

Netherlands Air Quality Policies

This document is based on research that UNEP conducted in 2015, in response to Resolution 7 of the UNEA 1. It describes country-level policies that impact air quality. Triple question marks (???) indicate that information for the section couldn't be found.

Please review the information, and provide feedback. A Word version of the template can be provided upon request. Corrections and comments can be emailed to Vered.Ehsani@unep.org and George.Mwaniki@unep.org.

Netherlands Air Quality Policy Matrix		
Goals	Status	Current Policies & Programmes
GENERAL OVERVIEW	<p>Overall situation with respect to air quality in the country, including key air quality challenges:</p> <ul style="list-style-type: none"> ● Stringent limit values and measures to prevent emissions from industry, transport and private households have helped to significantly decrease air pollution in the Netherlands compared to previous decades. ● However, concentrations of particulate matter and nitrogen oxides still exceed current limit values in some regions. ● In industrial areas and regions characterized by intensive livestock farming, PM10 and NO2 concentrations can be above the EU limit. This was the case in 20 out of the 403 municipalities in the Netherlands in 2012. ● Air quality in rural areas is generally pristine and well below the EU limits ● WHO estimates that outdoor air pollution causes 3300 premature deaths annually¹ <p>Air quality monitoring system:</p>	<ul style="list-style-type: none"> ● Current laws and regulations are in complete harmonization with European Union air quality legislation ● The current air quality standards are contained in the Clean Air for Europe (CAFE) Directive (EP & CEU, 2008) and the Fourth Daughter Directive (EP & CEU, 2004). ● These Directives also include rules on how Member States should monitor, assess and manage ambient air quality. <p>National Air Quality Policy</p> <ul style="list-style-type: none"> ● The EU air quality policy has a long term goal of achieving levels of air quality that do not result in unacceptable impacts on, and risks to, human health and the environment." ● European Union air quality policy aims to; <ul style="list-style-type: none"> - Develop and implement appropriate instruments to improve air quality. - Control of emissions from mobile sources, through fuel quality improvement, - Promoting and integrating environmental protection requirements into the transport and energy sector are part of these aims. <p>Air Quality legislation / programmes:</p> <p>Other: ???</p>

¹ WHO, 'WHO | Country Profiles of Environmental Burden of Disease', WHO, 2008
http://www.who.int/quantifying_ehimpacts/national/countryprofile/en/#T.

	<ul style="list-style-type: none"> ● Air quality is measured by a sophisticated national air quality monitoring network. 	
<p>REDUCE EMISSIONS FROM INDUSTRIES</p>	<p>Industries that have the potential to impact air quality:</p> <ul style="list-style-type: none"> ● Air pollution from industrial installations emanates from the following: agroindustries, metal and engineering products, electrical machinery and equipment, chemicals, petroleum, construction, microelectronics, among others <p>GDP of country: USD 722.3 B in 2013²</p> <p>Industries' share of GDP: 25.4%³</p> <p>Electricity sources:</p> <ul style="list-style-type: none"> ● 85.1% of the installed electricity generating capacity (29.92 million KW in 2010) is generated from fossil fuel, 1.6% from nuclear, 0.1% from hydroelectric plants and the rest 13.2% is generated from other renewable sources⁴ <p>Others</p> <ul style="list-style-type: none"> ● 	<p>Emission regulations for industries:</p> <ul style="list-style-type: none"> ● Industrial emissions within the European Union are regulated under the Industrial Emissions Directive (IED), which was issued on 21 December 2007 ● The directive's aim was to achieve 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 IED entered into force on 6 January 2011 and has to be transposed into national legislation by Member States by 7 January 2013. ● European legislation establishes air quality objectives (limit and target values) for the different pollutants. Limit values are concentrations that must not be exceeded in a given period of time. <p>Small installation's emissions regulated: (Yes/No) yes</p> <p>Renewable energy investment promoted:</p> <ul style="list-style-type: none"> ● In the Netherlands, the main support instrument for renewable energy is the SDE+ premium feed-in scheme. ● Heat from renewable sources is promoted through a premium tariff as well as tax benefits. <p>Energy efficiency incentives: (ex: Subsidies, labelling, rebates etc)</p> <ul style="list-style-type: none"> ● The Netherlands has adopted a National Energy Efficiency Action Plan 2008-2016 (NEEAP), which sets an energy savings target of 51.2 TWh by 2016 ● The Clean and Efficient Program, launched in 2007, aims to improve energy efficiency by 2%/year over the period 2011-2020 and to reduce greenhouse gas emissions by 30% by 2020 compared with 1990. <p>Incentives for clean production and installation of pollution prevention technologies: ???</p> <p>Actions to ensure compliance with regulations: (monitoring, enforcement, fines etc) ???</p>

² 'Countries of the World - 32 Years of CIA World Fact Books', 2015 <<http://www.theodora.com/wfb/#R>>.

³ 'Countries of the World - 32 Years of CIA World Fact Books'.

⁴ 'Countries of the World - 32 Years of CIA World Fact Books'.

		<p>Other actions at national, sub-national and / or local level to reduce industrial emissions: <i>(can include incentives to move industries to less populated areas here)</i></p> <ul style="list-style-type: none"> ● The Industrial Emissions Directive which regulates emissions from large industrial sources is implemented in the Activities Decree. This Directive sets rules for large combustion plants, waste incineration plants, VOC solvents and IPPC installations. ● Emissions that are not regulated by the general binding rules of the Activities Decree are subject to permits. The emission limits for most substances emitted to air by industrial sources are given by the Netherlands Emission Guideline for Air.
<p>REDUCE EMISSIONS FROM TRANSPORT</p>	<p>Key transport-related air quality challenges: <i>(ex: vehicle growth, old fleet, dirty fuel, poor public transport etc)</i></p> <ul style="list-style-type: none"> ● Transport is among the most important source of air pollution in Netherlands ● Public transport in Netherlands is well developed and several options spanning from railways, trams, metros and bus are available for commuters. ● Use of private cars is discouraged as demonstrated by the high fuel cost which stood at USD 1.80 per litre in 2015⁵. ● Private car ownership is high with 528 cars per 1000 individuals in 2012⁶ 	<p>Vehicle emission limit: <i>(Euro rating)</i></p> <ul style="list-style-type: none"> ● Emissions standards for vehicles correspond to Euro 6 for LDV vi HDV standards. ● European Union emission regulations for new light duty vehicles (passenger cars and light commercial vehicles) are specified in Regulation 715/2007 (Euro 5/6) [2899]. ● Emission standards for light-duty vehicles are applicable to all vehicles not exceeding 2610 kg (Euro 5/6). ● EU regulations introduce different emission limits for <i>compression ignition</i> (diesel) and <i>positive ignition</i> (gasoline, NG, LPG, ethanol,...) vehicles. Diesels have more stringent CO standards but are allowed higher NOx. ● Positive ignition vehicles were exempted from PM standards through the Euro 4 stage. Euro 5/6 regulations introduce PM mass emission standards, equal to those for diesels, for positive ignition vehicles with direct injection engines. <p>Fuel Sulphur content: <i>(in ppm)</i></p> <ul style="list-style-type: none"> ● The 2000/2005 emission standards were accompanied by an introduction of more stringent fuel regulations that require “Sulphur-free” diesel and gasoline fuels (≤ 10 ppm S) must be mandatory from 2009. ● Maximum allowable sulphur level in petrol and diesel fuels is 10ppm <p>Fuel Lead content: All vehicles use lead free gasoline</p> <p>Restriction on used car importation: ???</p> <p>Actions to expand, improve and promote public transport and mass transit: ???</p> <p>Actions to promote non-motorized transport: <i>(ex: include sidewalks and bike lanes in</i></p>

⁵ ‘Gasoline Prices around the World, 28-Sep-2015 | GlobalPetrolPrices.com’ <http://www.globalpetrolprices.com/gasoline_prices/> [accessed 5 October 2015].

⁶ World Bank, *Worldwide Total Motor Vehicles (per 1,000 People)*, 2011 <<http://chartsbin.com/view/1114>> [accessed 30 June 2015].

		<p><i>new road projects, car-free areas etc) ???</i></p> <ul style="list-style-type: none"> •
<p>REDUCE EMISSIONS FROM OPEN BURNING: OUTDOOR</p>	<p>Outdoor, open burning: <i>(ex: is it commonly done? burning what kinds of wastes? etc)</i></p>	<p>Legal framework: <i>(ex: is burning banned?) ???</i></p> <p>Actions to prevent open burning of municipal waste and / or agricultural waste: ???</p>
<p>REDUCE EMISSIONS FROM OPEN BURNING: INDOOR</p>	<p>Dominant fuels used for cooking and space heating: ???</p> <p>Impact: ???</p>	<p>Indoor air pollution regulated: <i>(Yes / No) ???</i></p> <p>Promotion of non-grid / grid electrification: ???</p> <p>Promotion of cleaner cooking fuels and clean cook stoves: ???</p> <p>Other actions to reduce indoor biomass burning, or to reduce its emissions: ???</p>