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Committee on the Environment, Public Health and Food Safety

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PE 374.012v01-00

AMENDMENTS 1-77

Draft report

(PE 370.247v01-00)

Dorette Corbey

The thematic strategy on air pollution
(2006/2060(INI))

Motion for a resolution

Amendment by Martin Callanan

Amendment 1

Citation 9

- having regard to *the large body of existing EU legislation controlling air quality and emissions to air, including: the Air Quality Framework Directive and its Daughter Directives, the National Emissions Ceilings Directive, the Large Combustion Plant Directive, Directives controlling vehicle emissions and fuel quality, the Solvents Emissions Directive and the Integrated Pollution Prevention and Control Directive;*

Or. en

Amendment by María del Pilar Ayuso González and Cristina Gutiérrez-Cortines

Amendment 2

Citation 9

- *having regard to Directive 96/62/EC on ambient air quality assessment and management, Directive 2001/81/EC on national emission ceilings for certain atmospheric pollutants, Directive 2001/80/EC on the limitation of emissions of certain pollutants into the air from large combustion plants, the IPPC Directive and the Directives on the control of vehicle emissions and fuel quality,*

Or. es

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PE 374.012v01-00

Amendment by Holger Krahmer

Amendment 3

Recital A

- A. whereas air pollution ***bears a large measure of responsibility for serious diseases of the airways and their consequences*** in Europe, leading to a loss of life expectancy of over 8 months per individual on average; whereas children, elderly people, people suffering from respiratory and cardiovascular diseases, and those who live in high exposure areas, like urban areas (cities) and near main roads, face a particular health threat,

Or. de

Amendment by Satu Hassi

Amendment 4

Recital A a (new)

- Aa. whereas the general objective of the Thematic Strategy on Air Pollution is to draw up a long-term integrated strategic policy for combating air pollution in order to achieve the objectives of the Sixth Environment Action Programme relating to the protection of human health and the environment,***

Or. en

Amendment by Anja Weisgerber

Amendment 5

Recital A a (new)

- Aa. whereas in recent decades considerable progress has already been made in reducing emissions into the air of the pollutants most inimical to health,***

Or. de

Amendment by Holger Krahmer

Amendment 6

Recital C

- C. whereas 55% of European ecosystems are ***suffering from acidification and eutrophication, which are particularly caused by emissions of NH₃ from agriculture,***

Or. de

Amendment by Adamos Adamou

Amendment 7

Recital D

- D. whereas air pollution occurs in all Member States and is a cross-border issue, as particulate matter and other pollutants travel many hundreds of kilometres, on account of which a European solution is required; ***whereas that fact does not absolve certain Member States from their particular responsibilities to comply with the limit values for air quality;***

Or. el

Amendment by Holger Krahmer

Amendment 8

Recital D

- D. whereas air pollution occurs in all Member States and is a cross-border issue, as particulate matter and other pollutants travel many hundreds of kilometres, on account of which a European solution ***and stronger cross-border measures are*** required,

Or. de

Amendment by Anja Weisgerber

Amendment 9

Recital D a (new)

- Da. whereas air pollution can be effectively combated only by means of a coordinated package of measures which combines measures at European, national and local level and which is primarily geared to combating emissions of pollutants at source,***

Or. de

Amendment by Satu Hassi

Amendment 10

Recital E a (new)

- Ea. whereas among the key measures listed in Article 7 of the Sixth Environment Action Programme are the development of a thematic strategy on air pollution, and the review and updating of air quality standards and national emission ceilings, with a view to achieving the long-term objective of not exceeding critical loads and levels,***

Or. en

Amendment by Anja Weisgerber

Amendment 11
Recital E a (new)

Ea. whereas air pollution is a complex problem which can only be solved by means of a systematic approach which takes account of interactions,

Or. de

Amendment by María del Pilar Ayuso González and Cristina Gutiérrez-Cortines

Amendment 12
Recital E a (new)

Ea. whereas there is already Community legislation in force whose effective implementation will enable a continued improvement in air quality up to 2020,

Or. es

Amendment by Martin Callanan

Amendment 13
Recital E a (new)

Ea. whereas effective implementation of existing legislation is key to delivering improvements in air quality in 2020 and that some existing legislation is still in the process of being implemented;

Or. en

Amendment by Satu Hassi

Amendment 14
Recital E a (new)

Ea. whereas effective implementation of existing legislation is key to delivering improvements in air quality in 2020 and that some existing legislation is still in the process of being implemented;

Or. en

Amendment by Holger Kraemer

Amendment 15
Recital E a (new)

Ea. whereas ambitious air quality objectives can be attained only if the existing legislation is consistently implemented in all Member States and if new legislative proposals can concentrate on limiting emissions by polluters,

Or. de

Amendment by María del Pilar Ayuso González and Cristina Gutiérrez-Cortines

Amendment 16
Recital G

deleted

Or. es

Amendment by Martin Callanan

Amendment 17
Recital G

deleted

Or. en

Amendment by Jan Mulder and Jules Maaten

Amendment 18
Recital H

H. whereas the costs of reducing air pollution levels in all scenarios are lower than the financial benefits; whereas none of the scenarios undermine the EU's overall competitive position and whereas an ambitious scenario leads to job creation, although it should be noted that the competitive position of agriculture will be substantially affected, thus resulting in an expected number of job losses of 73 000;

Or. en

Amendment by Adamos Adamou

Amendment 19
Recital H a (new)

Ha. whereas the value of human life is paramount; whereas that fact cannot be taken adequately into account by an approach focused on a cost-benefit analysis;

Or. el

Amendment by María del Pilar Ayuso González and Cristina Gutiérrez-Cortines

Amendment 20
Recital I

deleted

Or. es

Amendment by Anders Wijkman

Amendment 21
Recital I a (new)

Ia. whereas the Commission has done a thorough Impact Assessment taking both Better Regulation and the Sustainable Development Strategy into account; yet there is a serious lack of systems approach in the proposed Strategy and the related Air Quality Directive, since, for instance, no further CO₂ emission reductions, are anticipated which no doubt leads to an overestimation of costs and underestimation of benefits for the Air Pollution Strategy since continued emission reductions after 2012 will, as one of many effects, contribute to an improvement of air quality,

Or. en

Amendment by Satu Hassi

Amendment 22
Recital J

J. whereas the IA shows that the optimal scenario – where marginal costs equal marginal benefits – is (~~deletion~~) scenario C, regardless of the fact that monetarisation of damage to ecosystems, crops materials as well as some adverse health effects are not included in the cost figures,

Or. en

Amendment by Holger Kraemer

Amendment 23

Recital J

J. whereas the IA shows that the optimal scenario - where marginal costs equal marginal benefits - is to be found between scenario B and C, ***and whereas, in view of the real costs, a less ambitious strategy between scenarios A and B was chosen,***

Or. de

Amendment by Anja Weisgerber

Amendment 24

Recital M a (new)

Ma. whereas all sectors must contribute to improvements in air quality, with particular emphasis on those sectors which hitherto have made only an inadequate contribution to keeping the air clean,

Or. de

Amendment by Jan Mulder and Jules Maaten

Amendment 25

Recital N

N. whereas internal market provisions ***stimulate*** the achievement of environmental targets and limit values in the EU, ***as long as targets are equally implemented in the various Member States,***

Or. en

Amendment by Johannes Blokland

Amendment 26

Recital O a (new)

Oa. whereas failures to comply with limit values are not always due to a lack of measures taken by the Member State but are sometimes also caused by a lack of adequate Community measures,

Or. nl

Amendment by Holger Kraemer

Amendment 27

Recital P

P. whereas a strategy is needed that contains ambitious targets that are translated into ambitious ***air quality legislation***, accompanied by measures focusing on the sources of pollution, to enable Member States to meet air quality standards, while giving extra time to Member States that have taken all ***appropriate*** measures but still face problems in meeting limit values,

Or. de

Amendment by Satu Hassi

Amendment 28

Recital P a (new)

Pa. whereas in order to ensure the attainment of health and environmental objectives, the National Emissions Ceilings directive should be complemented by a mix of emission reduction measures at local, national, Community, and international levels,

Or. en

Amendment by Satu Hassi

Amendment 29

Paragraph 1 a (new)

1a. Notes with concern that the Thematic Strategy on Air Pollution does not show how the objectives of the Sixth Environmental Action Programme can be attained; therefore calls on the Commission to aim for significantly higher level of ambition to reduce air pollution for 2020 in order to attain those objectives;

Or. en

Amendment by Adamos Adamou

Amendment 30

Paragraph 1 a (new)

1a. Notes with regret that the strategy does not include any legal requirement to reduce particulate emissions, as recommended by the European Environment Agency, but simply confines itself to suggesting indicative targets;

Or. el

Amendment by Anja Weisgerber

Amendment 31

Paragraph 2

2. Calls for a strategy with **ambitious and realistic** reduction targets that corresponds to scenario C for VOC (**deletion**) and NO_x since this would lead to greater health benefits and employment benefits, while maintaining a balanced approach between costs and benefits; calls for reductions as outlined in the table below:

	2020 Current Legislation	2020 TSAP ¹	2020 EP targets and corresponding scenario
SO ₂	68%	82%	82% (B)
NO _x	49%	60%	65% (C)
VOC	45%	51%	55% (C)
NH ₃	4%	27%	27% (A+)
PM _{2.5}	45%	59%	59% (A)+
total costs		7,1 extra	+/- 11 extra

Or. de

Amendment by Satu Hassi

Amendment 32

Paragraph 2

2. Calls for a strategy with more ambitious reduction targets that corresponds to scenario C (**deletion**) since this would lead to greater health benefits (**deletion**), while maintaining a balanced approach between costs and benefits; (**deletion**)

Or. en

¹ Thematic Strategy on Air Pollution.

Amendment by Anders Wijkman

Amendment 33
Paragraph 2, table

	2020 Current Legislation	2020 TSAP ¹	2020 EP targets and corresponding scenario
SO ₂	68%	82%	82% (B)
NO _x	49%	60%	65% (C)
VOC	45%	51%	55% (C)
NH ₃	4%	27%	35 % (C)
PM _{2.5}	45%	59%	61% (C)
total costs <i>(billion euro annually)</i>		7,1 extra	+/- 11 extra

Or. en

Amendment by Satu Hassi

Amendment 34
Paragraph 2 a (new)

2a. *Calls on the Commission to update the input data used for the integrated assessment model to take account of structural measures, to take full account of the potential for reducing emissions from international shipping, to include all relevant existing legislation in the so-called baseline scenario and to use an energy scenario that is in line with ambitious EU climate policy before using the model for preparing the revision of National Emission Ceilings directive; believes that updating the input data used for the analysis along those lines, together with the inclusion of additional non-technical structural measures for reducing emissions, would substantially bring down the estimated cost of achieving given interim targets and would result in significantly higher emission reduction potential;*

Or. en

¹ Thematic Strategy on Air Pollution.

Amendment by Satu Hassi

Amendment 35

Paragraph 3

3. Favours the introduction of a PM10 yearly limit value of **20 µg/m³ in 2010** and supports the Commission's proposal to introduce a concentration cap for PM2.5, as the PM2.5 part within PM10 is the most harmful to health; calls for the introduction of a PM2.5 yearly limit value of **12 µg/m³ in 2010; (deletion);**

Or. en

Amendment by Jules Maaten

Amendment 36

Paragraph 3

3. Favours **to introduce a target value for PM2,5 of 25 µg/m³**, as the PM2.5 part within PM10 **causes most of the health problems**; agrees **with the possibility of a time extension** for Member States that can show that they have taken all feasible measures to **(deletion)** reach the limit value;

Or. en

Amendment by Anja Weisgerber

Amendment 37

Paragraph 3

3. Favours the introduction of a PM10 yearly limit value of **38 µg/m³ initially, 36 µg/m³ from 2010 and 34 µg/m³ from 2015 and calls on the Commission** to introduce a **target value** for PM2.5, as the PM2.5 part within PM10 is the most harmful to health; **(deletion)** agrees that it should be possible for Member States that can show that they have taken all **requisite and proportionate** measures to be granted more time to reach the limit value **and target value**;

Or. de

Amendment by Holger Krahmer

Amendment 38

Paragraph 3

3. Favours the introduction of a PM10 yearly limit value of **32 µg/m³ in 2010** and supports the Commission's proposal to introduce a concentration **reduction** for PM2.5,

as the PM2.5 part within PM10 is the most harmful to health; calls for the introduction of a PM2.5 yearly **target** value of 20 µg/m³ in 2010; agrees that it should be possible for Member States that can show that they have taken all **appropriate** measures to be granted more time to reach the limit **and target values**;

Or. de

Amendment by Johannes Blokland

Amendment 39

Paragraph 3

3. Favours the **maintenance of the** PM10 yearly limit value of **40** µg/m³ in 2010 and supports the Commission's proposal to introduce a **target value** for PM2.5, as the PM2.5 part within PM10 is the most harmful to health; calls for the introduction of a PM2.5 yearly **target** value of 20 µg/m³ in 2010; agrees that it should be possible for Member States that can show that they have taken all feasible measures to be granted more time to reach the limit value;

Or. nl

Amendment by Dorette Corbey

Amendment 40

Paragraph 3

3. Favours the introduction of a PM10 yearly limit value of 30 µg/m³ in 2010 and supports the Commission's proposal to introduce a concentration cap for PM2.5, as the PM2.5 part within PM10 is the most harmful to health; calls for the introduction of a PM2.5 yearly limit value of 20 µg/m³ in 2010 **and, in accordance with the WHO recommendation, a long-term target value for PM2.5 of 10 µg/m³**; agrees that it should be possible for Member States that can show that they have taken all feasible measures to be granted more time to reach the limit value;

Or. nl

Amendment by Dorette Corbey

Amendment 41

Paragraph 3 a (new)

- 3a. Advocates greater uniformity of the methods of measurement and calculation used by different Member States for fine particulate concentrations; considers, inter alia, that the correction factors should be applied properly;**

Or. nl

Amendment by Anders Wijkman

Amendment 42
Paragraph 3 a (new)

3a. *Calls for the Commission to lower the number of days that PM10 can be exceeded to 25 days a calendar year as stated in Annex XI in the Air Quality Directive;*

Or. en

Amendment by Anders Wijkman

Amendment 43
Paragraph 3 b (new)

3b. *Is convinced that the proposed pollution reductions can only be achieved if the EU strengthens its emission legislation and calls for the adoption of ambitious limit values that are binding to a larger extent;*

Or. en

Amendment by Anders Wijkman

Amendment 44
Paragraph 3 c (new)

3c. *Calls upon the European Commission to adopt an Air Quality Action Plan within a year after the adoption of the Ambient Air Directive in which the Commission presents all the EU measures to be taken to ensure that the emission targets of the Thematic Strategy are met in a timely way. This plan must be coherent with other Community policies, not least the climate action plan, and should include the air quality targets to be met by the Member States;*

Or. en

Amendment by Holger Kraemer

Amendment 45
Paragraph 4

4. Supports the Commission's proposal to introduce a target exposure reduction of 20% for PM2.5 in 2020 compared to the average exposure index of 2010; calls however for *differentiated reduction targets, which take account of the different initial levels of the Member States and the measures taken previously, with particular reference to the greater reduction potential of States where the initial exposure level is high and the fact that as pollution declines, the costs of achieving further reductions rise exponentially;*

Amendment by Anders Wijkman

Amendment 46

Paragraph 4

4. Supports the Commission's proposal to introduce a target exposure reduction of 20% for PM_{2.5} in 2020 compared to the average exposure index of 2010; ***the 20% exposure reduction target should be the average level to be obtained in the European Union, implying that the exposure reduction target shall be differentiated among Member States in relation to their concentration levels;***

Or. en

Amendment by Jan Mulder and Jules Maaten

Amendment 47

Paragraph 4 a (new)

- 4a. ***Supports the Commission proposal to introduce a reduction target of 27% for NH₃ in 2020 compared to the emission level in 2000; calls however for a reduction of this percentage for Member States which already achieved lower emission targets in the period before 2000;***

Or. en

Amendment by Evangelia Tzampazi

Amendment 48

Paragraph 4 a (new)

- 4a. ***Considers that, since the PM₁₀ threshold, for the Mediterranean countries in particular, is 50µg/m³, the limit values should be calculated accordingly, taking into account the scientific data which determine the correlation between PM₁₀ and PM_{2.5};***

Or. el

Amendment by Jules Maaten

Amendment 49

Paragraph 5 a (new)

- 5a. ***Is convinced that the proposed reductions can only be achieved if the EU***

strengthens its emission legislations. Air pollution can only be tackled if ambitious limit values are linked to an ambitious emission policy.

Or. en

Amendment by Dorette Corbey

Amendment 50

Paragraph 6

6. Calls upon the Commission and Member States to take the necessary measures as soon as possible to cut emissions in the various sectors that contribute to air pollution; ***considers that, if insufficient measures are taken at source, this should be a reason to allow Member States a temporary rise in limit values and concentration caps;***

Or. nl

Amendment by Dorette Corbey

Amendment 51

Paragraph 6 a (new)

- 6a. ***Calls on the Commission to make a proposal for revision of the NEC Directive as soon as possible and for making it commensurate with the level of ambition advocated by Parliament;***

Or. nl

Amendment by Jules Maaten

Amendment 52

Paragraph 6

6. ***Calls for a plan made by the Commission within a year after implementation of this Thematic Strategy in which the Commission presents all EU-measures to be taken to ensure that the emission reduction targets in the Thematic Strategy are timely met. This plan is coherent with other European policies and includes air quality targets to be met by Member States;***

Or. en

Amendment by Holger Kraemer

Amendment 53

Paragraph 6

6. Calls upon the Commission and Member States to take the necessary measures as soon as possible to cut emissions in the various sectors that contribute to air pollution, ***in which connection particular priority should be assigned to those sectors which have not previously been regulated and where further emission reductions can be achieved at lower cost;***

Amendment by Jules Maaten

Amendment 54
Paragraph 6 a (new)

- 6a. ***Calls upon the Member States to present their Air Quality Plan a year after the Air Quality Plan made by the Commission in which the Member States show what measures are taken to ensure the necessary targets are met,***

Or. en

Amendment by Satu Hassi

Amendment 55
Paragraph 7

7. Calls upon the ***Commission and the*** Member States to ***urgently*** take measures to cut emissions from the shipping sector ***and calls for the Commission to come forward with proposals***
- ***to establish NOx emission standards for ships using EU ports;***
 - ***to designate the Mediterranean Sea and the North East Atlantic as Sulphur Emission Control areas (SECAs) under the MARPOL Convention;***
 - ***to lower the maximum allowed sulphur content in marine fuels used in SECAs and by passenger vessels from 1.5% to 0.5%;***
 - ***to introduce financial instruments such as taxes or charges on SO₂ and NOx emissions from ships;***
 - ***to encourage the introduction of differentiated port and fairway charges favouring vessels with low emissions of SO₂ and NOx;***
 - ***to encourage the use of shore-side electricity by ships when in ports;***
 - ***for an EU directive on the quality of marine fuels;***

further calls upon the Commission to propose coordinated action to ensure a level playing field (***deletion***) and to insist on action within the IMO; is convinced that a better balance between the costs of reducing emissions from ships and land-based emissions is needed;

Or. en

Amendment by Richard Seeber

Amendment 56
Paragraph 8

8. ***Calls upon the Commission to continue to work on ways of reducing emissions in agriculture;***

Amendment by María del Pilar Ayuso González and Cristina Gutiérrez-Cortines

Amendment 57

Paragraph 8

8. Notes that *(deletion)* agriculture is one of the major sources of air pollution, *but welcomes the introduction of the principle of 'conditionality' of agricultural aid following the latest reform of the CAP, which should make for a notable reduction in emissions of substances damaging to the environment*; calls on Member States to fight air pollution related to cattle farming, the use of fertilizers and greenhouse heating equipment, and to use agricultural subsidies to tackle the problem of ammonia; calls for an update on ammonia reduction targets in the context of the CAP review; *(deletion) also calls on the Commission and Member States to foster measures which promote the development of organic farming and integrated agriculture as part of rural development policy*;

Or. es

Amendment by Jan Mulder and Jules Maaten

Amendment 58

Paragraph 8

8. Notes that *(deletion)* agriculture is one of the *(deletion)* sources of air pollution, *and there are already obligations on that sector to reduce emissions, predominantly through the IPPC Directive; calls on the Commission to take into due consideration the various initiatives taken by the sector, when carrying out the review of the IPPC Directive, as to fight air pollution in the most cost effective way possible*;

Or. en

Amendment by Anja Weisgerber

Amendment 59

Paragraph 8

8. Notes that, while agriculture is one of the major sources of air pollution *caused by ammonia*, there are few obligations on that sector to reduce emissions; calls on Member States to fight air pollution related to cattle farming - *especially intensive farming* -, the use of fertilizers and greenhouse heating equipment, and to use agricultural subsidies to tackle the problem of ammonia; calls for an update on ammonia reduction targets in the context of the CAP review; calls on the Commission to include intensive farming in the IPPC Directive;

Or. de

Amendment by Jan Mulder and Jules Maaten

Amendment 60
Paragraph 8 a (new)

8a. Notes that agriculture is expected to carry 37% of the overall costs of implementation of TSAP, although it is already subject to numerous other environmental Directives and consequently faces already considerable costs; notes that Rural Development funding has been substantially reduced under the 2007 - 2013 financial framework; calls therefore for additional funding in case any new NH3 targets are being set;

Or. en

Amendment by Anders Wijkman

Amendment 61
Paragraph 8 a (new)

8a. Notes the high contribution from agricultural activities to emissions of ammonia; agrees with the Commission on the need to reduce these emissions; calls on the Commission to urgently come forward with specific proposals aimed at reducing emissions of ammonia from agriculture; and calls on the Commission to link CAP subsidies to stringent requirements for action to combat ammonia emissions from farming;

Or. en

Amendment by Satu Hassi

Amendment 62
Paragraph 8 a (new)

8a. Notes that as a general feature the costs of NH3 emission reductions seem to be overestimated, for example the draft CAP reform projections of the EEA foresee lower livestock numbers than the CAFE baseline projections, which if more accurate, would also mean lower than projected costs for achieving ammonia emissions reductions;

Or. en

Amendment by Jan Mulder and Jules Maaten

Amendment 63
Paragraph 8 b (new)

8b. Calls on the Commission to evaluate the cross effects of relevant environmental Directives, such as the Nitrates Directive, The Environmental Impact Assessment Directive and the Water Framework Directive; points in this light especially at the stimulus to use mineral fertilisers (which has been identified as a main source of ammonia emission within the agricultural sector), in stead of animal fertilisers, that goes from the Nitrates Directive; calls in this light for the reshaping of environmental Directives on the base of goal prescriptions, in stead of means prescriptions, thus allowing Member States to implement innovative, integrated and cost effective measures;

Or. en

Amendment by Satu Hassi

Amendment 64
Paragraph 9

9. Calls on the Commission to propose as soon as possible measures to reduce emissions from (**deletion**) small-scale combustion installations below 50MWh;

Or. en

Amendment by Jan Mulder and Jules Maaten

Amendment 65
Paragraph 9

9. Calls on the Commission to propose as soon as possible measures to reduce emissions from industrial sources, including a revision of the IPPC Directive, which should reward innovation more effectively and include small-scale combustion installations below 50MWh, **in case this is considered to be a feasible option;**

Or. en

Amendment by Jules Maaten

Amendment 66
Paragraph 11

11. Urges the Commission to propose **in 2006 the future Euro 6 standards for passenger**

cars with a further reduction of the NOx standard to 80 mg/km for diesel passenger cars and vans from 2011 and also indicate the direction of Euro VII for heavy duty vehicles; Urges the Commission to introduce the Euro VI norms for heavy duty vehicles at the latest in 2012 with standards comparable to the standards in the United States; these enable Member States to achieve the air quality targets; invites Member States to take the necessary measures to phase out older polluting vehicles or – where appropriate – provide incentives for retrofitting;

Or. en

Amendment by Dorette Corbey

Amendment 67

Paragraph 11

11. Urges the Commission to propose as soon as possible the Euro VI norms for heavy duty vehicles and also indicate what the Euro VII norms are likely to be, in order to enable Member States to achieve air quality targets; calls upon the Commission to immediately formulate ambitious Euro 6 norms for passenger cars; invites Member States to take the necessary measures to phase out older polluting vehicles or – where appropriate – provide incentives for retrofitting; ***calls on the Commission, Member States and the transport sector to engage in a fundamental debate concerning sustainable mobility in the 21st century;***

Or. nl

Amendment by Anders Wijkman

Amendment 68

Paragraph 12

12. Invites Member States to review local transport systems and find innovative solutions to minimise the use of cars in inner cities; is convinced that ***congestion charges result in economic and environmental benefits, and*** environmental zoning that discourages the more polluting cars from entering inner cities provides a strong incentive to modernise the car fleet; stresses that local governments can provide a strong incentive for innovation by purchasing clean cars (EEV, Euro 6 and VI) for the public and semipublic car fleet ***and by taking action to support employees that use more sustainable transport modes;***

Or. en

Amendment by Jules Maaten

Amendment 69

Paragraph 12

12. Invites ***national, regional and local authorities*** to review local transport systems and find innovative solutions to minimise the use of cars in inner cities; is convinced that environmental zoning that discourages the more polluting cars from entering inner cities provides a strong incentive to modernise the car fleet; stresses that local governments can provide a strong incentive for innovation by purchasing clean cars (EEV, Euro 6 and VI) for the public and semi-public car fleet;

Or. en

Amendment by Jules Maaten

Amendment 70

Paragraph 12 a (new)

- 12a. If the proposals for source measures are not published together with the directive on ambient air quality, the derogation period for Member States should be extended by a year for every year that the Commission is late with these proposals.***

Or. en

Amendment by Adamos Adamou

Amendment 71

Paragraph 12 a (new)

- 12a. Notes the absence of linkage between the development and use of alternative energy sources and a reduction in air pollution as well as the lack of emphasis on the need to extend public transport and exploit alternative energy sources on the basis of strategic planning;***

Or. el

Amendment by Martin Callanan

Amendment 72

Paragraph 13

13. Calls on the Commission to propose measures to tackle air pollution that - in line with Article 95(3) of the EC Treaty – ensure a high level of environmental protection;
(deletion)

Or. en

Amendment by Holger Krahmer

Amendment 73

Paragraph 13

13. Calls on the Commission to propose measures to tackle air pollution that – in line with Article 95(3) of the EC Treaty – ensure a high level of environmental protection;
(deletion)

Or. de

Amendment by Martin Callanan

Amendment 74

Paragraph 14

14. *Calls on the Commission to review in 2012, the interim objectives of the Thematic Strategy on Air Pollution in order to assess their attainability and cost-effectiveness in the light of improved forecasts, new scientific and technical knowledge and experience gained in implementing measures.*

Or. en

Amendment by Satu Hassi

Amendment 75

Paragraph 14 a (new)

- 14a. *Calls on the Commission to review in 2012 the progress made in attaining the objectives of the Strategy and to assess the potential in different sectors for further cost-effective reductions;*

Or. en

Amendment by María del Pilar Ayuso González and Cristina Gutiérrez-Cortines

Amendment 76

Paragraph 14 a (new)

- 14a. *Calls on the Commission to review the objectives of the thematic strategy on air pollution in 2012 in order to assess whether they are realistic and economically reasonable on the basis of new forecasting models, new scientific information and the experience derived from implementing the rules in the Member States;*

Or. es

Amendment by Adriana Poli Bortone

Amendment 77

Paragraph 15 a (new)

15a. the real key to combating pollution lies at the local level (municipal and county councils); to this end, ad hoc projects and programmes should be provided for to help areas and conurbations in which ambient air pollution levels exceed the respective air quality standards, as should any provisional margins of tolerance that may be necessary;

Or. it