

## Portugal Air Quality Policies

This document is based on research that UNEP conducted in 2015, in response to Resolution 7 of the UNEA 1. It describes country-level policies that impact air quality. Triple question marks (???) indicate that information for the section couldn't be found.

Please review the information, and provide feedback. A Word version of the template can be provided upon request. Corrections and comments can be emailed to [Vered.Ehsani@unep.org](mailto:Vered.Ehsani@unep.org) and [George.Mwaniki@unep.org](mailto:George.Mwaniki@unep.org).

<b>Portugal Air Quality Policy Matrix</b>		
<b>Goals</b>	<b>Status</b>	<b>Current Policies &amp; Programmes</b>
<b>GENERAL OVERVIEW</b>	<p><b>Overall situation with respect to air quality in the country, including key air quality challenges:</b></p> <ul style="list-style-type: none"> <li>● Air quality evaluation in Portugal is compliant with Community legislation</li> <li>● In Portugal, the pollutants responsible for low and bad AQI were always PM<sub>10</sub> and O<sub>3</sub>.</li> <li>● Considerable improvements on air quality in Portugal have been observed since 2005</li> <li>● However, major cities with high population and industries still record days where air quality is poor</li> <li>● WHO estimates that outdoor air pollution causes 2000 premature deaths annually<sup>1</sup></li> </ul> <p><b>Air quality monitoring system:</b></p> <ul style="list-style-type: none"> <li>● Air quality is measured by a sophisticated national air quality monitoring network.</li> </ul>	<p><b>National Ambient air quality standards:</b> yes</p> <ul style="list-style-type: none"> <li>● The current standards are contained in the Clean Air for Europe (CAFE) Directive (EP &amp; CEU, 2008) and the Fourth Daughter Directive (EP &amp; CEU, 2004). These Directives also include rules on how Member States should monitor, assess and manage ambient air quality.</li> </ul> <p><b>National Air Quality Policy</b></p> <ul style="list-style-type: none"> <li>● The EU air quality policy has a long term goal of achieving levels of air quality that do not result in unacceptable impacts on, and risks to, human health and the environment."</li> <li>● European Union air quality policy aims to; <ul style="list-style-type: none"> <li>- Develop and implement appropriate instruments to improve air quality.</li> <li>- Control of emissions from mobile sources, through fuel quality improvement,</li> <li>- Promoting and integrating environmental protection requirements into the transport and energy sector are part of these aims.</li> </ul> </li> </ul> <p><b>Air Quality legislation / programmes:</b></p> <ul style="list-style-type: none"> <li>● Portuguese regulations on air quality are all based on provisions adopted by the EU.</li> </ul> <p><b>Other:</b></p> <ul style="list-style-type: none"> <li>●</li> </ul>
<b>REDUCE EMISSIONS</b>	<b>Industries that have the potential to impact air</b>	<b>Emission regulations for industries:</b>

<sup>1</sup> WHO, 'WHO | Country Profiles of Environmental Burden of Disease', WHO, 2008  
[http://www.who.int/quantifying\\_ehimpacts/national/countryprofile/en/#T](http://www.who.int/quantifying_ehimpacts/national/countryprofile/en/#T).

FROM INDUSTRIES	<p><b>quality:</b></p> <ul style="list-style-type: none"> <li>● Air pollution from industrial installations emanates from the following: textiles, wood and cork, paper, chemicals, auto parts, base metals, porcelain and ceramics, telecommunications; dairy products, ship construction and refurbishment; tourism among others</li> </ul> <p><b>GDP of country:</b> USD 219.3 B in 2013<sup>2</sup></p> <p><b>Industries' share of GDP:</b> 22.2%<sup>3</sup></p> <p><b>Electricity sources:</b></p> <ul style="list-style-type: none"> <li>● 49% of the installed electricity generating capacity ( 18.92 million KW in 2010) is generated from fossil fuel, 21.5% from hydroelectric plants and the rest 24.1% is generated from other renewable sources<sup>4</sup></li> </ul> <p><b>Others ???</b></p> <ul style="list-style-type: none"> <li>●</li> </ul>	<ul style="list-style-type: none"> <li>● Industrial emissions within the European Union are regulated under the Industrial Emissions Directive (IED), which was issued on 21 December 2007</li> <li>● The directive's aim was to achieve significant benefits to the environment and human health by reducing harmful industrial emissions across the EU, in particular through better application of Best Available Techniques.</li> <li>● The IED entered into force on 6 January 2011 and has to be transposed into national legislation by Member States by 7 January 2013.</li> <li>● European legislation establishes air quality objectives (limit and target values) for the different pollutants. Limit values are concentrations that must not be exceeded in a given period of time.</li> </ul> <p><b>Small installation's emissions regulated:</b> (Yes/No) <b>yes</b></p> <p><b>Renewable energy investment promoted:</b></p> <ul style="list-style-type: none"> <li>● Portugal's binding 2020 renewable energy target is 31% up from 20.5% in 2005.</li> <li>● The overall target has been split into 55.3% electricity from RES, 30.6% heating and cooling from RES and 10% RES in transport.</li> </ul> <p><b>Energy efficiency incentives:</b> (ex: Subsidies, labelling, rebates etc) <b>???</b></p> <p><b>Incentives for clean production and installation of pollution prevention technologies:</b> <b>???</b></p> <p><b>Actions to ensure compliance with regulations:</b> (monitoring, enforcement, fines etc) <b>???</b></p> <ul style="list-style-type: none"> <li>● <b>Other actions at national, sub-national and / or local level to reduce industrial emissions:</b> (can include incentives to move industries to less populated areas here) <b>???</b></li> </ul>
REDUCE EMISSIONS FROM TRANSPORT	<p><b>Key transport-related air quality challenges:</b> (ex: vehicle growth, old fleet, dirty fuel, poor public transport etc)</p> <ul style="list-style-type: none"> <li>● Transport is among the most important source of air pollution in the Portugal</li> <li>● Transport in Portugal is well developed and several options spanning from railways, tramps,</li> </ul>	<p><b>Vehicle emission limit:</b> (Euro rating)</p> <ul style="list-style-type: none"> <li>● Emissions standards for vehicles correspond to Euro 6 for LDV vi HDV standards.</li> <li>● European Union emission regulations for new light duty vehicles (passenger cars and light commercial vehicles) are specified in Regulation 715/2007 (Euro 5/6) [2899].</li> <li>● Emission standards for light-duty vehicles are applicable to all vehicles not exceeding 2610 kg (Euro 5/6).</li> <li>● EU regulations introduce different emission limits for <i>compression ignition</i> (diesel) and</li> </ul>

<sup>2</sup> 'Countries of the World - 32 Years of CIA World Fact Books', 2015 <<http://www.theodora.com/wfb/#R>>.

<sup>3</sup> 'Countries of the World - 32 Years of CIA World Fact Books'.

<sup>4</sup> 'Countries of the World - 32 Years of CIA World Fact Books'.

	<p>metros and bus are available for commuters.</p> <ul style="list-style-type: none"> <li>● Use of private cars is discouraged as demonstrated by the high fuel cost which stood at USD 1.60 per liter in 2015<sup>5</sup>.</li> <li>● Private car ownership is high with 548 cars per 1000 individuals in 2010</li> </ul>	<p><i>positive ignition</i> (gasoline, NG, LPG, ethanol,...) vehicles.</p> <ul style="list-style-type: none"> <li>● Euro 5/6 regulations introduce PM mass emission standards, equal to those for diesels, for <i>positive ignition</i> vehicles with direct injection engines.</li> </ul> <p><b>Fuel Sulphur content:</b> (<i>in ppm</i>)</p> <ul style="list-style-type: none"> <li>● The 2000/2005 emission standards were accompanied by an introduction of more stringent fuel regulations that require “Sulphur-free” diesel and gasoline fuels (<math>\leq 10</math> ppm S) must be mandatory from 2009.</li> <li>● Maximum allowable sulphur level in petrol and diesel fuels is 10ppm</li> </ul> <p><b>Fuel Lead content:</b> All vehicles use lead free gasoline</p> <p><b>Restriction on used car importation: ???</b></p> <p><b>Actions to expand, improve and promote public transport and mass transit: ???</b></p> <ul style="list-style-type: none"> <li>● <b>Actions to promote non-motorized transport:</b> (<i>ex: include sidewalks and bike lanes in new road projects, car-free areas etc</i>) ???</li> </ul>
REDUCE EMISSIONS FROM OPEN BURNING: OUTDOOR	<p><b>Outdoor, open burning:</b> (<i>ex: is it commonly done? burning what kinds of wastes? etc</i>)</p>	<p><b>Legal framework:</b> (<i>ex: is burning banned?</i>) ???</p> <p><b>Actions to prevent open burning of municipal waste and / or agricultural waste: ???</b></p>
REDUCE EMISSIONS FROM OPEN BURNING: INDOOR	<p><b>Dominant fuels used for cooking and space heating:</b></p> <ul style="list-style-type: none"> <li>● Household heating is a major, and difficult to regulate, source of emissions of PM.</li> </ul> <p><b>Impact: ???</b></p> <ul style="list-style-type: none"> <li>●</li> </ul>	<p><b>Indoor air pollution regulated:</b> (<i>Yes / No</i>) ???</p> <p><b>Promotion of non-grid / grid electrification: ???</b></p> <p><b>Promotion of cleaner cooking fuels and clean cook stoves: ???</b></p> <p><b>Other actions to reduce indoor biomass burning, or to reduce its emissions: ???</b></p>

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[https://www.yunbaogao.cn/report/index/report?reportId=5\\_15242](https://www.yunbaogao.cn/report/index/report?reportId=5_15242)

