

PART III. NATIONAL REPORTING GUIDELINES FOR CSD-14/15 THEMATIC AREAS

A. ATMOSPHERE/AIR POLLUTION

Government focal point(s): Mr Louis Vella, Assistant Director,
 Responding ministry/office(s): Pollution Prevention and Control Unit
 Malta Environment & Planning Authority
 Ministry of Rural Affairs and the Environment

Decision-Making: Strategies, policies, programmes and plans, legislation, policy instruments and the regulatory framework; involvement of Major Groups

Issues	Actions
Assessing ambient air quality and the levels of air pollution	Malta has been assessing ambient air quality since 1999 through passive and active monitoring. Passive monitoring is carried out through diffusion tube sampling, while active monitoring is performed in real time making use of air monitoring stations with automated equipment. This network is under development and is being upgraded to be able to fully satisfy EC's reporting requirements.
Control of air pollution (e.g. for stationary, mobile, area and other pollution sources)	The proposed air-monitoring network is to be distributed around Malta and Gozo, with the final goal to characterize roadside, urban background and industrial components of air pollution. Thus, in all, four fixed sites are proposed to make up a complete air-monitoring network, two of which are existent. Details on the preliminary assessment of air quality in Malta can be found in a document on: http://www.mepa.org.mt/environment/index.htm?air_quality/mainframe.htm&1
Plan(s) to deal with severe air pollution incidents.	Presently, the inspectorate section within the Pollution Prevention and Control Unit carries out on site inspections to control air pollution incidents, thus contributing to enforce air quality legislation. Given the geographical parameters of the country severe air pollution incidents are most unlikely to occur.
Programmes designed to reduce indoor air pollution.	Indoor air pollution is the responsibility of the Public Health Department, and the relevant public health inspectors.
Policy measures taken to improve the quality of fuels.	Since April 2004, the power plants have started using low sulphur fuel, with less than 1% sulphur content, thus drastically reducing sulphur dioxide concentrations, and implementing EU Directives on quality of fuels and the sulphur content.
Specific policy measures designed to reduce the level of lead in gasoline.	Since several years, the Maltese Islands have been using unleaded petrol. Since 2000 there has been no sale and use of leaded fuel. Two studies (2003, 2004) on ambient lead levels verify that lead concentrations in ambient air have now fallen to below EU thresholds following the phasing out of leaded petrol.
Policies promoting cleaner transportation measures and technology (e.g. vehicular technology,	Continuous communication and cooperation between Ministry of the Environment, Ministry of Health and Ministry of Transport help in the proposals of actions plans to promote cleaner transport. These include roadside checks, the "Park and Ride" publicity machine, and initiating a process whereby the government fleet is replaced by electric or hybrid vehicles.

mass transit systems, reduced demand in vehicle-miles-traveled, modal shifts).	
Emission limits on vehicular exhaust.	Roadside checks, and periodic Vehicle Roadworthiness Testing (VRT).
Role played by air pollution in urban planning, especially related to transportation	Air pollution is only considered qualitatively in special planning. More detailed account will be taken of such data when modeling capabilities are improved.
Economic and market-based incentives to meet national air quality goals.	The use of such instrument is still being investigated.
Nature and impacts of transboundary air pollution (including pollutants emitted within your country as well as those received from nearby countries).	Although not enough background monitoring has been carried out, it is clear that ship emissions have an impact on the Maltese Islands. Also previous studies and research shows that the Maltese Islands are affected by long-range transport from Sicily.
Programmes designed to reduce ozone-depleting substances and promote alternatives under the Montreal Protocol.	<p>Alternatives are being promoted through awareness raising by MEPA through its good relations with stakeholders through bilateral meetings and through voluntary approaches from third parties</p> <p>A specialized training course is in the pipeline to implement the requirements of Art. 16.5 and 16.6 of the Regulation (EC) 2037/2000 of the European Parliament and the Council on substances that deplete the ozone layer, which has even stricter requirements than the Montreal Protocol.</p> <p>This course will be called “Safe Handling of Refrigerants” and is targeted towards practicing tradesmen in the cooling and refrigeration industry. This course aims to cover the associated environmental impacts; relevant legislations and standards; safe handling of Refrigerants and practical aspects in dealing with such chemicals.</p>

Capacity-Building, Information, Research and Development

Issues	Actions
Availability of data concerning: a) the impacts of air pollution on human health and ecosystems; and b) the levels of pollution in different industries.	<p>(a) The air-monitoring network is under development and such studies, which relate health with air pollution, will be carried out in the future, when the network is completed.</p> <p>(b) MEPA is the regulator of emissions from industrial installations. Through the permitting system, MEPA requires monitoring in compliance with EU Legislation and establishes emission limit values for the</p>

	particular installation.
Capacity to carry out air dispersion modeling.	This is being upgraded.
Programmes designed to increase citizens' awareness about the impacts of indoor air pollution	Air monitoring data will be made public in real time.
Internet websites related specifically to the issues contained in these Atmosphere/Air Pollution Guidelines, providing homepage addresses (URL).	www.mepa.org.mt is the current website which provides information on EU air quality guidelines, which are the same limit values that Malta transposed in local legislation.
R & D programmes in the areas of: atmospheric conditions; air quality management; air pollution control technology; clean fuels technology; environmental economics; environmental impact assessment; and remote sensing.	

Financing

- Financing for related programmes from bilateral or multilateral sources.

Malta is the beneficiary of two EU funding programmes, which contribute to the local air monitoring network by the supply of additional stations, and training on air monitoring issues including emission inventories and modeling.

Cooperation

- Efforts to establish or participate in regional, multilateral or bilateral agreements to address transboundary air pollution concerns.