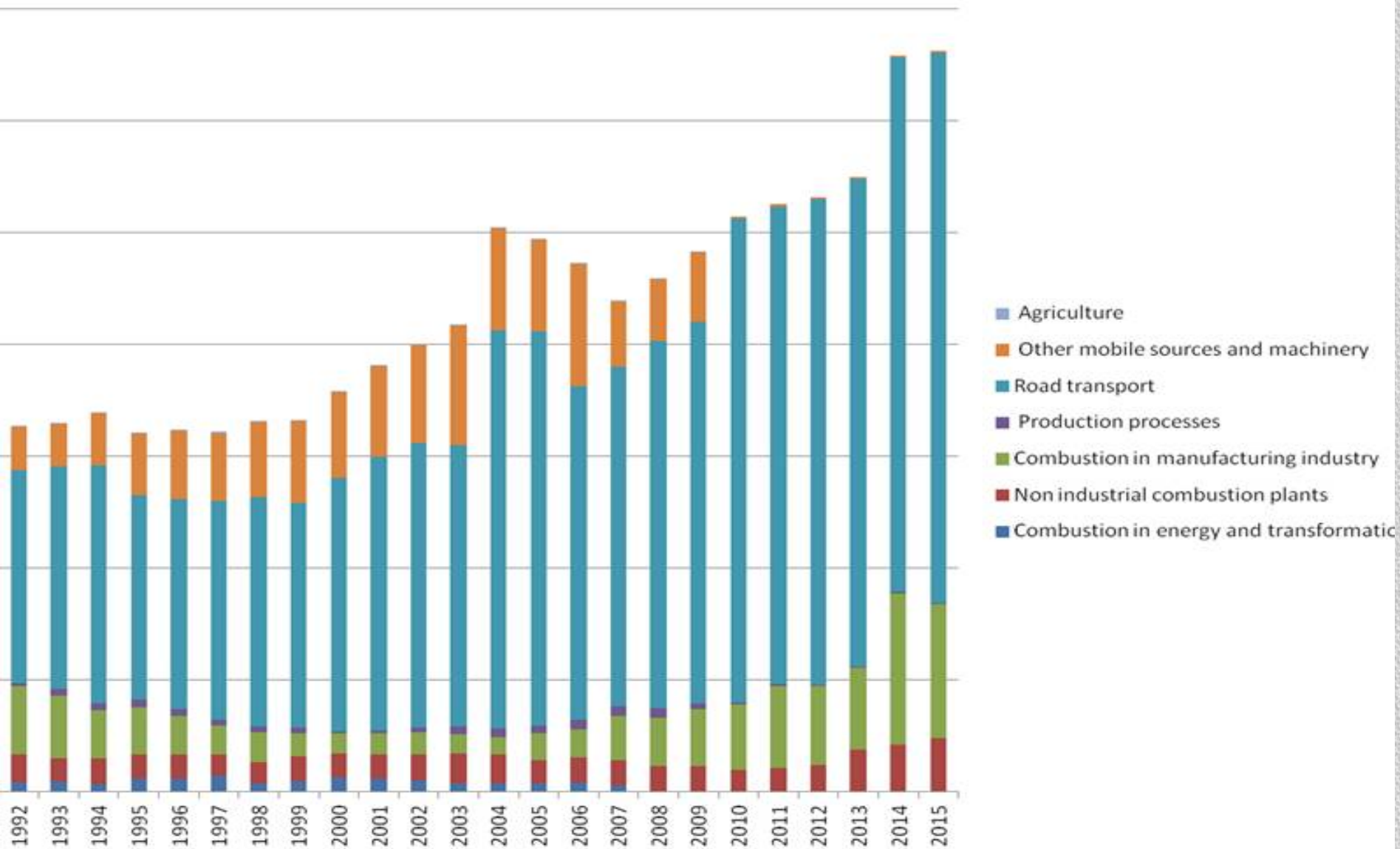
Particulate PM₁₀

- In 1990, national total PM₁₀ emissions amounted to 42,517 Gg. Until 2000 emissions slightly decreased, but have increased again since 2009. In 2015, NO_x emissions amounted to 21,686 Gg and remained about 49% lower than in 1990.
- Non industrial combustion plants and Production processes are the sectors mainly contributing to particulate matter emissions during the investigated period, while Road transport contribution increases during the years.

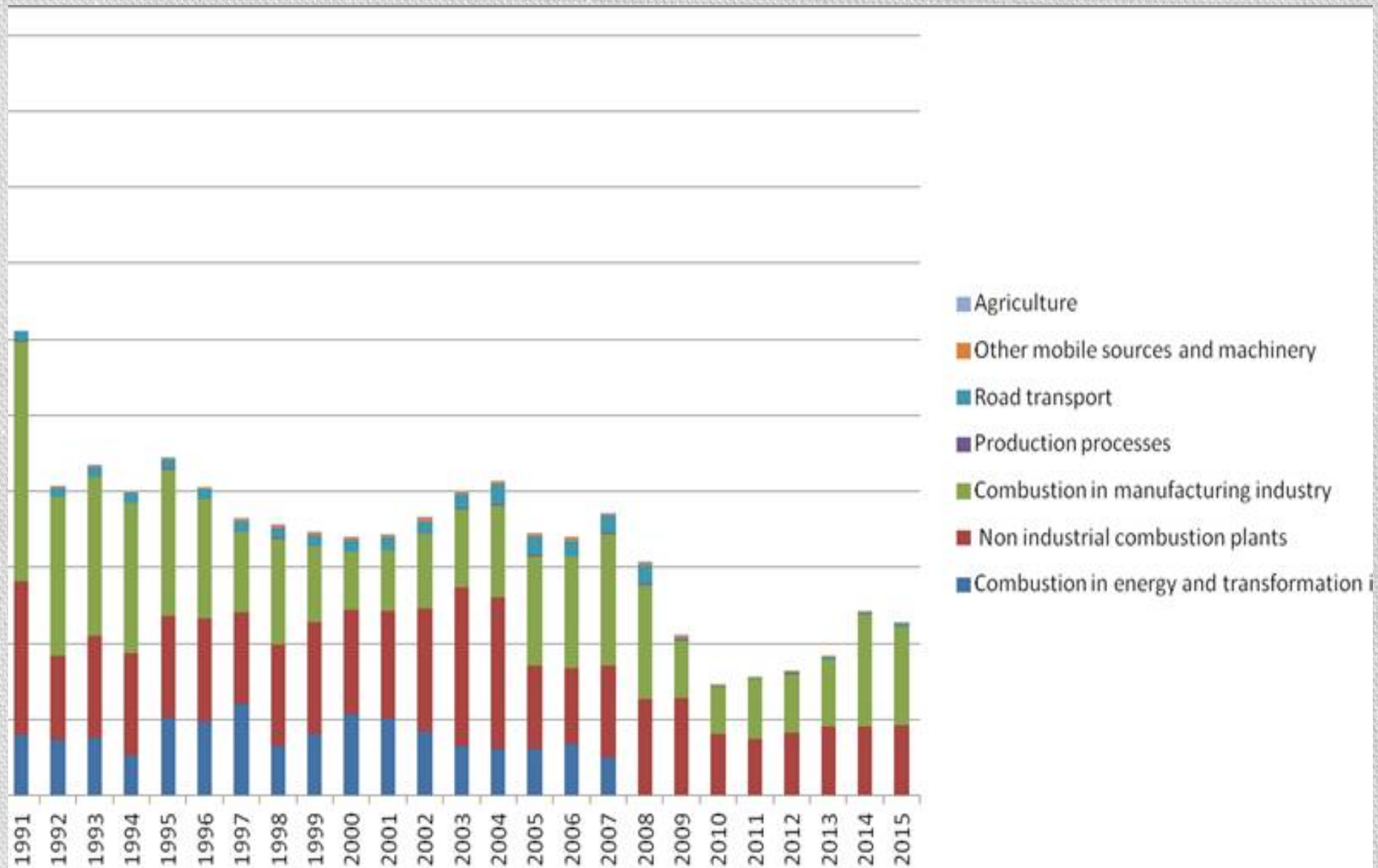
Air emission inventory results



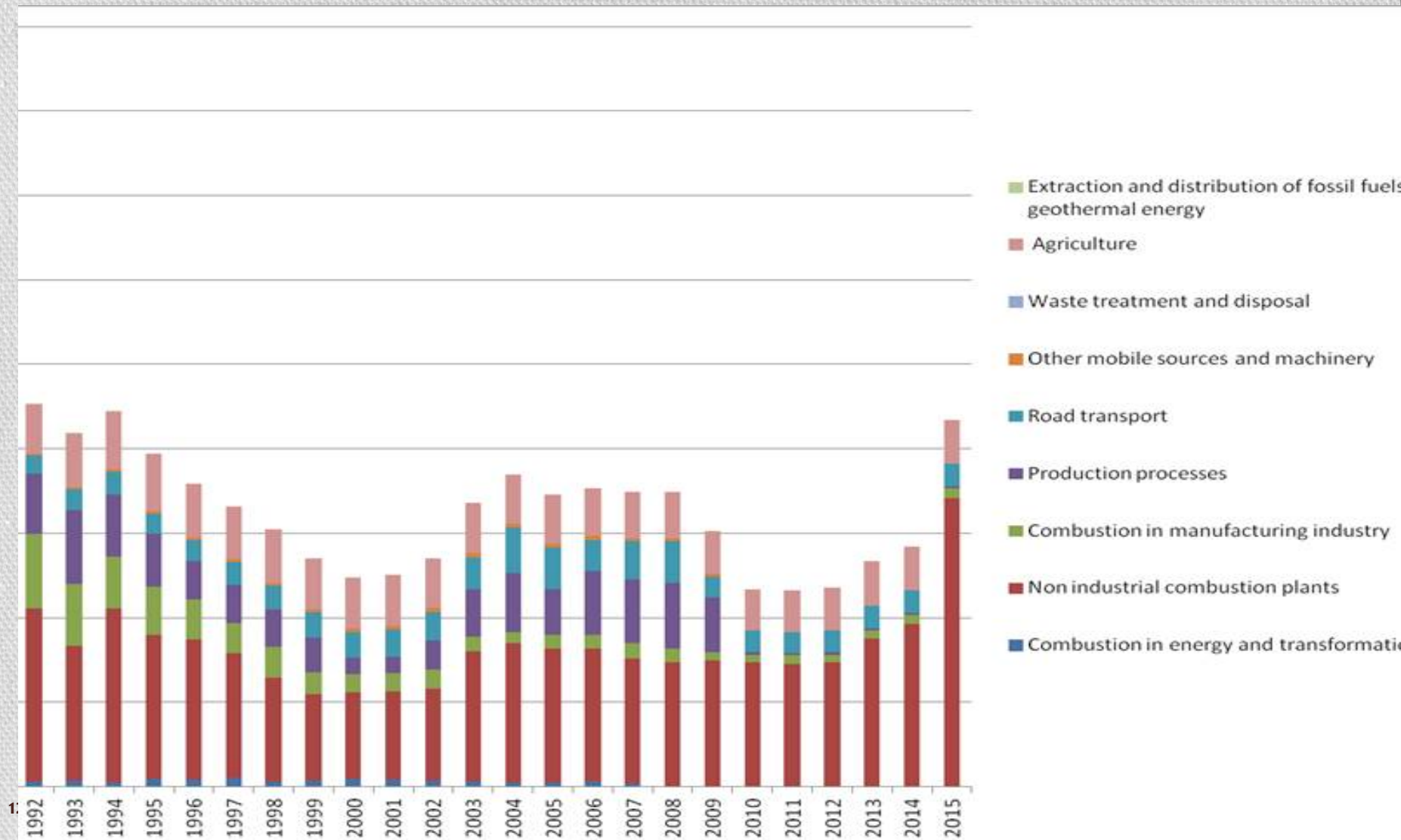
NOx national total emissions (Gg/year) and trends 1990–2015



SO₂ national total emissions and trends 1990–2015



PM₁₀ national total emissions (Gg/year) and trends 1990–2015



Current sector's shortcomings

Some progress has been made in the field of air quality management legislation, but problems exist with the implementation of laws. Current sector's shortcomings as follows:

1. Financing and resource deficits limit the ability to undertake all monitoring required for reporting on emissions to the air and ambient air quality
 - Industrial emissions monitoring by the SEI is barely enforced
 - QA/QC on ambient air monitoring data by the NEA need improvements
2. At local level **compliance problems with air quality standards exist** in Tirana, Elbasan and Fier
3. At national level **critical issues of air quality exist with respect to two pollutants: nitrogen oxides and particulate**. Critical issues of air quality are of two types:
 - High urbanization of Tirana which is the centre of attraction of many of the national activities and the resulting pollution from road traffic arising from the need to mobility of the population;
 - Industrial activity in a geographical context that does not favour – Elbasan and Fier – the dispersion of air masses.
4. Strengthening of existing NEA monitoring capacities has high priority, necessary for the proper management of air quality particularly for risk situations.
5. Great necessity for better control, monitoring and enforcement of fuel quality standards and transport emissions.