Croatia 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 <u>George.Mwaniki@unep.org</u>.

Croatia Air Quality Policy Matrix			
Goals	Status	Current Policies & Programmes	
GENERAL	Overall situation with respect to air quality	National Ambient air quality standards:	
OVERVIEW	in the country, including key air quality	 Complete harmonization of European Union air quality legislation 	
	challenges:		
	 In rural areas the air is generally clean, and 	National Air Quality Policy:	
	pollution is transported there from polluted	• The EU air quality policy has a long term goal of achieving levels of air quality that do not	
	urban or industrial areas.	result in unacceptable impacts on, and risks to, human health and the environment."	
	 PM10 pollution is the most important 	 European Union air quality policy aims to; 	
	source of air pollution in Croatia	- Develop and implement appropriate instruments to improve air quality.	
	 The PM pollution generally emanates from 	- Control of emissions from mobile sources, through fuel quality improvement,	
	traffic, large combustion plants and large	- Promoting and integrating environmental protection requirements into the transport and	
	point sources	energy sector are part of these aims.	
	 WHO estimates that outdoor air pollution 		
	causes 1000 premature deaths annually ¹	Air Quality legislation / programmes:	
		• The Croatian legislation on air pollution is in fully compliance with the EU requirements	
	Air quality monitoring system:	• The control of air pollutants and the management of air quality is for the most part the	
	 Air quality is monitored in settlements and 	same as the EU's practice.	
	cities or their parts where a more significant	Other:	
	pollution occurs.	"On 1 July 2013 the Republic of Croatia became a full member of the European Union, with	
		all the rights and obligations arising from this membership. In the accession process,	
		environmental legislation was fully transposed into national legislation.	
		1.) Programme for gradual reduction of emissions for certain pollutants in the Republic of	
		Croatia for the period until the end of 2010 with emission projections for the period from	
		2010 to 2020 (OG 152/08) covers the following pollutants: SO2, NO2, volatile organic	

		compounds (VOC), NH3, PM and heavy metals: Cd, Pb and Hg 2.) Decision on the adoption of the Plan for the protection of air, ozone layer and climate change mitigation in the Republic of Croatia for the 2013 – 2017 period (OG 139/13) -the Plan sets objectives and priorities in the protection of air, ozone layer and climate change mitigation in the Republic of Croatia in the five-year period from 2103 – 2017. The aim of the Plan is definition and development of goals and measures by sectors of influence with defined priorities, time frames and responsibilities. The main goal is to protect and continuously improve the quality of air in the Croatian territory.
REDUCE	Industries that have the potential to	Emission regulations for industries:
EMISSIONS	impact air quality:	□ Industrial emissions within the European Union are regulated under the Industrial
FROM	• Air pollution from industrial installations	Emissions Directive (IED), which was issued on 21 December 2007
INDUSTRIES	emanates from the following: chemicals and	I he directive's aim was to achieve significant benefits to the environment and human
	electronics, pig iron and colled steel	application of Best Available Techniques
	products, aluminium, paper, wood products.	\square The IED entered into force on 6 January 2011 and has to be transposed into national
	construction materials, textiles, shipbuilding,	legislation by Member States by 7 January 2013.
	petroleum and petroleum refining, food and	European legislation establishes air quality objectives (limit and target values) for the
	beverages among others	different pollutants. Limit values are concentrations that must not be exceeded in a given
	CDP of country: USD 50 14 P in 20122	Emission limit values for industrial installations are transposed from IED Directive by the
	Industries' share of CDP: 25.8%3	Regulation on emission limit values of air pollutants from stationary sources (OG 117/12 and
	Electricity sources:	90/14).
	• 45.9% of the installed electricity	Small installation's emissions regulated: (Yes/No) yes
	generating capacity (4.132 million KW in	Small installation's emissions are regulated by the Regulation on emission limit values of air
	2010) is generated from fossil fuel, 44.7%	pollutants from stationary sources (OG 117/12 and 90/14).
	from hydroelectric plants and the rest 2.3% is	Renewable energy investment promoted:
	generated from other renewable sources4	The principal objectives of the energy policy of the Republic of Croatia are:
	Othors	□ Improvement of energy enciency □ Utilization of renewable sources of energy
	others	Fnvironmental protection
		\Box Education and promotion of best practices.
		□ The feed-in tariff system in Croatia is comprehensive, with different tariff structures
		existing for plants smaller and larger than 1 MW.

	Energy efficiency incentives: (ex: Subsidies, labelling, rebates etc) Through the national
	Environmental Protection and Energy Efficiency Fund different energy projects are co-
	financed: reconstruction of family houses and apartment buildings, reconstruction of non-
	residential buildings, energy efficient construction, purchase of household appliances class A
	+++, use of renewable energy, energy efficient lighting and cleaner transport.
	Incentives for clean production and installation of pollution prevention technologies:
	Environmental Protection and Energy Efficiency Fund is on an annual basis co-financing
	measures for introducing ISO 14001 and EMAS into organizations and preparation for EU
	Ecolabel certification.
	Actions to ensure compliance with regulations. (monitoring, enforcement, fines etc)
	Emission monitoring from industrial installations is regulated by the Regulation on emission
	limit values of air pollutants from stationary sources (OG 117/12 and 90/14) which
	determines air pollutants, as well as their monitoring dynamics, and the Ordinance on
	monitoring emissions of air pollutants from stationary sources (OG 129/12, 97/13) regulates
	the manner of monitoring emissions of air pollutants from stationary sources, scope and type
	of measurement, reference measurement methods, the method of proving equivalence for
	other methods of measurement, method of checking accuracy and calibration of measuring
	instruments, the manner of verification of the measuring system for continuous measurement
	of air pollutants from stationary sources, the sampling procedure and evaluation of the
	measurement results, the method of submitting data for the air emissions information system
	and method for regularly informing the public on monitoring the emissions.
	□ Other actions at national, sub-national and / or local level to reduce industrial
	emissions: (can include incentives to move industries to less populated areas here)
	The most important is Directive 2010/75/EU on industrial emissions (IED), which replaced
	Directive 2008/1/EC concerning integrated pollution prevention and control (IPPC Directive)
	and Directive 2000/76/EC on Waste Incineration of January 2014. The aim of the IPPC
	Directive/IED is to ensure a high level of protection of the environment in industrial
	processes. Industrial facilities which include activities covered by Annex I of the Directive
	are required to obtain an environmental permit. Emissions of all relevant polluting
	substances, which are likely to be emitted in significant quantities, have to be regulated in the
	permit. The conditions set out in this permit, in particular the emission limits, have to be
	based on the application of the Best Available Techniques (BAT). The European Commission
	enabled exchange of information on BATs for different industrial sectors, using the so-called
	reference documents on best available techniques (BREF).
	Regulation on environmental permit (OG $8/14$) –prescribes ELVs for emissions into the air,

		soil and water in accordance with BREF documents
REDUCE	Key transport-related air quality	Vehicle emission limit: (Euro rating)
EMISSIONS	challenges: (ex: vehicle growth, old fleet,	• Emissions standards for vehicles correspond to Euro 6 for LDV vi HDV standards.
FROM	dirty fuel, poor public transport etc)	• European Union emission regulations for new light duty vehicles (passenger cars and light
TRANSPORT	• Croatia has a large and a well-developed	commercial vehicles) are specified in Regulation 715/2007 (Euro 5/6) [2899].
	modern transport system comprising of	• Emission standards for light-duty vehicles are applicable to all vehicles not exceeding 2610
	busses, trains, trams and taxis.	kg (Euro 5/6).
	• Use of private cars is discouraged as	• EU regulations introduce different emission limits for <i>compression ignition</i> (diesel) and
	demonstrated by the high fuel cost which	positive ignition (gasoline, NG, LPG, ethanol,) vehicles. Diesels have more stringent CO
	stood at USD 1.32 per litre in 20155.	standards but are allowed higher NOx. Positive ignition vehicles were exempted from PM
	• Private car ownership is high, with 380	standards through the Euro 4 stage. Euro 5/6 regulations introduce PM mass emission
	cars per 1000 individuals in 20106	standards, equal to those for diesels, for positive ignition vehicles with direct injection
		engines.
		Fuel Sulphur content: (<i>in ppm</i>)
		• The 2000/2005 emission standards were accompanied by an introduction of more stringent
		Tuel regulations that require Suphur-free diesel and gasoline fuels (≤ 10 ppm S) must be
		Maximum allowable autobur loval in natral and diagol fuels is 10mm
		Fuel Lead content: All vehicles use lead free gasoline
		Restriction on used car importation:
		Actions to expand, improve and promote public transport and mass transit: Regarding
		the 3rd National Energy Efficiency Action Plan the Ministry of Environmental and Nature
		Protection contributes to the implementation of the goals with the Environmental Protection
		and Energy Efficiency Fund which co-finances the measures for improving energy efficiency
		in transportation through 3 programmes: co-financing the purchase of electric, plug-in hybrid
		and hybrid vehicles for citizens, companies and trades, co-financing eco driving training and
		co-financing other energy measures.
		The purchase of new vehicles of category M1 and N1 were co-financed.
		Amount of eco-financing depends on the type of vehicle.
		The Environmental Protection and Energy Efficiency Fund, from funds provided by
		environmental fees for vehicles, co-finances projects that promote usage of other alternative
		fuels (LNG,CNG).
		Excise duties corrections – introducing environmental criteria

		 The Act of Promoting Crean and Energy Efficient vehicles in Road Transport transposing into national legislation the provisions of EU Directive The programme for stimulating the purchase of environmentally-friendly public transport vehicles – "Green Public Transport", implemented by EPEEF The programme for stimulating eco driving training (so far for companies, and in 2015 it is envisaged for natural persons as well), implemented by EPEEF The programme implemented by EPEEF called the "Green Line" under which county public institutions, national parks and nature parks can apply for a grant to purchase electric vehicles, vessels and hybrid vehicles.
		Actions to promote non-motorized transport: (<i>ex: include sidewalks and bike lanes in new road projects, car-free areas etc</i>) Implementation of similar single projects at the level of local self-government.
		Environmental Protection and Energy Efficiency Fund, from funds provided by environmental fees for vehicles, co-finances projects which promote non-motorized transport. Other
		□ LPG as an alternative fuel source to petrol/diesel for road transport has seen some uptake in the country, with 3.3% of the nation's vehicle fleet powered by LPG in 2007, an estimated 50,000 vehicles.
REDUCE	Outdoor, open burning : (<i>ex: is it commonly</i>	Legal framework: (ex: is burning banned?) YES
EMISSIONS	done? burning what kinds of wastes? etc)	Actions to prevent open burning of municipal waste and / or agricultural waste: YES
FROM OPEN		1.) Act on Sustainable Waste Management (OG 94/13), Article 11
BURNING:		" It shall be prohibited to incinerate waste in
OUTDOOR		the environment, including the incineration of
		waste at sea and the incineration of waste plant material from agriculture and forestry in
		contravention of the provisions of this Act and

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