

Informal document No. 1  
Provisional agenda item on  
Information sharing by Parties on the implementation of the Convention:  
Good practices to strengthen the implementation  
of air pollution-related policies, strategies and measures

**Background information and template  
for the submission of**

**Examples/Good practices of air pollution related policies, strategies and measures**

- Prepared by the CLRTAP secretariat, in cooperation with the Chair of WGSR -

**I. Background**

1. The Executive Body, at its thirty-second session, adopted **decision 2013/2** on Reporting on strategies, policies, and other measures to implement obligations under the Convention and its Protocols. This decision stipulates that *“the Working Group on Strategies and Review shall continue to devote time each year for policy discussions related to the design and implementation of different regulatory, voluntary, economic or other measures relating to air pollution”*. It *“shall, annually in advance of a session, invite Parties to report at the session on strategies, policies, and measures employed to implement obligations under any of the Protocols to the Convention”*.

2. In line with that decision, in total, 31 Parties shared experiences over the course of the fifty-first, fifty-second and fifty-third sessions of the Working Group on Strategies and Review,<sup>1</sup> including at a special session on transport and air pollution organized during the Working Group’s fifty-second session. Two non-Parties, Tajikistan and Uzbekistan, also shared experiences in the period under review. Experiences were shared either through a presentation at a Working Group session or through the submission of a template prepared and circulated by the secretariat ahead of the Working Group’s fifty-second and fifty-third sessions.

3. The present document provides background information on the obligations to report on strategies, policies and measures for the respective Protocols. The enclosed template has been developed to facilitate the submission by Parties of examples/good practices of different regulatory, voluntary, economic and other measures relating to air pollution in advance of WGSR’s fifty-fourth session to be held in Geneva from 13 to 14 December 2016.

4. Heads of Delegations and other participants in the fifty-third session of the Working Group on Strategies and Review are invited to submit to the secretariat case studies/examples which could be of interest to other countries and thus to the policy discussion at the WGSR session. **In order to facilitate the preparation of the policy discussion on the basis of the examples submitted, please send your examples to [air\\_meetings@unece.org](mailto:air_meetings@unece.org) by 18 November 2016.**

5. At its fifty-second session, the Working Group on Strategies and Review invited all Parties to participate actively in future sessions on exchanges of experience, **and in particular those Parties that had not yet shared such information at the previous sessions of the Working Group.** The

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<sup>1</sup> The Parties having shared experiences and good practices are: Albania, Armenia, Austria, Azerbaijan, Belarus, Belgium, Croatia, Czechia, Denmark, European Union, France, Georgia, Germany, Hungary, Ireland, Italy, Kazakhstan, Kyrgyzstan, Lithuania, Montenegro, Norway, Poland, Republic of Moldova, Serbia, Slovakia, Spain, Switzerland, the former Yugoslav Republic of Macedonia, United Kingdom of Great Britain and Northern Ireland, Ukraine and United States of America.

importance of the timely submission of templates and presentations to the secretariat was also underscored.

6. **Examples could comprise, amongst others, economic measures such as financial incentives or disincentives (such as taxes, subsidies, set prices or caps/ceilings, payments, rebates), voluntary measures (such as voluntary agreements, programmes or contracts), regulatory or legislative measures or other measures (such as educational or informational measures).** They can include policies, strategies and measures emanating from different sectors with positive effects on air pollution abatement (such as acts/laws on sustainable transport, sustainable agriculture/farming, energy, green building, biodiversity conservation and enhancement). A more detailed description of the implementation of your chosen policy, strategy or measure and related challenges and problems as well as solutions would be more useful than the presentation of many different examples. Furthermore, your examples could also be useful to other Parties even if they have not been successful by indicating why this was the case. You are thus also invited to submit experiences that cover such items as:

- a) A measure that was less effective than you anticipated and why;
- b) A measure that was actually more effective than you predicted;
- c) A measure that had particular implementation challenges – what were they and how did you address them;
- d) A measure that was either less expensive or more expensive than you had estimated. What caused the increased or decreased costs?
- e) Goals that were set and were met by innovative strategies.

## **II. Obligations under the Protocols to the CLRTAP Convention to report on strategies, policies and measures**

### **II.1 Reporting on strategies, policies and measures under the 1994 Sulphur, Heavy Metals, POPs and Gothenburg Protocols**

7. In accordance with **Decision 2013/2** adopted by the Executive Body at its thirty-second session, *“the sessions of the Working Group on Strategies and Review shall be considered the format for reporting on strategies, policies, and measures referenced in Article 5.1 of the 1994 Sulphur Protocol, Article 7.2 of the Heavy Metals Protocol, Article 7.2 of the POPs Protocol, and Article 7.2 of the Gothenburg Protocol”*.

#### **II.1.1 Reporting on strategies, policies and measures under the 1994 Sulphur and the Gothenburg Protocol**

8. Article 4 of the 1994 Sulphur Protocol requires that *“[each] Party shall, in order to implement its obligations under article 2: (a) adopt national strategies, policies and programmes, no later than six months after the present Protocol enters into force for it; and (b) take and apply national measures to control and reduce its sulphur emissions”*. Article 5 of the 1994 Sulphur Protocol on “Reporting” stipulates that *“each Party shall report, through the Executive Secretary of the Commission, to the Executive Body, on a periodic basis as determined by the Executive Body, information on: (a) the implementation of national strategies, policies, programmes and measures referred to in article 4, paragraph 1; [...] (c) the implementation of other obligations that it has entered into under the present Protocol, in conformity with a decision regarding format and content to be adopted by the Parties at a session of the Executive Body. The terms of this*

*decision shall be reviewed as necessary to identify any additional elements regarding the format and/or content of the information that are to be included in the reports”.*

9. The 1994 Sulphur Protocol sets emission ceilings for 2005 and 2010 for some Parties. With the exception of Austria, Canada, Greece, Ireland, Italy, Liechtenstein and Monaco, all Parties to the 1994 Sulphur Protocol have also ratified or acceded to the 1999 Gothenburg Protocol which sets ceilings for 2010.

10. Article 6 of the Gothenburg Protocol stipulates that *“each Party shall, as necessary and on the basis of sound scientific and economic criteria, in order to facilitate the implementation of its obligations under article 3: (a) adopt supporting strategies, policies and programmes without undue delay after the present Protocol enters into force for it;[...]*” Paragraph 1 of Article 7 on “Reporting” stipulates that *“subject to its laws and regulations and in accordance with its obligations under the present Protocol: (a) each Party shall report, through the Executive Secretary of the Commission, to the Executive Body, on a periodic basis as determined by the Parties at a session of the Executive Body, information on the measures that it has taken to implement the present Protocol”.* Paragraph 2 stipulates that *“the information to be reported in accordance with paragraph 1 (a) shall be in conformity with a decision regarding format and content to be adopted by the Parties at a session of the Executive Body. The terms of this decision shall be reviewed as necessary to identify any additional elements regarding the format or the content of the information that is to be included in the reports.”*

11. In 2012, amendments to the Gothenburg Protocol and its annexes were adopted by decisions 2012/1, 2012/2 and 2012/3. In addition, Parties adopted decision 2012/4 on the Provisional application of the amendments to the Protocol, which enables Parties to make use of the adjustment procedure under decision 2012/3 immediately.

12. Sulphur as a pollutant is covered by both the Gothenburg Protocol and the 1994 Sulphur Protocol. Moreover, the following pollutions are covered by the Gothenburg Protocol: nitrogen oxides (NO<sub>x</sub>), ammonia (NH<sub>3</sub>) and volatile organic compounds (VOC).

13. In accordance with Decision 2013/2, Parties to the 1994 Sulphur and Gothenburg Protocol are thus invited to report on the design and implementation of strategies, policies and measures to implement obligations under the 1994 Sulphur Protocol and the Gothenburg Protocol, notably to abate pollution of sulphur, nitrogen oxides, ammonia and volatile organic compounds.

#### **II.1.1 Reporting on strategies, policies and measures under the Protocol on Persistent Organic Pollutants (Protocol on POPs)**

14. Article 7 of the Protocol on POPs requires that each Party shall, no later than six months after the date on which this Protocol enters into force for it, develop strategies, policies and programmes in order to discharge its obligations under the present Protocol. Article 9, paragraph 1 of the Protocol on POPs on “Reporting” stipulates that *“subject to its laws governing the confidentiality of commercial information: (a) each Party shall report, through the Executive Secretary of the Commission, to the Executive Body, on a periodic basis as determined by the Parties meeting within the Executive Body,*

*information on the measures that it has taken to implement the present Protocol*". Furthermore, paragraph 2 of article 9 stipulates that *"the information to be reported in accordance with paragraph 1 (a) above shall be in conformity with a decision regarding format and content to be adopted by the Parties at a session of the Executive Body. The terms of this decision shall be reviewed as necessary to identify any additional elements regarding the format or the content of the information that is to be included in the reports."*

15. In 2009, amendments to the Protocol on POPs were adopted through decisions 2009/1, 2009/2 and 2009.

16. The pollutants covered by the Protocol on POPs are the following: polycyclic aromatic hydrocarbons (PAH), hexachlorobenzene (HCB), and dioxins/furans.

17. In accordance with Decision 2013/2, Parties to the Protocol on POPs are thus invited to report at the WGSR session on the design and implementation of strategies, policies, and measures employed to implement obligations under the Protocol on POPs, notably to reduce emissions of PAH, HCB and dioxins/furans.

### **II.1.1 Reporting on strategies, policies and measures under the Protocol on Heavy Metals**

18. Article 5 of the Protocol on Heavy Metals stipulates *"each Party shall develop, without undue delay, strategies, policies and programmes to discharge its obligations under the present Protocol."* Paragraph 1 of Article 7 on "Reporting" requires that *"subject to its laws governing the confidentiality of commercial information: (a) each Party shall report, through the Executive Secretary of the Commission, to the Executive Body, on a periodic basis as determined by the Parties meeting within the Executive Body, information on the measures that it has taken to implement the present Protocol"*. Paragraph 2 stipulates that *"the information to be reported in accordance with paragraph 1 (a) above shall be in conformity with a decision regarding format and content to be adopted by the Parties at a session of the Executive Body. The terms of this decision shall be reviewed as necessary to identify any additional elements regarding the format or the content of the information that is to be included in the reports."*

19. In 2012, amendments to the Protocol and its annexes were adopted by decisions 2012/5 and 2012/6.

20. The pollutants covered by the Protocol on Heavy Metals are cadmium, lead and mercury.

21. In accordance with Decision 2013/2, Parties to the Protocol on Heavy Metals are invited to report at the WGSR session on the design and implementation of strategies, policies, and measures employed to implement obligations under the Protocol on Heavy Metals, notably to reduce emission of mercury, lead and cadmium.

### **II.2 Reporting on strategies, policies and measures by Parties to the Protocol concerning the control of Nitrogen Oxides or their transboundary fluxes (Protocol on NO<sub>x</sub>) and the Protocol concerning the control of emissions of Volatile Organic Compounds and their transboundary fluxes (Protocol on VOC)**

22. In accordance with Decision 2013/2, “Parties to the Protocol on NO<sub>x</sub> and the Protocol on VOC may utilize the time set aside during the annual session of the Working Group on Strategies and Review to report on changes or revisions to their policies, strategies, and measures to implement obligations under the respective Protocols in satisfaction of their obligations under Article 8.1 of the Protocol on NO<sub>x</sub> and Article 8.2 of the Protocol on VOC”.

23. Article 7 of the 1988 Protocol on NO<sub>x</sub> stipulates that “Parties shall develop without undue delay national programmes, policies and strategies to implement the obligations under the present Protocol that shall serve as a means of controlling and reducing emissions of nitrogen oxides or their transboundary fluxes.” Article 8 requires that “Parties shall exchange information by notifying the Executive Body of the national programmes, policies and strategies that they develop in accordance with article 7 and by reporting to it annually on progress achieved under, and any changes to, those programmes, policies and strategies, [...]” Paragraph 2 of article 8 stipulates that “such information shall, as far as possible, be submitted in accordance with a uniform reporting framework.”

24. Article 7 of the 1991 Protocol on VOC stipulates that “Parties shall develop without undue delay national programmes, policies and strategies to implement the obligations under the present Protocol that shall serve as a means of controlling and reducing emissions of VOCs or their transboundary fluxes.” Article 8 on “Information exchange and annual reporting” provides that “Parties shall exchange information by notifying the Executive Body of the national programmes, policies and strategies that they develop in accordance with article 7, and by reporting to it progress achieved under, and any changes to, those programmes, policies and strategies [...]” Paragraph 4 of article 8 stipulates that “such information shall, as far as possible, be submitted in accordance with a uniform reporting framework”.

25. The majority of the Parties to the NO<sub>x</sub> and VOC Protocols are also Parties to the Gothenburg Protocol which covers the pollutants covered by the NO<sub>x</sub> and VOC Protocols. Parties to the NO<sub>x</sub> Protocol not Parties to the Gothenburg Protocol are the following: Albania, Austria, Belarus, Estonia, Greece, Ireland, Italy, Liechtenstein, Russian Federation, Ukraine. Parties to the VOC Protocol not Parties to the Gothenburg Protocol are the following: Austria, Estonia, Italy, Monaco, Liechtenstein. In accordance with Decision 2013/2, the Parties listed above may wish to consider reporting on changes or revisions to their policies, strategies, and measures to implement obligations under the respective NO<sub>x</sub> or VOC Protocols.

26. As it is not possible to cover all of the above issues in one meeting, **Parties are invited to inform the secretariat of the information they may wish to provide on a particular measure or two at the WSGR session, by submitting the enclosed template by 18 November 2016 by writing to [air\\_meetings@unece.org](mailto:air_meetings@unece.org). The priority for presentations would be given to Parties that have not yet shared their experience during previous WSGR sessions and to Parties that would submit their inputs by the indicated deadline.**

**III. Template to facilitate the submission of examples/good practices of strategies, policies and measures employed to implement obligations under any of the Protocols to the Convention**

<p><b>Country:</b> Luxembourg</p>	<p><b>Sector:</b> Environment</p>
<p><b>Type of strategy, policy or measure:</b> <i>Fiscal disincentive/ incentive ,</i></p>	<p><b>Level:</b> <i>National level</i></p>
<p><b>What is the main objective of the strategy, policy or measure? When has it been implemented/or will be implemented?</b>  <i>The main objective is to reduce the NO<sub>x</sub> and CO<sub>2</sub> emissions of cars in the national vehicle fleet.</i></p> <p><i>The measure introduces a mechanism to reduce the high share of “diesel” passenger cars in the national vehicle fleet and to increase the share of petrol driven cars and e-mobility. The measure will enter into force in January 2017 and is currently in the approval phase of the legislative procedure.</i></p> <p><i>In addition to this measure, and in order to further promote e-mobility, Luxembourg will be covered by 2020 with 1600 electrical charging spots which are handled by a unique centralized system. This national concept for e-mobility will allow implementing a large range of mobility services within one system.</i></p>	
<p><b>Background and driving forces:</b></p> <p><i>Fiscal incentive:</i></p> <p><i>The main source for NO<sub>x</sub> and CO<sub>2</sub> emissions is the road transport and especially those emissions linked to passenger cars. The share of newly registered “diesel” cars has risen over the recent years and has reached 70 % in 2015. Considering that this trend and the failure of the Euro standards strongly impact the NO<sub>x</sub> emission inventory, a particular disincentive for diesel cars was introduced in the fiscal reform entering into force in 2017. The measure will mainly focus on the company own cars (leasing) whether used by their employees for private use or for business. Indeed, about 50 % of the newly registered cars per year are company owned cars.</i></p> <p><i>E-mobility :</i></p> <p><i>As the distances driven in Luxembourg are rather small, the range of autonomy of currently available electric vehicles would already be sufficient in order to satisfy the needs of a large part of the population. However, the few models available on the market and the fear to have no public charging infrastructure available is perceived as a barrier for the implementation on the market. In order to address the last part, a public infrastructure will be created.</i></p>	
<p><b>Description of the strategy, policy or measure:</b></p> <p><i>Fiscal:</i></p> <p><i>The provision of a company car (purchased or rented by the employer) is a common practice in Luxembourg and forms part of the remuneration policy of many employers. The provision of a company car to an employee for his professional and private journeys (for</i></p>	

example, journeys between the employee's home and his place of work) constitutes a taxable benefit in kind as income from an employed occupation and is subject to social security contributions.

Currently, the benefit in kind is assessed at a flat rate of 1.5% per month of the vehicle's new value, including options and VAT. The benefit in kind is the same for used cars. The fiscal reform changes the flat rate based system in a system taking into account the motorization technology. Roughly, pure electric vehicle will be more advantageous than petrol vehicle (incl. hybrid) more advantageous than diesel vehicle (incl. hybrid) (see also table below). Penalization is a function of both CO<sub>2</sub> and NO<sub>x</sub> emissions.



### Leasing

Catégories d'émissions de CO <sub>2</sub>	Situation actuelle	Réforme			Nouveauté
	Toutes catégories d'émissions de CO <sub>2</sub> et motorisations confondues	Pourcentage de la valeur du véhicule (neuf TVA comprise)/véhicules de la catégorie M1			Pourcentage de la valeur du vélo ou pedelec
		Véhicule avec motorisation Essence (seul ou hybride) ou avec motorisation au gaz naturel comprimé (GNC)	Véhicule avec motorisation Diesel (seul ou hybride)	Véhicules 100% électriques ou avec motorisation au hydrogène	Cycle au sens du Code de la route (vélo ou pedelec)
0 g/km	1,5			0,5	0,5
>0-50 g/km	1,5	0,8	1,0		
>50-110 g/km	1,5	1,0	1,2		
>110-150 g/km	1,5	1,3	1,5		
> 150 g/km	1,5	1,7	1,8		

Facteur de +0,2% pour véhicules avec motorisation Diesel avec un taux maximal de 1,8%.

In addition it should be noted that the system will from now on not be limited anymore to cars but it can also be applied to bicycles and pedelecs.

*E-mobility :*

A charging infrastructure will be put in place and operated by a single operator. It will be a centralized system, which will allow an easy implementation of additional services.

### Costs, Funding and Revenue allocation:

*Fiscal:*

At this stage, it is difficult to evaluate the cost of the fiscal measure, as the measure is linked to a behaviour change of the employees and the leasing companies.

*E-mobility:*

Costs related to the deployment, installation, operation and maintenance of the public

*infrastructure are taken into account in the rates for the use of the electric network or the tariffs applied to future services. In other words, it is the global community of electricity consumers that will pay for the public infrastructure.*

**Effect and impacts on air pollution abatement:**

*Fiscal:*

*A first evaluation of the impact will be done after one year. This analysis will already allow seeing how the companies have taken into account the fiscal measure in their offers. The impact of the measure is only expected in 2-3 year due to the turn-over rate of the leasing vehicles.*

*E-mobility:*

*The effect of the measure will depend on the market penetration of the electric vehicles..*

**References/Further information:**

*Fiscal*

*<http://www.reforme-fiscale.public.lu/fr/personnes-physiques/index.html>*

*E-mobility :*

*Art 19 of the law : <http://www.legilux.public.lu/leg/a/archives/2012/0178/2012A2658A.html>*

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**Additional comments:** *Please include any additional information you may wish to provide here.*