

## Austria Air Quality Catalogue

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.

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<b>Austria Air Quality Policy Catalogue</b>		
<b>Goals</b>	<b>Status</b>	<b>Current Policies &amp; Programmes</b>
GENERAL OVERVIEW	<p><b>Overall situation with respect to air quality in the country, including key air quality challenges:</b></p> <ul style="list-style-type: none"> <li>● In the recent past Austria air pollution has improved for most pollutants except for NOx</li> <li>● The emissions ceilings as set out in the Emissions Ceilings Act for 2010 and the following years for SO2, NMVOC and NH3 for 2013 have been achieved</li> <li>● However emission limits for NOx has been breached, resulting from the increase in diesel vehicles in the country</li> <li>● WHO estimates that outdoor air pollution causes 1200 premature deaths annually<sup>1</sup></li> </ul> <p><b>Air quality monitoring system:</b></p> <ul style="list-style-type: none"> <li>● Air quality is measured by a sophisticated national air quality monitoring network.</li> </ul>	<p><b>National Ambient air quality standards:</b> yes</p> <ul style="list-style-type: none"> <li>● The current standards are contained in the Clean Air for Europe (CAFE) Directive (EP &amp; CEU, 2008) and the Fourth Daughter Directive (EP &amp; CEU, 2004).</li> <li>● These Directives also include rules on how Member States should monitor, assess and manage ambient air quality.</li> </ul> <p><b>National Air Quality Policy</b></p> <ul style="list-style-type: none"> <li>● 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."</li> <li>● European Union air quality policy aims to; <ul style="list-style-type: none"> <li>- Develop and implement appropriate instruments to improve air quality.</li> <li>- Control of emissions from mobile sources, through fuel quality improvement,</li> <li>- Promoting and integrating environmental protection requirements into the transport and energy sector are part of these aims.</li> </ul> </li> </ul> <p><b>Air Quality legislation / programmes:</b></p> <ul style="list-style-type: none"> <li>● Austria's regulations on air quality are all based on provisions adopted by the EU</li> </ul> <p><b>Other:</b></p> <ul style="list-style-type: none"> <li>● A review of the EU air quality policy was conducted in 2011-2013</li> <li>● This review led to the adoption of a Clean Air Policy Package in December 2013, this package consists of :</li> </ul>

<sup>1</sup> WHO, 'WHO | Country Profiles of Environmental Burden of Disease', WHO, 2008  
[http://www.who.int/quantifying\\_ehimpacts/national/countryprofile/en/#T](http://www.who.int/quantifying_ehimpacts/national/countryprofile/en/#T).

		<ul style="list-style-type: none"> <li>● A new Clean Air Programme for Europe with new air quality objectives for the period up to 2030,</li> <li>● A revised National Emission Ceilings Directive with stricter national emission ceilings for the six main pollutants, and</li> <li>● A proposal for a new Directive to reduce pollution from medium-sized combustion installations</li> </ul>
REDUCE EMISSIONS FROM INDUSTRIES	<p><b>Industries that have the potential to impact air quality:</b></p> <ul style="list-style-type: none"> <li>● Air pollution from industrial installations emanates from the following: construction, machinery, vehicles and parts, food, metals, chemicals, lumber and wood, paper and paperboard, communications equipment, tourism among others</li> </ul> <p><b>GDP of country:</b> USD 417.9 B in 2013<sup>2</sup></p> <p><b>Industries' share of GDP:</b> 28.6%<sup>3</sup></p> <p><b>Electricity sources:</b></p> <ul style="list-style-type: none"> <li>● 27.5% of the installed electricity generating capacity (21.11 million KW in 2010) is generated from fossil fuel, 59.6% from hydroelectric plants and the rest 12.8% is generated from other renewable sources<sup>4</sup></li> </ul> <p><b>Others</b></p> <ul style="list-style-type: none"> <li>●</li> </ul>	<p><b>Emission regulations for industries:</b></p> <ul style="list-style-type: none"> <li>● Industrial emissions within the European Union are regulated under the Industrial Emissions Directive (IED), which was issued on 21 December 2007</li> <li>● 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.</li> <li>● The IED entered into force on 6 January 2011 and has to be transposed into national legislation by Member States by 7 January 2013.</li> <li>● 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.</li> </ul> <p><b>Small installation's emissions regulated:</b> (Yes/No) yes</p> <p><b>Renewable energy investment promoted:</b></p> <ul style="list-style-type: none"> <li>● Electricity from renewable sources is supported mainly through a feed-in tariff, which is set out in the ÖSG 2012 and the regulations related thereto.</li> <li>● Additionally to the feed-in tariff, an investment subsidy is granted for PV installations on buildings exceeding 5 kW.</li> <li>● Subsidies are also granted for small PV installations with a maximum capacity of 5 kW</li> <li>● The construction of small and medium-sized hydro-electric power stations is subsidised by investment grants. The legal basis of these grants is the ÖSG 2012 in conjunction with the applicable subsidy directive.</li> <li>● There are a variety of support schemes for increasing the share of renewable energies (including biomass) for centralized/de-centralized heat production on national and</li> </ul>

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

<sup>3</sup> 'Countries of the World - 32 Years of CIA World Fact Books'.

<sup>4</sup> 'Countries of the World - 32 Years of CIA World Fact Books'.

		<p>regional level</p> <p><b>Energy efficiency incentives:</b> <i>(ex: Subsidies, labelling, rebates etc)</i></p> <ul style="list-style-type: none"> <li>• European Energy Efficiency Directive has been transposed and implemented</li> <li>• National Energy Efficiency Action Plan has been developed</li> </ul> <p><b>Incentives for clean production and installation of pollution prevention technologies:</b></p> <ul style="list-style-type: none"> <li>• A variety of primary and secondary legislation is in force to implement pollution prevention technologies (Trade Act, Sector specific ordinances, Ordinance on Waste Incineration, Emission Protection Act for Steam Boilers, Water Act and sector specific ordinances regulating waste water emissions, Law on Environmental Impact Assessment)</li> </ul> <p><b>Actions to ensure compliance with regulations:</b> <i>(monitoring, enforcement, fines etc)</i></p> <ul style="list-style-type: none"> <li>• All mentioned legislative pieces mentioned above include monitoring, reporting and enforcement provisions</li> </ul> <p><b>Other actions at national, sub-national and / or local level to reduce industrial emissions:</b> <i>(can include incentives to move industries to less populated areas here)</i></p> <ul style="list-style-type: none"> <li>• EMAS, voluntary agreements with industrial sectors (national emission ceilings), plans and programmes related to Air Quality, Sulphur in Fuels</li> </ul>
<p>REDUCE EMISSIONS FROM TRANSPORT</p>	<p><b>Key transport-related air quality challenges:</b> <i>(ex: vehicle growth, old fleet, dirty fuel, poor public transport etc)</i></p> <ul style="list-style-type: none"> <li>• Transport is among the most important source of air pollution in the Austria</li> <li>• Public transport in Austria is well developed and several options spanning from railways, trams, metros and bus are available for commuters.</li> <li>• Use of private cars is discouraged as demonstrated by the high fuel cost which stood at USD 1.28 per litre in 2015<sup>5</sup>.</li> <li>• Private car ownership is high with 585 cars per</li> </ul>	<p><b>Vehicle emission limit:</b> <i>(Euro rating)</i></p> <ul style="list-style-type: none"> <li>• Emissions standards for vehicles correspond to Euro 6 for LDV vi HDV standards.</li> <li>• 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].</li> <li>• Emission standards for light-duty vehicles are applicable to all vehicles not exceeding 2610 kg (Euro 5/6).</li> <li>• 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.</li> <li>• 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.</li> </ul> <p><b>Fuel Sulphur content:</b> <i>(in ppm)</i></p>

<sup>5</sup> 'Gasoline Prices around the World, 28-Sep-2015 | GlobalPetrolPrices.com' <[http://www.globalpetrolprices.com/gasoline\\_prices/](http://www.globalpetrolprices.com/gasoline_prices/)> [accessed 5 October 2015].

	1000 individuals in 2010 <sup>6</sup>	<ul style="list-style-type: none"> <li>• The 2000/2005 emission standards were accompanied by an introduction of more stringent fuel regulations that require “Sulphur-free” diesel and gasoline fuels (<math>\leq 10</math> ppm S) must be mandatory from 2009.</li> <li>• Maximum allowable sulphur level in petrol and diesel fuels is 10ppm</li> </ul> <p><b>Fuel Lead content:</b> All vehicles use lead free gasoline</p> <p><b>Restriction on used car importation:</b> there are no restrictions existing</p> <p><b>Actions to expand, improve and promote public transport and mass transit:</b></p> <ul style="list-style-type: none"> <li>• Several actions implemented by transport operators on national and local level, e.g. pricing signals, infrastructural improvements, organisational improvements</li> </ul> <p><b>Actions to promote non-motorized transport:</b> (<i>ex: include sidewalks and bike lanes in new road projects, car-free areas etc</i>)</p> <ul style="list-style-type: none"> <li>• National master plans for walking and cycling have been developed and published in 2015 presenting a wide range of activities to promote non-motorized transport</li> </ul>
REDUCE EMISSIONS FROM OPEN BURNING: OUTDOOR	<p><b>Outdoor, open burning:</b> (<i>ex: is it commonly done? burning what kinds of wastes? etc</i>)</p> <ul style="list-style-type: none"> <li>• Open burning of agricultural or municipal waste is not done in general as this is prohibited since 2002.</li> </ul>	<p><b>Legal framework:</b> (<i>ex: is burning banned?</i>)</p> <ul style="list-style-type: none"> <li>• Open burning of biogenic material is prohibited in general according to the Federal Clean Air Act.</li> <li>• There are very few exceptions for burning of biogenic material (e.g. infested material, alpine areas that are difficult to reach).</li> <li>• Also open burning of waste is prohibited (according to the Austrian Waste Management Act).</li> <li>• Waste is only burned in waste incinerators with high efficiency flue gas treatment.</li> </ul> <p><b>Actions to prevent open burning of municipal waste and / or agricultural waste:</b></p> <ul style="list-style-type: none"> <li>• As the open burning of waste is prohibited in general, there are no specific actions in addition to the general prevention of administrative offences.</li> <li>• In some federal provinces there are initiatives to further reduce open burning of agricultural waste in the very few exceptional cases.</li> </ul>
REDUCE EMISSIONS FROM OPEN BURNING:	<p><b>Dominant fuels used for cooking and space heating:</b> wood logs, wood charcoal</p> <p><b>Impact:</b></p> <ul style="list-style-type: none"> <li>• The emission of fine particulate matters and</li> </ul>	<p><b>Indoor air pollution regulated:</b> (<i>Yes / No</i>)</p> <ul style="list-style-type: none"> <li>• Various regulations come into action depending on the individual Austrian federal provinces.</li> <li>• Reporting requirements, inspection commitments, emission limit values and efficiency</li> </ul>

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

INDOOR	<p>other pollutants harmful to humans (potential health effects) and the environment due to incomplete combustion of wood and wood charcoal can be considerable</p>	<p>level, are specified in heating laws and in Austrian regulations on heating installations.</p> <p><b>Promotion of non-grid / grid electrification:</b></p> <ul style="list-style-type: none"> <li>• Some subsidy programmes e.g. of the Austrian climate and energy fund and the “Kommunalkredit Public consulting” (KPC) on the topic energy efficiency in buildings include the issue of non-grid/grid electrification</li> </ul> <p><b>Promotion of cleaner cooking fuels and clean cook stoves:</b></p> <ul style="list-style-type: none"> <li>• The Austrian eco-label awards heating systems including cooking appliances with high efficiency and particularly low emissions</li> </ul> <p><b>Other actions to reduce indoor biomass burning, or to reduce its emissions:</b></p> <ul style="list-style-type: none"> <li>• The Austrian-wide information campaign called “correct heating” (richtig heizen, <a href="http://www.richtigheizen.at/">http://www.richtigheizen.at/</a>) provides comprehensive information (e.g. folder, flyers and posters) on the subject of indoor heating with wood and a compilation of legal regulation of the federal provinces</li> </ul>
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