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## Economic Commission for Europe

### Executive Body for the Convention on Long-range Transboundary Air Pollution

#### Thirty-sixth session

Geneva, 15 and 16 December 2016

Item 5 (b) of the provisional agenda

**Review of implementation of the 2016–2017 workplan: policy**

## **Overview of the status of reporting on strategies, policies and measures to implement the Convention and its Protocols in line with Executive Body decision 2013/2**

### **Note by the secretariat**

#### *Summary*


At its thirty-second session (Geneva, 9–13 December 2013), the Executive Body for the Convention on Long-range Transboundary Air Pollution decided that the sessions of the Working Group on Strategies and Review would be considered the format for reporting on strategies, policies and measures to implement obligations under the Convention and its protocols, and that it would evaluate the effectiveness of such an approach at its thirty-fourth session (see ECE/EB.AIR/122/Add.1, decision 2013/2). In accordance with that decision, Parties have reported on their strategies, policies and measures at the annual meetings of the Working Group on Strategies and Review since 2013.

At its thirty-fourth session (Geneva, 18 December 2015), the Executive Body decided to postpone the evaluation of its decision until its thirty-sixth session (ECE/EB.AIR/133, para. 16). The present overview has been prepared to provide background information for a discussion evaluating the effectiveness of decision 2013/2 in facilitating and encouraging the exchange of information and the implementation of obligations to report on strategies, policies and measures.

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## I. Introduction

1. Parties to the United Nations Economic Commission for Europe (ECE) Convention on Long-range Transboundary Air Pollution have implemented different policies, strategies and measures in order to comply with their obligations under the Convention and its protocols. While they have achieved important successes in reducing air pollution through a variety of measures, as demonstrated in *Towards Cleaner Air: Scientific Assessment Report 2016*,<sup>1</sup> progress across the ECE region is still uneven.

2. To foster information exchange between Parties and to share information on measures to reduce air pollution that could help other Parties in designing their air pollution abatement measures, Parties agreed in article 8 of the Convention to “exchange available information on ... national, subregional and regional policies and strategies for the control of ... major air pollutants”. All the protocols to the Convention also include obligations to report on strategies, policies and other measures to implement them, as set forth in article 6 of the 1985 Protocol on the Reduction of Sulphur Emissions or their Transboundary Fluxes by at least 30 per cent (1985 Sulphur Protocol); article 8, paragraph 1, of the 1988 Protocol concerning the Control of Emissions of Nitrogen Oxides or their Transboundary Fluxes (Protocol on NO<sub>x</sub>); article 8, paragraphs 1 and 2, of the 1991 Protocol concerning the Control of Emissions of Volatile Organic Compounds or their Transboundary Fluxes (Protocol on VOCs); article 5, paragraph 1, of the 1994 Protocol on Further Reduction of Sulphur Emissions (1994 Sulphur Protocol); article 7, paragraph 1, of the 1998 Protocol on Heavy Metals; article 9, paragraph 1, of the 1998 Protocol on Persistent Organic Pollutants (Protocol on POPs); and article 7, paragraph 1, of the 1999 Protocol to Abate Acidification, Eutrophication and Ground-level Ozone (Gothenburg Protocol).

3. In accordance with decisions taken by the Executive Body in 1999, 2001, 2002, 2003, 2005, 2007, and 2009,<sup>2</sup> a questionnaire was established by which Parties could fulfil their obligations to report on strategies, policies and other measures. Until 2010, a questionnaire was sent to Parties every two years and contained Protocol-specific questions. Every four years, the questionnaire also contained a section on general policy issues. The information reported by Parties through the questionnaires was summarized and published in a review report every four years.<sup>3</sup> The secretariat continues to maintain the electronic archive of responses to the questionnaires completed by Parties.<sup>4</sup>

4. At its thirty-second session in December 2013 the Executive Body requested Parties to report annually at sessions of the Working Group on Strategies and Review on the strategies, policies and measures employed to implement their Protocol obligations, and requested the Working Group to devote time to policy discussions related to the design and

<sup>1</sup> Rob Maas and Peringe Grennfelt, eds. (Oslo, 2016), available from <http://www.unece.org/environmental-policy/conventions/envlrtapwelcome/publications.html>. There is a separate report for North America by the United States Environmental Protection Agency and Environment and Climate Change Canada *Towards Cleaner Air: Scientific Assessment Report 2016 — North America* (2016, online report).

<sup>2</sup> See, respectively, ECE/EB.AIR/68, para. 23; ECE/EB.AIR/75, para. 78; ECE/EB.AIR/77, para. 77; ECE/EB.AIR/79, para. 71; ECE/EB.AIR/87, para. 70 (b); ECE/EB.AIR/91, para. 82 (b); and ECE/EB.AIR/99, para. 85 (b).

<sup>3</sup> The 2000, 2002, 2006 and 2010 reviews are available from <http://www.unece.org/environmental-policy/conventions/envlrtapwelcome/publications.html>.

<sup>4</sup> See <http://www.unece.org/environmental-policy/conventions/envlrtapwelcome/convention-bodies/working-group-on-strategies-and-review/strategies-and-policies-for-the-abatement-of-air-pollution.html> and [apps.unece.org/WebApt/Questionnaire/guestProfile.aspx](http://apps.unece.org/WebApt/Questionnaire/guestProfile.aspx).

implementation of different regulatory, voluntary, economic or other measures relating to air pollution (see ECE/EB.AIR/122/Add.1, decision 2013/2). The effectiveness of decision 2013/2 in facilitating and encouraging the exchange of information and the implementation of reporting obligations was to take place at the thirty-fourth session of the Executive Body; however, at its thirty-fourth session in 2015, the Executive Body decided to postpone the review until its thirty-sixth session (ECE/EB.AIR/133, para. 16).

5. The present document aims at providing a basis for the Executive Body to discuss and evaluate the effectiveness of decision 2013/2. It takes into account the reporting by Parties at the fifty-first (Geneva, 30 April–3 May 2013), fifty-second (Geneva, 30 June–3 July 2014) and fifty-third (Geneva, 15–17 November 2015) sessions of the Working Group on Strategies and Review. The Executive Body is also encouraged to take into account in its evaluation the experiences gathered at the Working Group's fifty-fourth session (Geneva, 13–14 December 2016), further to an oral report by the Chair of the Working Group at the Executive Body's thirty-sixth session.

6. Chapter II below presents an overview of the reporting by legal instrument, i.e., the Convention and its Protocols, and by pollutant addressed. Chapter III provides examples of selected types of measures, and chapters IV and V highlight, respectively, lessons learned and issues for consideration and further discussion by the Executive Body.

## II. Overview of reporting

7. In total, 31 Parties shared experiences over the course of the fifty-first, fifty-second and fifty-third sessions of the Working Group on Strategies and Review,<sup>5</sup> including at a special session on transport and air pollution organized during the Working Group's fifty-second session. Two non-Parties, Tajikistan and Uzbekistan, also shared experiences in the period under review. Experiences were shared either through a presentation at a Working Group session or through the submission of a template prepared and circulated by the secretariat ahead of the Working Group's fifty-second and fifty-third sessions.

8. The table annexed to the present document provides an overview of the legal instruments to which the reporting of experiences and good practices were related. It also indicates the pollutants which were addressed through the experiences and measures presented. Most Parties reported experiences or challenges related to the implementation of the Gothenburg Protocol. Several Parties reported at more than one session or provided multiple examples during any one session.

9. At the fifty-first and fifty-second sessions of the Working Group, countries from Eastern and South-Eastern Europe, the Caucasus and Central Asia exchanged experiences on challenges faced and progress made with regard to accession and implementation in the framework of a special segment on information sharing on the implementation of the Convention.

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<sup>5</sup> The Parties having shared experiences and good practices are: Albania, Armenia, Austria, Azerbaijan, Belarus, Belgium, Croatia, Czechia, Denmark, European Union, France, Georgia, Germany, Hungary, Ireland, Italy, Kazakhstan, Kyrgyzstan, Lithuania, Montenegro, Norway, Poland, Republic of Moldova, Serbia, Slovakia, Spain, Switzerland, the former Yugoslav Republic of Macedonia, United Kingdom of Great Britain and Northern Ireland, Ukraine and United States of America.

### III. Examples of policies, strategies and measures reported

10. Parties reported a number of different policies, strategies and measures to abate air pollution. The motivations for introducing them, the types of instruments used and the design and implementation of targeted measures vary greatly. Parties can draw from this pool of experiences and use it to consider the applicability and introduction of measures in their countries. In this chapter, a synthesis of the various motivations, policies, strategies and measures reported by Parties is presented. The presentation is not exhaustive; it aims at providing an overview and selected examples.

#### A. Motivations

11. The implementation of policies, strategies and measures to abate air pollution can be prompted by different reasons. The underlying motivations vary from considerations related to public health, the environment or climate change to market and industrial competitiveness. Measures are frequently introduced to ensure compliance with the Protocols under the Convention.

12. Health considerations played a role when the United States of America revised its National Ambient Air Quality Standards for fine particulate matter (PM<sub>2.5</sub>) and ground-level ozone. Similarly, the European Union Clean Air Package set public health objectives in relation to exposure to those two pollutants. Spain, for its part, took health considerations into account when introducing measures to reduce mercury (Hg) emissions.

13. The protection of the environment prompted Switzerland to introduce incentives for efficient nutrient use in the Swiss Agricultural Policy. Similarly, measures for ammonia abatement from agricultural sources were introduced in response to fish mortality in Denmark. To mitigate acidification in the environment, Belgium and Hungary introduced measures to reduce emissions of sulphur dioxide (SO<sub>2</sub>).

14. Climate change was an underlying motivation for Switzerland when considering the regulation of emissions from construction machinery. It also motivated the Clean Power Plan in the United States, which — while aimed at reducing carbon pollution from existing fossil fuel-fired power plants — is expected to also produce co-benefits through the reduction of a number of key air pollutants. In Czechia and Poland, incentives to replace old boilers were also introduced to abate carbon emissions. In Lithuania, air quality and climate co-benefits were reaped through a building renovation programme. Renewable energy development was promoted to curb emissions of nitrogen oxides (NO<sub>x</sub>) in the former Yugoslav Republic of Macedonia.

15. Market and industrial competitiveness played a role for the European Union with regard to the regulation of fuel quality. Serbia modernized its oil refinery sector to meet the latest European Union fuel quality standards. In Belgium, cost-effectiveness was an important driver for choosing measures to reduce SO<sub>2</sub> and NO<sub>x</sub>. In the United Kingdom of Great Britain and Northern Ireland, feeds supplemented by synthetic amino acids proved to be useful to reduce ammonia emissions while also saving money for producers.

16. Compliance with Protocols under the Convention was an explicit driver in NO<sub>x</sub> emission reduction measures in Norway, Poland and the former Yugoslav Republic of Macedonia. In the light of its obligations to reduce emission of volatile organic compounds (VOCs) under the Convention, Belgium introduced advanced methods for detecting those pollutants. Compliance with Protocols under the Convention also prompted Croatia to take a number of measures to curb air pollution. For Slovakia, the driving force for taking measures was the harmonization with set provisions and standards for stationary sources in the last three amended Protocols (the Gothenburg Protocol, the Protocol on Heavy Metals

and the Protocol on POPs). For the countries in Eastern Europe, the Caucasus and Central Asia, accession to the Protocols was also a direct motivation for the introduction of abatement measures. For several countries in Eastern and South-Eastern Europe and the Caucasus, the respective European Union association and enlargement processes encouraged the transposition of the relevant European Union legislation.

## **B. Types of instruments**

17. Different types of regulatory, economic, voluntary and educational instruments have been implemented to promote air pollution abatement. Selected examples of measures reported by Parties and other States are described below.

### **Regulatory measures**

18. Several countries set emission limit values (ELVs) for different emission sources. Belgium, for example, set ELVs for stationary sources of VOC pollution. Germany introduced new ELVs for dust emissions for small combustion installations, with a transition period for already existing installations. Switzerland set ELVs for particle emissions, which require the use of high-efficiency diesel particle filters for construction equipment. Slovakia set ELVs for a number of industrial activities to reduce SO<sub>2</sub>, NO<sub>x</sub>, particulate matter (PM), VOCs, persistent organic pollutants (POPs) and heavy metals (HM) emissions. Serbia banned the use of leaded fuel and introduced stricter requirements for fuel quality. Georgia also introduced amendments in its regulations concerning fuel quality standards for petrol and diesel fuel, leading to a significant reduction of the sulphur content in petrol and diesel, from 500 milligram per kilogram (mg/kg) to 150 mg/kg and from 500 mg/kg to 200 mg/kg, respectively.<sup>6</sup> Kazakhstan implemented a programme to renovate the public transport system and reduce air pollution at the city level in Almaty. In Italy, open burning of agricultural wastes was banned, which reduced emissions of polycyclic aromatic hydrocarbons (PAH). Georgia amended its fuel standards to decrease the content of sulphur, PAH and benzene in petrol and diesel. Poland set requirements for the use of best available techniques (BAT) to control different pollutants under its national environmental policy.

### **Economic measures**

19. Czechia provided subsidies for citizens to replace their old solid fuel boilers. To meet the goals established under the Clean Power Plan, the United States Environmental Protection Agency introduced a variety of implementation measures, such as market-based trading programmes, switching of fuel to natural gas, retrofitting units with carbon capture and storage, low emission facilities, demand-side energy-efficiency programmes and others. In Hungary and Poland, a system of environmental charges and fines was introduced as well as an energy tax to control emissions of different pollutants. Norway introduced an NO<sub>x</sub> tax scheme that led to reductions in emissions based on an agreement with the Government and 14 business organizations. Switzerland applies a disincentive by charging a tax on VOCs for solvents and solvent-containing products.

20. In the transport sector, Switzerland internalized the external costs of freight transport by establishing a distance-related heavy vehicle fee that encouraged the shift from road to

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<sup>6</sup> As reported by the Deputy Minister of Environment during the side event “Working across the environment, transport and energy sectors to improve air quality”, during a round table that took place during the twenty-first session of the Committee on Environmental Policy (Geneva, 27–30 October 2015).

rail transport and favoured cleaner vehicles. Croatia introduced environmental charges for motor vehicles. At the same time, Croatia established a fund to co-finance the purchase of electric and hybrid vehicles. Georgia introduced the State programme “Reduction of Environmental Pollution from the Transport Sector”, which comprised the renovation of its vehicle fleet with the improvement of its excise tax system. Kyrgyzstan introduced a fee on environmental pollution, charged to companies in accordance with the polluter pays principle. Payments for pollution are credited to local funds for nature protection and the development of the forestry sector and are used to support environmental activities, including air emission reductions. Uzbekistan reported as a non-Party on the introduction of compensation payments for environmental pollution as part of a tax on different fuels.

### **Voluntary measures**

21. A number of voluntary measures have also been undertaken. Voluntary agreements in the chlor-alkali sector resulted in a decrease of Hg emissions in Spain. Belgium introduced voluntary programmes to encourage the exchange of information and cooperation between certain sectors (electricity, chemical and glass industry) and the Government. And, in Switzerland, farmers may commit to a resource-efficiency programme to implement nutrient balance restrictions.

### **Educational measures**

22. Educational measures, such as information campaigns and public awareness programmes, can also be important tools in the overall policy and instrument mix. Austria, for example, launched an information campaign with recommendations on the correct operation of wood-fuelled stoves and the proper types of fuel wood along with information on the health effects of pollution to reduce air pollution from domestic heating. A similar campaign — Burn Wise — was carried out in the United States. Personal consultations are offered in Germany by chimney sweeps for operators of small combustion installations. In Denmark, the farmers’ association advises farmers on how to comply with Government regulations. Public awareness was considered as one of the key components of national programmes to reduce air pollution in Ireland, Kazakhstan, Poland, and in the former Yugoslav Republic of Macedonia.

## **C. Design and implementation of measures**

23. To choose the right measure to abate air pollution requires careful consideration of the costs and benefits, objectives, national circumstances, stakeholder involvement, flexibilities and monitoring and assessment of a given measure.

24. Cost-benefit analysis played an important role in developing the Clean Air Package in the European Union, which weighed health-related external costs against the projected (12–40 times lower) implementation costs. The United States took avoided health costs and climate benefits resulting from measures to reduce PM<sub>2.5</sub> into account. Belgium found voluntary agreements to be the most cost-effective tool to control emissions from existing installations, while mandatory ELVs were considered a better approach for new installations.

25. National, regional and local circumstances were taken into account when Switzerland introduced its programme incentivizing more efficient nitrogen use in agriculture, letting the cantons choose which strategies and measures to include. In Czechia, the subsidy programme for the replacement of old solid fuel boilers takes into account traditional fuels used in different parts of the country and relies strongly on cooperation between national and local authorities.

26. Flexibilities or stepwise approaches can be considered to support gradual introduction of measures. In Germany, different limit values for boilers and pellet stoves are gradually being introduced and transition periods are given for existing installations. In the European Union, the staged approach for the introduction of fuel quality regulation makes it possible to manage costs in industry, energy production and households. In Norway, the first NO<sub>x</sub> scheme agreement was for a period of three years; following its successful implementation, a second agreement was set up for a further six years.

27. Stakeholder involvement can help ensure the success of a measure. In Spain, the successful implementation of the voluntary agreement for reduction of Hg emissions was achieved through the active involvement of the industry players, regional governments and the Ministry of Environment. Annual meetings to monitor the progress and the provision of training for staff of industrial facilities were key elements for the successful implementation of the programme. In Austria, chimney sweepers' and medical associations were closely involved in the elaboration of public awareness materials on the proper operation of residential wood stoves.

28. Monitoring and assessment of implemented measures is important to be able to judge their implementation and effectiveness. Expenses for monitoring and assessment need to be budgeted for when designing the measure. In Denmark, the inspection and monitoring of regulatory measures for livestock takes place every three years by local authorities; using water quality measurements as an indicator. In Germany, the inspection of small combustion installations is mandatory and costs have to be borne by the operators.

29. Measures can also be implemented in planning for the accession to and implementation of Protocols. For example, Switzerland introduced a regulation to limit PM emissions from construction machinery. It stipulates that further regulations for all diesel-powered non-road mobile machinery and vehicles should include a particle number limit value. The United States has regulatory and voluntary measures which address PM<sub>2.5</sub> and black carbon.

#### **D. Challenges faced and progress made by countries in Eastern Europe, the Caucasus and Central Asia**

30. Countries in Eastern Europe, the Caucasus and Central Asia highlighted the numerous challenges they faced with regard to accession to and implementation of the Convention's Protocols, including:

- (a) Outdated inventory systems incompatible with the inventory system established under the Cooperative Programme for Monitoring and Evaluation of the Long-range Transmission of Air Pollutants in Europe (EMEP);
- (b) Data deficiencies or low reliability of data, hindering adequate monitoring and modelling of emissions;
- (c) Limited methods and equipment to estimate emissions;
- (d) Gaps in national legislation;
- (e) A lack of incentives to introduce BAT and improve environmental management;
- (f) A lack of institutional capacities and resources, both financial and human;
- (g) The use of outdated equipment and technology;
- (h) A high level of investment needed to implement BATs;



(i) Low priority assigned by Governments to the implementation of environmental projects, and inadequate funding for them;

(j) Insufficient scientific know-how and a low level of awareness of clean technologies.

31. Countries with economies in transition have designed and implemented measures to address these challenges and made significant progress, drawing on existing legislation and measures in other parts of the ECE region (mainly the European Union), with a view to harmonizing their legal systems and meeting the requirements of the Convention and its Protocols. Frequently supported by bilateral and multilateral assistance projects, such as the Air Quality Governance Project, countries in Eastern Europe, the Caucasus and Central Asia have analysed their national legal and regulatory systems and major emission source categories. On this basis, they have developed national action plans, containing measures to be introduced in line with the requirements of the Protocols. They have proceeded with the introduction of both technical measures, related to the improvement of emission inventories and the development of new EMEP monitoring stations, as well as legal and regulatory measures, comprising, among others, the setting of ELVs, the introduction of permitting and BAT. These measures are often accompanied by transitional measures and a gradual approach targeted at selected sectors and enterprises initially, the amendment of existing legislation and the strengthening of State monitoring and compliance.

32. In several instances, dedicated institutional frameworks in support of implementing dedicated measures have been established. Georgia, for example, has set up a governmental commission to address transport-level air pollution and monitor the implementation of the State programme on the reduction of environmental pollution from the transport sector.

#### **IV. Lessons learned and evaluation of experience sharing**

33. The review of the experiences shared over the course of the fifty-first to fifty-third sessions of the Working Group on Strategies and Review shows that all Protocols and pollutants have been covered in the reporting. A large number of the Parties to the Convention and its Protocols as well as several non-Parties provided information on their experiences, challenges and good practices related to abatement measures at these sessions.

34. As such, Parties to the Convention have made use of the policy discussions in the framework of the Working Group to exchange information on national, subregional and regional policies and strategies for the control of sulphur compounds and other major air pollutants, in accordance with the Convention's article 8.

35. Parties to the various Protocols have also utilized the time set aside during the sessions to report on changes or revisions to their policies, strategies and measures to implement their obligations under the respective Protocols. In this respect, it is important to note that emission reduction measures for several pollutants, in particular SO<sub>x</sub> and NO<sub>x</sub>, are conducive to meeting the obligations under several of the Protocols. As such, it is not surprising that these pollutants were the ones most often addressed in the experiences shared.

36. The examples highlighted in chapter III above demonstrate that the experiences shared concerned the design and implementation of a wide range of regulatory, voluntary, economic or other measures relating to air pollution. Challenges and lessons learned were presented, allowing Parties to learn from each other and consider the applicability of good practices to different national circumstances and thereby assisting them in implementing the Convention. Parties and other States exchanged information on measures beneficial to air

pollution abatement emanating from various sectoral policies, including agriculture, energy, and transport.

37. In several instances, the Implementation Committee recommended to Parties in non-compliance to seek information from Parties that had faced similar issues in the past and to take the opportunity to use experiences of other Parties to find appropriate solutions. For example, the Committee had noted that, for several Parties, wood combustion was a main source of emissions. It then invited the Parties concerned to seek information from Parties that had developed additional measures to reduce PAH emissions from wood combustion.

38. At its fifty-second session, the Working Group discussed ways and means to improve the organization of the exchange of experiences (ECE/EB.AIR/WG.5/112, para. 14), noting *inter alia*, that:

(a) Specific themes related to air pollution abatement could be selected for each of the annual sessions on information sharing on the implementation of the Convention;

(b) The number of presentations at such sessions should be limited in order to facilitate more interactive discussions;

(c) Completed templates with examples and good practices and presentations should be provided to the secretariat within the requested time frame;

(d) The Chair would work with the Bureau of the Working Group in identifying appropriate themes and in the organization of the information-sharing sessions.

39. A special session on transport and air pollution was organized in the framework of the fifty-second session of the Working Group. The session led to an enhanced cross-sectoral exchange of information and understanding of the transport sector by air pollution policymakers, and vice versa. It resulted in an improved understanding of the sources and extent of transport-related air pollution, related health effects, short and long-term measures, achievements and remaining challenges.

40. At the fifty-third and fifty-fourth sessions, the time available and the other issues on the agenda did not allow for the organization of a dedicated special session. Such a session could, however, again be organized in the framework of the Working Group's fifty-fifth session.

41. To support the reporting by Parties of dedicated measures, the secretariat prepared and made available a template for the submission of examples and good practices with regard to air pollution-related policies, strategies and measures, setting out also the relevant background information.<sup>7</sup> As encouraged by the Working Group, Parties have submitted these completed templates in advance of the Working Group's fifty-second and fifty-third sessions. They have also been encouraged to submit templates in advance of the fifty-fourth session. The templates submitted in advance of the sessions have helped ensure that country representatives address the relevant aspects in their presentations, and enabled a structuring of the sessions in accordance with the examples provided. The Working Group on Strategies and Review included in its annual reports a summary of the reports of Parties and the policy discussions. Chair's summaries annexed to the reports of the fifty-first and fifty-second sessions provided an overview of the experiences and good practices presented and the discussion's outcomes.

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<sup>7</sup> The template is available from the web page for the Working Group's fifty-fourth session (see "informal documents"): <http://www.unece.org/index.php?id=40017#/>.

## V. Issues for consideration and further discussion

42. On the basis of the information provided in this note, Parties to the Convention and its Protocols are invited to evaluate the effectiveness of decision 2013/2.

43. Parties are also invited to reflect on the organization of future sessions to exchange information and good practices in the framework of the Working Group on Strategies and Review, in particular:

- (a) The format of such sessions;<sup>8</sup>
- (b) Engaging additional Parties and other States in the information sharing;
- (c) How to ensure interactive policy discussions related to the design and implementation of different regulatory, voluntary, economic or other measures relating to air pollution;
- (d) Possible themes for the organization of dedicated thematic sessions;
- (e) Maximizing the usefulness of the information exchanged for Parties.

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<sup>8</sup> As part of their consideration of the format, delegates may wish to reflect on the structure and usefulness of the template.

## Annex

### Reporting by countries of experiences and challenges related to the implementation of the Convention and its Protocols at sessions of the Working Group on Strategies and Review

Country	<i>Experience and challenges related to</i>							
	<i>Convention (general)</i>	<i>Sulphur-1 Protocol<sup>a</sup></i>	<i>NO<sub>x</sub> Protocol<sup>b</sup></i>	<i>VOCs Protocol<sup>c</sup></i>	<i>Sulphur-2 Protocol<sup>d</sup></i>	<i>HM Protocol<sup>e</sup></i>	<i>POPs Protocol<sup>f</sup></i>	<i>Gothenburg Protocol<sup>g</sup></i>
Albania	x	x	x					[x] (PM)
Armenia <sup>h</sup>	x							
Austria			x	x			x	x (NO <sub>x</sub> , VOCs, PM)
Azerbaijan <sup>h</sup>	x	[x]	[x]					
Belarus <sup>i</sup>	x					[x]	[x]	[x]
Belgium		x	x	x				x (SO <sub>x</sub> , NO <sub>x</sub> , VOCs)
Croatia			x	x	x	x (Pb, Cd, Hg)	x	x (SO <sub>x</sub> , NO <sub>x</sub> , VOCs, NH <sub>3</sub> , PM)
Czechia		x	x	x	x		x (PAH)	x (SO <sub>x</sub> , NO <sub>x</sub> , VOCs, PM)
Denmark								x (NH <sub>3</sub> )
European Union			x		x	x	x	x (SO <sub>x</sub> , NO <sub>x</sub> , PM)
France			x					x (NO <sub>x</sub> , NH <sub>3</sub> , PM)
Georgia <sup>h</sup>	x	[x]				[x]	[x] (PAH)	[x]
Germany								x (PM)
Hungary		x			x			x (SO <sub>x</sub> )
Ireland	x							
Italy							x (PAH)	
Kazakhstan <sup>h</sup>						[x]	[x]	[x]
Kyrgyzstan <sup>h</sup>	x							
Lithuania		x		x	x			x (SO <sub>x</sub> , NO <sub>x</sub> , VOCs, NH <sub>3</sub> , PM)
Montenegro	x							
Norway			x					x (NO <sub>x</sub> , PM)
Poland		x	x	x	x			x (SO <sub>x</sub> , NO <sub>x</sub> , VOCs, NH <sub>3</sub> , PM)
Republic of Moldova						x	x	

<i>Experience and challenges related to</i>								
<i>Country</i>	<i>Convention (general)</i>	<i>Sulphur-1 Protocol<sup>a</sup></i>	<i>NO<sub>x</sub> Protocol<sup>b</sup></i>	<i>VOCs Protocol<sup>c</sup></i>	<i>Sulphur-2 Protocol<sup>d</sup></i>	<i>HM Protocol<sup>e</sup></i>	<i>POPs Protocol<sup>f</sup></i>	<i>Gothenburg Protocol<sup>g</sup></i>
Serbia						x (Pb)	x	[x] (SO <sub>x</sub> , NO <sub>x</sub> , VOCs, PM)
Slovakia						x	x (PCDD/PCDF)	x (SO <sub>x</sub> , NO <sub>x</sub> , VOCs, PM)
Spain			x			x (Hg)		x (NO <sub>x</sub> , PM)
Switzerland			x					x (NO <sub>x</sub> , NH <sub>3</sub> , PM)
Tajikistan <sup>h</sup>	[x]							
The former Yugoslav Republic of Macedonia		x	x	x	x	x	x	x (SO <sub>x</sub> , NO <sub>x</sub> , VOCs)
United Kingdom of Great Britain and Northern Ireland								x (NH <sub>3</sub> )
Ukraine <sup>h</sup>							[x]	[x] (VOCs, NH <sub>3</sub> )
United States of America								x (SO <sub>x</sub> , NO <sub>x</sub> , VOCs, PM)
Uzbekistan <sup>h</sup>	[x]							

*Abbreviations:* Cd = cadmium; NH<sub>3</sub> = ammonia; Pb = lead; PCDD/PCDF = polychlorinated dibenzodioxins/ polychlorinated dibenzofurans.

*Notes:* x indicates that the Party reported under the instrument in question; [x] indicates that the country reported, but is not a party to the instrument in question.

<sup>a</sup> 1985 Protocol on the Reduction of Sulphur Emissions or their Transboundary Fluxes by at least 30 per cent.

<sup>b</sup> 1988 Protocol concerning the Control of Nitrogen Oxides or their Transboundary Fluxes.

<sup>c</sup> 1991 Protocol concerning the Control of Emissions of Volatile Organic Compounds or their Transboundary Fluxes.

<sup>d</sup> 1994 Protocol on Further Reduction of Sulphur Emissions.

<sup>e</sup> 1998 Protocol on Persistent Organic Pollutants and its 2009 amended version.

<sup>f</sup> 1998 Protocol on Heavy Metals and its 2012 amended version.

<sup>g</sup> 1999 Protocol to Abate Acidification, Eutrophication and Ground-level Ozone and its 2012 amended version.

<sup>h</sup> Report in the framework of a special session for countries from Eastern Europe, Caucasus and Central Asia at the 51st and 52nd sessions of the Working Group on Strategies and Review.

<sup>i</sup> This presentation covered experiences and challenges faced by countries in Eastern Europe, the Caucasus and Central Asia more generally, while highlighting specific examples from Belarus.