

Hungary 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.

Hungary 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"> ● Particulate matter emissions and ambient concentration show only small changes within the last decade. ● Transport related NOx emissions is one of the issues of concern in Hungary ● In general, NOx emissions in downtown areas have been reduced, due to traffic restriction in these areas. However, in the vicinity of heavy traffic NOx concentrations are elevated. ● Levels of NOx and ground-level O3 are (relatively) high, with the latter showing an increasing trend similar to other parts of Europe. ● The concentrations of SO₂, CO, benzene and lead are below set limits throughout the country. <p>Air quality monitoring system:</p> <ul style="list-style-type: none"> ● Air quality is measured by a sophisticated national air quality monitoring network which has been extended through the contribution of EU funds, ● The National Institute of Environmental Health provides daily health-related information on the ambient air 	<p>National Ambient air quality standards: ???</p> <p>National Air Quality Policy: ???</p> <p>Air Quality legislation / programmes:</p> <ul style="list-style-type: none"> ● The Hungarian legislation on air pollution is in fully compliance with the EU requirements ● The control of air pollutants and the management of air quality is for the most part the same as the EU's practice. ● Other: ● Hungary's national strategy on air pollution abatement has three pillars <ul style="list-style-type: none"> ● reducing air pollution in the regions where exceedances of limit values may occur mainly in the cities with heavy traffic, and in the industrialised areas by the establishment of action plans for short and medium term, ● maintaining the ambient air quality of the relatively clean regions and ● Fulfilling of the obligations due to the international protocols i.e. Convention of Long Range Transboundary Air Pollution and its protocols.

	<p>pollution level in Budapest and five other towns in order to protect the health of the potentially affected population</p> <ul style="list-style-type: none"> ● In six Hungarian cities the smog alarm system has been introduced in such cases when the alert thresholds are exceeded. The public authorities have responsibility to manage these episodes ● WHO estimates that outdoor air pollution causes 2100 premature deaths annually¹ 	
<p>REDUCE EMISSIONS FROM INDUSTRIES</p>	<p>Industries that have the potential to impact air quality:</p> <p>GDP of country:</p> <ul style="list-style-type: none"> ● Industrial emissions are the most important source of air pollutants in Hungary ● Air pollution from industrial installations emanates from the following: power generation, mining, metallurgy, construction materials, processed foods, textiles, chemicals (especially pharmaceuticals), motor vehicles among others <p>Industries' share of GDP: USD 130.6B in 2013</p> <p>Electricity sources: 28%</p> <ul style="list-style-type: none"> ● 72% of the installed electricity generating capacity (21.77million KW in 2012) is generated from fossil fuel, 20% from nuclear, 1% from hydroelectric plants and the rest 7% is generated from other renewable source 	<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: <i>(Yes/No)</i> yes</p> <p>Renewable energy investment promoted:</p> <ul style="list-style-type: none"> ● In 2008, the government approved the Renewable Energy Strategy for 2007-2020. The policy targets the increase of RES production to 15% by 2020. The strategy will favour decentralized energy production, the cogeneration of heat and power and the establishment of small power stations utilizing renewable sources locally. <p>Energy efficiency incentives: <i>(ex: Subsidies, labelling, rebates etc)</i> ???</p> <p>Incentives for clean production and installation of pollution prevention technologies: ???</p> <p>Actions to ensure compliance with regulations: <i>(monitoring, enforcement, fines)</i></p>

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

		<p><i>etc) ???</i></p> <ul style="list-style-type: none"> ● 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>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"> ● Hungary has a large and a well-developed modern transport system comprising of busses, trams, trolleys busses and taxis. ● Use of private cars is discouraged as demonstrated by the high fuel cost which stood at USD 1.23 per litre in 2015². ● Private car ownership is high with 345 cars per 1000 individuals in 2010³ 	<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 (\leq 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 new road projects, car-free areas etc) ???</i></p>

² ‘Gasoline Prices around the World, 28-Sep-2015 | GlobalPetrolPrices.com’ <http://www.globalpetrolprices.com/gasoline_prices/> [accessed 5 October 2015].

³ World Bank, ‘Motor Vehicles (per 1,000 People) | Data | Table’, 2014 <<http://web.archive.org/web/20140209114811/http://data.worldbank.org/indicator/IS.VEH.NVEH.P3>> [accessed 25 September 2015].

		<ul style="list-style-type: none"> ● Other transport-related actions: ??? ● All cars older than four years are inspected every two years. Vehicles used for transport, taxis, and vehicles with a gross weight which exceeds 3.5 tons, are inspected annually.
REDUCE EMISSIONS FROM OPEN BURNING: OUTDOOR	<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>
REDUCE EMISSIONS FROM OPEN BURNING: INDOOR	<p>Dominant fuels used for cooking and space heating: ???</p> <p>Impact: ???</p> <ul style="list-style-type: none"> ● CO and PM are the most common indoor air pollutant ● Their concentrations are higher during wintertime compared to other seasons ● Behavioural hazards such as smoking indoor, pets inside, and low ventilation also contribute in poor indoor air quality 	<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>