



**COUNCIL OF
THE EUROPEAN UNION**

**Brussels, 4 April 2008 (07.04)
(OR. fr,nl)**

**Interinstitutional File:
2005/0183 (COD)**

**7690/08
ADD 1**

**CODEC 389
ENV 172
ENER 84
IND 23
TRANS 88
ENT 54**

ADDENDUM TO "I/A" ITEM NOTE

from: General Secretariat of the Council

to: Coreper/COUNCIL

No. Cion prop. : 14335/05 ENV 525 ENER 170 IND 76 TRANS 232 ENT 141 CODEC 1010

Subject : Proposal for a Directive of the European Parliament and of the Council on ambient air quality and cleaner air for Europe [**second reading**]
– Approval of the European Parliament's amendments (**LA + S**)
Statements

STATEMENT BY THE COMMISSION

The Commission takes note of the text adopted by the Council and the European Parliament for the Directive on ambient air quality and cleaner air for Europe. In particular, the Commission notes the importance attributed by the European Parliament and the Member States in Article 22(4) and Recital 16 of the Directive to Community measures for the abatement of air pollutant emissions at source.

The Commission recognises the need to reduce the emissions of harmful air pollutants if significant progress is to be delivered towards the objectives established in the 6th Environmental Action Programme. The Commission's communication on a Thematic Strategy on air pollution sets out a significant number of possible Community measures. Significant progress on these and other measures has been made since the adoption of the Strategy:

- The Council and Parliament have already adopted new legislation limiting the exhaust emissions of light duty vehicles;
- The Commission will propose new legislation to improve the effectiveness of Community industrial emissions legislation including intensive agricultural installations and measures to tackle smaller scale industrial combustion sources;
- The Commission will propose new legislation limiting the exhaust emissions of engines installed in heavy duty vehicles;
- In 2008 the Commission foresees new legislative proposals that would:
 - further reduce the Member States' permitted national emissions of key pollutants;
 - reduce emissions associated with refuelling of petrol cars at service stations;
 - address the sulphur content of fuels including marine fuels;
- Preparatory work is also underway to investigate the feasibility of:
 - improving the eco-design and reducing the emissions of domestic boilers and water heaters;
 - reducing the solvent content of paints, varnishes and vehicle refinishing products;
 - reducing the exhaust emissions of non-road mobile machinery and thereby maximise the benefit of lower sulphur non-road fuels already proposed by the Commission;
- The Commission also continues to push for substantial emissions reductions from ships at the International Maritime Organisation and it is committed to bringing forward proposals for Community measures should the IMO fail to deliver sufficiently ambitious proposals as foreseen in 2008.

The Commission is, however, committed to the aims of its Better Regulation initiative and the need for proposals to be underpinned by a comprehensive assessment of the impacts and benefits. In this regard and in accordance with the Treaty establishing the European Community, the Commission will continue to evaluate the need to bring forward new legislative proposals but reserves its right to decide if and when it would be appropriate to present any such proposal.

STATEMENT BY THE NETHERLANDS

The Netherlands has always supported the development of ambitious and effective European policy on air quality and will continue to do so in the future. It is, therefore, happy with the compromise agreed by the Council and the European Parliament and compliments the Parliament, the Commission and the Presidency on the results achieved. The new Directive on ambient air quality marks significant progress for both the environment and public health.

As the Netherlands pointed out when the Common Position was drawn up, the air quality in our country is strongly influenced by transboundary developments and will therefore benefit enormously from an effective European approach. The Netherlands' main concern has been that the Directive should contain a balanced package of European and national measures, as well as realistic time limits to achieve the air quality targets. Only then will Member States be able to achieve the ambitious targets that have been set.

The Netherlands is pleased with the Commission's statement that it will present Community measures in good time. Timely, EU-wide compliance with the air quality standards will depend on sound European policy tackling pollution at the source. The Netherlands would especially point to the lack of data and prevailing uncertainties about emissions and concentrations of fine particulates (PM_{2.5}). It will of course make every effort to meet the objectives of the Directive by the target date. On the basis of the knowledge currently at our command, this will largely be feasible. The Dutch government is developing a National Air Quality Cooperation Programme to tackle locations where emission ceilings are persistently exceeded, so that, there too, air quality standards may be met by the target date.

The Netherlands is pleased that the Council and the European Parliament concluded their second reading in time for the Directive to take effect as of early 2008. This is essential for our own national programme, as well as actions in the countries around us. The Netherlands will work hard to ensure that the national cooperation programme and all local and regional measures are sufficient to achieve the European air quality standards.
