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Transboundary Air Pollution

#### Working Group on Strategies and Review

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Item 4 of the provisional agenda

##### Information sharing by Parties on the implementation of the Convention

### **Exchanging information and good practices to strengthen the implementation of air pollution related policies, strategies and measures in the ECE region**

#### **Note by the Secretariat prepared in consultation with the Chair of the Working Group on Strategies and Review**

##### *Summary*

Parties to the Convention on Long-range Transboundary Air Pollution have agreed to “[...] exchange information on national, sub-regional and regional policies and strategies for [...] the control of major air pollutants [...]”, as per the Convention’s Article 8. Furthermore, the Long-term Strategy for the Convention and the Action Plan for its implementation (Decision 2010/18, ECE/EB.AIR/106/Add.1; Decision 2011/14, ECE/EB.AIR/109/Add.1) specify that Parties should concentrate on the full implementation of the three revised Protocols, particularly by focussing on synergies between policies. According to Decision 1999/2 concerning the structure and organization of work (ECE/EB.AIR/68, Annex III), the Working Group on Strategies and Review is intended to “[...] organize activities to review the performance of existing abatement policies by Parties and prepare recommendations for possible new approaches.”

This note has been prepared to provide background information to a discussion on “Exchanging information and good practices to strengthen the implementation of air pollution related policies, strategies and measures throughout the ECE region” to be held at the fifty-first session of the Working Group on Strategies and Review under agenda item 4 “Information sharing by Parties on the implementation of the Convention” and in accordance with the 2012-2013 workplan for the implementation of the Convention (ECE/EB.AIR/109/Add.2; item 1.1 (c)). To facilitate the information sharing and exchange of experiences amongst Parties, the note contains selected examples of policies, strategies and measures emanating from different sectors in countries throughout the United Nations Economic Commission for Europe (UNECE) region which have a positive impact on the abatement of air pollution and could be considered as good practice.

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## I. Introduction

1. Since the establishment of the Convention on Long-range Transboundary Air Pollution many achievements in abating air pollution in the ECE region have been realized. However, many challenges and obstacles remain for the accomplishment of the Convention's goal to limit, reduce and eventually prevent air pollution. These include the eutrophication of sensitive ecosystems and health-related concerns owing to the exceedances of limit values for particulate matter and the prevalence of ground-level ozone. Countries have implemented different policies, strategies and measures in order to comply with their obligations under the Convention and its protocols. Nevertheless, emission reductions have not always been sufficient<sup>1</sup> and still result in prolonged poor air quality with continued negative effects on human and ecosystem health, biodiversity, agricultural productivity, and climate change mitigation, among others.

2. While many of the existing instruments address air pollution directly and relate closely to the commitments stipulated by the various Protocols, many countries have implemented other strategies, policies and instruments in different sectors that, directly or indirectly, contribute to the abatement of air pollution. Hence, air pollution abatement results can be obtained from policies with principal objectives other than the combat of air pollution. Such policies could be targeted primarily at the enhancement of ecosystem and human health, the reduction of biodiversity loss, the mitigation of climate change, the achievement of energy security, etc. They could contain the promotion of technical as well as non-technical measures. The latter could also include the creation of incentives to stimulate the adoption of behavioural changes such as a reduced use of energy or an increased use of alternative means of transport. Such incentives could furthermore bring about structural, and therefore long-lasting, changes that could benefit the abatement of air pollution, e.g. through the active promotion of a shift to electric vehicles, sustainable urban planning or energy efficiency measures in housing.

## II. Encouraging cross-sectorial dialogue in the framework of the Convention to strengthen the implementation of commitments

3. Exchanging information on measures beneficial to air pollution abatement emanating from various sectoral policies provides an opportunity to Parties to learn from each other about successful approaches, conducive to ultimately strengthening the implementation of the Convention's objectives. By taking into account also the impacts of other sectoral policies from an air pollution perspective, a maximization of the benefits for air pollution abatement could possibly be achieved.

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<sup>1</sup> Ten parties to the Convention failed to reduce their nitrogen oxides emissions below the 2010 national ceilings set in the 1999 Protocol to Abate Acidification, Eutrophication and Ground level Ozone (Gothenburg Protocol). Furthermore, 90-95 per cent of urban population in the EU is exposed (2008-2010) to air pollutant concentrations above the WHO reference level. Similarly, exposure estimates for ozone are 97 per cent higher than the WHO level, respectively.

4. Parties have agreed to exchange information on national, sub-regional and regional policies and strategies for the control of major air pollutants under Article 8 of the Convention text.
5. Furthermore, the Long-term Strategy for the Convention and the Action Plan for its implementation (Decision 2010/18, ECE/EB.AIR/106/Add.1; Decision 2011/14, ECE/EB.AIR/109/Add.1) specify that Parties should concentrate on the full implementation of the three revised Protocols, particularly by focussing on synergies between policies.
6. In the framework of the Convention on Long-range Transboundary Air Pollution, information on strategies and policies for air pollution abatement has so far been collected through the questionnaires on “Strategies and policies of parties and signatories to the Convention for the abatement of air pollution” comprising the questionnaire on priority compliance review (every two years) and on general policy issues (every four years). While the secretariat has prepared and published a report reviewing national implementation efforts on the basis of Parties’ responses to the questionnaire every four years, more thorough discussions of air pollution related policies, strategies and measures have so far not taken place.
7. According to Decision 1999/2 concerning the structure and organization of work (ECE/EB.AIR/68, Annex III) the Working Group on Strategies and Review is meant to “[...], organize activities to review the performance of existing abatement policies by Parties and prepare recommendations for possible new approaches.”<sup>2</sup>
8. A cross-sectoral dialogue provides an opportunity to increasingly address issues related to green economy, responding to requests of the Seventh “Environment for Europe” Ministerial Conference, held on 21-23 September 2011 in Astana to “[...] create an ECE-wide platform for dialogue and sharing experiences on the green economy [...] [to] enable countries to build on their concrete achievements and share good practices.” (ECE/ASTANA.CONF/2011/2/Add.2).
9. In the same way, it would respond to the Rio+20 outcomes, as adopted by governments and contained in the document “The Future we want” (A/RES/66/288). Amongst others, Heads of State and Governments acknowledged “[...] that involvement of all stakeholders and their partnerships, networking and experience sharing at all levels could help countries to learn from one another in identifying appropriate sustainable development policies, including green economy policies.”
10. An exchange of experiences in the context of the Convention could also specifically focus on experiences in the use of economic instruments to reduce emissions and would thereby build on and continue the work of the Network of Experts on the Benefits of Economic Instruments (NEBEI)<sup>3</sup>. Such an information exchange could help identify in

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<sup>2</sup> Currently, the mandates of all subsidiary bodies of the Convention are being reviewed. The outcome of the work by the ad hoc group of experts on the Action Plan for the Implementation of the Long-term Strategy for the Convention will be reviewed by the Working Group on Strategies and Review at its fifty-first session. Decisions are expected to be taken at the thirty-second session of the Executive Body in December 2013.

<sup>3</sup> See guidance document on economic instruments to reduce emissions of regional air pollutants prepared by the Network of Experts on the Benefits of Economic Instruments (NEBEI) and adopted by the thirty-first session of the Executive Body (ECE/EB.AIR/2012/L.7; Decision 2012/09).

more detail which of these instruments and underlying policies have proven to be particularly effective in reducing emissions and the factors that are particularly important for successful implementation.

### **III. Strengthening the implementation of the Convention in countries of Eastern Europe, the Caucasus and Central Asia and South-Eastern Europe through knowledge exchange**

11. An information exchange in the framework of the Convention could also benefit the non-Parties to the Convention's latest Protocols, in particular the countries in Eastern Europe, the Caucasus, Central Asia and South-Eastern Europe. Countries which are considering or preparing for their accession could learn from the measures taken and policies implemented in other countries which resulted in effective air pollution abatement and implementation of the commitments under the Convention's Protocols. This is in line with the Action Plan for the Implementation of the Long-term Strategy for the Convention (ECE/EB.AIR/109/Add.1) which stipulates as a first item to "achieve increased ratification of the Protocol on Heavy Metals, the Protocol on Persistent Organic Pollutants (Protocol on POPs) and the Protocol to Abate Acidification, Eutrophication and Ground-level Ozone (Gothenburg Protocol) to the Convention on Long-range Transboundary Air Pollution by countries in Eastern Europe, the Caucasus and Central Asia and South-Eastern Europe to improve air quality and provide other environmental benefits also in these regions [...]". It also falls in line with the revised Action Plan developed by the Coordinating Group on promotion of actions towards implementation of the LRTAP Convention in Eastern Europe, Caucasus and Central Asia in which the Coordinating Group commits to "encourage ratification of the protocols, in particular the EMEP Protocol, the Protocol on Heavy Metals, the Protocol on Persistent Organic Pollutants (POPs), and the 1999 Gothenburg Protocol (ECE/EB.AIR/WG.5/2007/17)."

12. An information exchange by Parties on measures and good practices to promote implementation would form a suitable complement to the capacity building projects in countries of Eastern Europe, the Caucasus and Central Asia and could consequently comprise segments that could be dedicated specifically to those countries as well as countries in South-Eastern Europe. The segments could, for example, consist of the following:

(a) Information sharing from capacity building workshops held in and with the countries in the region of Eastern Europe, the Caucasus and Central Asia as well as South-Eastern Europe;

(b) Sharing experiences by countries more advanced with accession and implementation of air pollution related commitments (national, regional and international);

(c) Considering possible obstacles to accession and ways to overcome them.

13. Sharing experiences on economic instruments that can establish incentives to create and maintain certain behavioural changes or to develop innovative, cost-effective and less

pollutant technologies, might additionally be of particular interest for countries considering accession to the Convention's protocols<sup>4</sup>.

#### **IV. Selected examples of policies, strategies and measures to exchange by sector**

14. In the following, on the basis of desktop research by the secretariat, several national, regional and local air pollution-related policies and measures are presented. The information presented also takes into account the responses to the 2010 Questionnaire on Strategies and Policies for the abatement of air pollution<sup>5</sup>. The information is organized by sectors, giving selected examples of different sectoral policies which benefit air pollution abatement from throughout the ECE region. However, this list should merely be regarded as a first collection of selected examples. Parties are invited to contribute additional examples in the context of the discussion organized in the framework of the Working Group on Strategies and Review.

##### **A. Transport**

15. National and regional governments of 16 European Union member states have introduced incentives for buying electric, hybrid or low emission vehicles. Some countries like Austria give a bonus for alternative fuel vehicles and exempt electric vehicles from the fuel consumption and the monthly vehicle tax. Other countries exempt purchasers from the registration tax, the annual circulation tax or give a reduction on these taxes (Denmark, Germany and Sweden, Netherlands and Ireland). In Belgium the purchasers of electric cars receive a personal income tax reduction of 30% of the purchase price (with a maximum of 9,000 EUR). In Spain, various regional governments grant tax incentives for the purchase of alternative fuel vehicles and parking for such vehicles is free in many of Spain's big cities. France has just recently increased its subsidies for the purchase of electric and hybrid cars to 7,000 and 4,000 EUR, respectively, as part of its subsidies package to support the French car industry. Similar incentives also exist in the United States where federal tax credits up to 7,500 USD are available for the purchase of certain low emission cars. Additionally, some of the US States also offer income tax credits upon purchase.

16. Especially in countries in Eastern Europe, the Caucasus and Central Asia, regulatory measures played a key role in policy implementation historically. The phasing out of lead in petrol is one area where such legislative measures imposing restrictions were successfully applied. However, fiscal measures can also be important in shaping consumer demand e.g.

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<sup>4</sup> More information on the application and design of economic instruments for greater environmental impact in the countries of Eastern Europe, Caucasus and Central Asia has been compiled by the Task Force for the Implementation of the Environmental Action Programme for Central and Eastern Europe (EAP Task Force) (OECD, 2012):

[http://www.oecd.org/env/outreach/2012\\_EM\\_Refocusing%20Economic%20Instruments\\_ENG.pdf](http://www.oecd.org/env/outreach/2012_EM_Refocusing%20Economic%20Instruments_ENG.pdf)

<sup>5</sup> The responses to the questionnaires are available at the ECE Convention on Long-range Transboundary Air Pollution webpage: <http://www.unece.org/environmental-policy/treaties/air-pollution/convention-bodies/implementation-committee/questionnaire-on-strategies-and-policies-for-the-abatement-of-air-pollution.html>

with regard to fuel-efficient and low emission cars and thereby contribute to a considerable decrease in emissions of air pollutants from the transport sector.

17. Some of the countries in Eastern Europe, the Caucasus, Central Asia, but also South-Eastern Europe are now increasingly using such incentive measures. For instance, Belarus charges lower import taxes for cars that meet the EURO 4 quality standards while Moldova uses engine volume as an indicator for the calculation of the import tax. Similarly, Kazakhstan and Azerbaijan charge higher annual car taxes for cars with higher engine volume. The Russian Federation charges lower taxes for motor fuels that comply with EURO 4 and EURO 5 quality standards since 2011.

18. Several countries in the ECE region have formulated National Cycling Plans outlining specific goals for the number of trips done by bike: Germany, for instance, wants to achieve that 15 per cent of all trips are done by bike in 2020 and has earmarked three million euros annually in the federal budget since 2008 to support the realization of this goal. Cycling strategies have additionally been formulated on a municipal level in various cities, many of them containing innovative measures to achieve their goals. Copenhagen, for example, plans to build a “cycle super highway” to enable fast and long distance bike commuting without traffic light interruptions to encourage more people to commute by bike thereby decreasing congestion and local air pollution. Another measure to encourage bike commuting has been to adjust traffic light signals in the city so that “green waves” now favour cyclists’ speed instead of car speed.

19. As part of its Federal Sustainable Development Strategy, the Canadian government has introduced a Public Transit Tax Credit which provides tax relief to people that use public transport on a regular basis to help reduce traffic congestion, air pollution and greenhouse gas emissions. Residents of Estonia’s capital Tallinn can use the public transport system free of charge upon registering as a resident in the city since the beginning of 2013, following a referendum in 2012. This measure is expected to create large incentives for car drivers to switch to public transport which will contribute to the reduction of air pollution, increase road safety, and increase living and health standards in the city.

20. The Norwegian cities Oslo and Bergen have introduced a fee for the use of studded tyres aiming to improve the cities’ air quality and to reduce the amount of particulate matter generated through the tearing up of the asphalt by this kind of tyre type. The studded tyre fee has already been used in Oslo earlier and led to drastic increases in air quality and to a decrease in the percentage of people using such tyres. Without the fee, studded tyre use slowly increased again and air quality requirements became stricter which lead to a reintroduction of this fee in 2012.

## **B. Industry**

21. In Switzerland, a VOC disincentive fee is collected for products containing VOCs at the time of import as well as for their domestic production since 2000. VOCs that are used in such a way that they are not released into the environment are to be exempt from the fee. Likewise, exported VOCs are exempt from the fee. As a market-based instrument in the field of environmental protection, a financial incentive is created to further reduce VOC emissions and thus, the formation of ground level ozone.

22. In order to address the improvement of energy efficiency in energy-intensive industry, Sweden implemented a programme in which over 100 companies participate on a voluntary basis. The electricity consumption of these companies is equivalent to about 20 per cent of Sweden's total consumption and forms about 50 per cent of the electricity consumption by Swedish industry. The programme obliges the companies to analyse their energy use, to implement and certify an energy management system and to identify a set of measures to increase energy efficiency. If all obligations are met, then the companies are exempt from a tax on electricity use in industry which had been implemented according to the EU Directive on energy taxation. Until February 2011 the programme is reported to have resulted in energy savings of about 1.4 TWh per year thereby reducing emissions from energy production as well as energy use.

23. Belarus and the Republic of Moldova have pollution charges in place. However, they have also created provisions that allow for the deduction of certain environment-related expenditure from the due amount of these pollution taxes thereby giving an incentive to invest into more environmentally friendly technology, thus reducing emissions. The pollution charges in Belarus can also be reduced by 10 per cent if the polluter is certified for environmental management under ISO 14000.

### **C. Housing**

24. In Switzerland, the voluntary building standard "Minergie" certifies the quality of buildings in terms of energy efficiency. The Swiss government supports this certification system (amongst other funding programmes for energy efficiency in housing) by providing incentives (tax deductions) for buildings with this label. Thereby energy efficiency and reduced energy use is supported, leading to a decrease in air pollution. Similar schemes exist in other countries in the region. Germany for example, under its "Energy concept 2010", is now also looking into the expansion of such schemes to tenants as most other schemes only address building owners. In doing so the potential for emission reductions from this sector further increases.

25. In 2012 the United States Environmental Protection Agency (EPA) launched the National Building Competition: "Battle of the Buildings" under its Energy Star programme. In this United States wide competition commercial buildings compete to achieve the highest energy efficiency levels. The competition started in 2010 with only 14 participating buildings. Since then it has succeeded in increasing the public awareness for energy saving measures in housing and is now in its third round with 3,200 participating buildings. It has been designed to showcase the diversity of possibilities that exist to save energy in commercial buildings in which on average 30 per cent of the energy is wasted. Competing buildings include a large range of institutions reaching from banks to museums, government agencies, stadiums, hotels, schools, warehouses, etc. The participants use EPA's Portfolio Manager, a publicly available online tool that allows them to track their progress. During the 2011 competition 37 per cent of the competitors had earned EPA's Energy Star during the competition, which is only given to buildings with superior energy performance. The winner had achieved to reduce its energy use by more than 60 per cent.



## D. Energy

26. Many countries, including Denmark, Germany, Finland and France, have implemented various forms of voluntary agreement programmes in order to increase the energy efficiency of their industrial sectors thereby contributing to energy savings as well as emission reductions. While some of the programmes are completely voluntary, others, such as the programme designed in the Netherlands, the Dutch Long-Term Agreements (LTA), work in combination with a carbon or energy tax and other measures. The LTAs in particular have been part of the Dutch energy policy since 1992 and the current LTA3 is the third generation agreement, running until 2020. The first of the agreements focused primarily on the efficiency of the production process for energy-intensive sectors. LTA 2 and 3 added energy savings throughout the entire product chain to the agreement, focused more on the use of renewable energy and were expanded to also cover less energy-intensive companies as well as medium-sized and small industrial companies. Each participant in the programme is required to develop an Energy Efficiency Plan and to implement certain energy saving measures. In return, the government agrees not to impose additional measures related to energy savings or CO<sub>2</sub> emission reductions on the participating companies. Until 2007 more than 900 companies from almost 30 sectors participated in LTA1 and LTA2 and together achieved an overall energy efficiency improvement of more than two per cent annually. LTA3's target is to achieve a 30 per cent improvement in energy efficiency between 2005 and 2020.

27. The Canadian government implemented an incentive measure called accelerated capital cost allowance for clean energy generation equipment. This allowance was designed to encourage businesses to invest in specified equipment that can contribute to a reduction in harmful emissions and diversification of the energy supply.

28. Sweden introduced a system for green electricity certificates in 2003 to promote renewable electricity production. Under this scheme producers of renewable electricity receive a tradable certificate for every MWh of electricity produced, generating an extra income for the producers, in addition to the sale of the electricity itself and thereby creating incentives for the production of electricity from renewable sources. In order to create a demand for these certificates, electricity suppliers are required to purchase green certificates corresponding to their sale and use of electricity in the previous year. Similarly, electricity consumers are required to purchase green certificates according to their electricity use. As reported by the national energy agency, this system has contributed to a doubling of the renewable electricity generated in Sweden within the first five years after its introduction, thereby reducing the emissions created through the use of fossil fuel. As an extension to the system and building on its success, Norway joined this now Norwegian-Swedish electricity certificate market on 1 January 2012.

29. In 2009, Kazakhstan has introduced differentiated electricity tariffs depending on consumption levels thereby creating an incentive to save electricity while simultaneously contributing to a reduction of emission levels.

30. In Belarus, the National Programme of Local and Renewable Energy Sources Development for 2011-2015 includes support mechanisms for projects targeting the promotion of renewable energy. Moreover, feed-in tariffs, or green tariffs, exist for the production of renewable energy thereby encouraging foreign investment in this sector and ultimately reducing emissions from fossil fuels.

## **E. Urban Planning**

31. On a municipal level, Copenhagen is the first city in Scandinavia to have a mandatory green roof policy that requires green roofs for all new buildings with roof slopes of less than 30 degrees. This measure is one of many expected to help Copenhagen achieve its ambitious target of becoming the world's first carbon neutral capital by 2025. Copenhagen presently has 20,000 square meters of flat roofs. It is hoped that as much as 5,000 square meters of new development each year will be covered with vegetation. This will reduce air pollutants such as heavy metals and VOCs and will contribute to the reduction of the heat island effect which contributes to the formation of ground level ozone. Several other Danish municipalities have followed the capital's example.

32. The city of Amsterdam, having received the World Smart City Award in 2012 for its Open Data Programme for transport and mobility, showcases with its smart city programme how to accelerate the energy transition. A "smart-city platform" is the initiative's main tool connecting a multitude of stakeholders including grid operators and utilities, governmental organizations, housing corporations, technology companies, financial, transport and waste management companies as well as end users. This public-private partnership concentrates on four focus areas: sustainable living, working, mobility as well as public space and continuously puts new ideas into practice which are designed to reduce CO<sub>2</sub> emissions thereby also contributing to the abatement of air pollution. Since the start of the initiative in 2009 many different innovative projects have been implemented. These include the creation of smart work centers that enable employees to save commuting time by offering inspiring working environments close to their homes as well as the distribution of smart meters to more than 500 homes for residents to become aware of their energy use and to enable them to make smarter choices based on data and smart energy grids. The aim of this programme is to give project partners the chance to test their innovative products and technologies for larger-scale implementation in the "living lab" that is the city of Amsterdam. Ultimately the creation of behavioral changes through knowledge transmission and participation is envisioned to lead to a more sustainable city.

33. Supporting the continued actions by cities in moving towards a more sustainable and lower emission future, the European Union will also make funding available in the field of smart cities and communities through its Seventh Framework Programme.

## **F. Agriculture, Biodiversity and Forestry**

34. The Ammonia and Livestock Farming Act of the Netherlands regulates the amount of ammonia that a farm can emit. Implementing the commitments under the EU Habitats Directive, protection zones are being created around designated Special Protection Areas to stabilize ammonia emissions and prevent the establishment of new farms. Farms in zones around (highly) vulnerable nature areas will no longer be permitted to expand. This regulation controls the set-up of new farms based on their vicinity to valuable ecosystems and uses the health of plants and ecosystems surrounding a farm as an indicator. It therefore stimulates farmers to reduce their emissions and gives concrete limits for ammonia emissions from stables.

35. Several countries, including Sweden, Norway and Finland, have introduced voluntary schemes focussing on the protection of forest biodiversity and related ecosystem

services. Under these schemes owners of biodiversity-rich forests are encouraged to sell their land to the state which will then establish a protected area or join in nature conservation agreements for their forests. In the latter case, forest owners receive compensation for the loss in revenue due to management restrictions on timber production and other extractive uses in favour of conservation. While these schemes prevent further biodiversity loss they also contribute to the abatement of air pollution through the conservation of the forests' ability to trap and remove air pollutants.

36. Croatia successfully developed a "green tax" already in 1990 in order to finance the sustainable management of forests. Since then it has worked to improve the system through different actions such as increased transparency in the allocation of funds. The system is based on the recognition of those ecosystem services and public benefits that forest ecosystems offer to human beings and which include, amongst others, air purification and carbon sequestration. Consequently, each person that conducts any form of economic activity within the country and therefore benefits from these services is charged with a tax of 0.0525 per cent of the total income. The collected revenue underlies strict regulations and can only be spent on certain forest management related measures including the biological regeneration of forests. Over the years, Croatia has proven that this tax is a suitable tool for the promotion of sustainable forest management and therefore contributes to the reduction of air pollutants through the successful conservation of forests and their services.

37. Serbia actively promotes the conversion from conventional to organic agriculture thereby contributing to the reduction in emission of air pollutants from pesticide application. Serbia's efforts related to the promotion of organic agriculture started in 2005 when the Ministry of Agriculture, Trade, Forestry and Water Management implemented incentives for the conversion to organic agriculture by reimbursing the certification costs to farmers. Later, subsidies were also available for the conversion period from conventional to organic agriculture. While the amount of actual subsidies disbursed was small in the beginning, the Ministry received almost 100 applications in 2010 of which about 50 per cent were approved. Furthermore, the National Action Plan for Organic Farming was formulated in 2011 and includes many additional measures such as the sensibilization of the Serbian consumers for organic products in order to create a functioning local market.

## V. Questions for further discussion

38. The following questions concerning cross-sectoral air pollution-related policies and measures have been identified for further discussions during the session.

(a) Which examples of measures, successful in leading to air pollution abatement, exist in your country that could be considered "good practices"? What are the driving forces leading to the adoption of such successful measures in your country (e.g. legislation, incentives, voluntary actions, etc.)? At which level (national, municipal) and in which sectors are they being implemented?;

(b) Do incentive measures and voluntary arrangements exist in your country and have proven to be beneficial to the abatement of air pollution? If so, in which areas are they applied successfully? What is the balance between incentive, voluntary and mandatory measures in your country?;

(c) Is a regular cross-sectorial information exchange on air pollution policy design and/or policy impacts customary in your country? If so, with which sectors do air pollution policy makers mainly cooperate with, and vice-versa?;

(d) In which sector could your country be considered as particularly successful in terms of the cross-sectorial implementation of air pollution-related policies and measures? Where can you identify potential for further improvements?

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