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## **Study Guide for the European Parliament (EP) And the Consilium**



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*NEC-Directive (EU Environmental Policy) (p.7)*

## **Topic A: European Border and Coast Guard**

### **1. Relevance of the topic**

In 2015, the European Union witnessed extraordinary pressures at its external borders with an estimated 1.5 million persons having crossed the borders illegally between January and November of this year. The sheer scale of the mixed migratory flows which have crossed the external borders of the European Union and the consequent secondary movements, demonstrated that existing structures at Union and Member State level are inadequate to address the challenges arising from such a large influx. In an area without internal borders, irregular migration through the external borders of one Member State affects all other Member States within the Schengen area.

The significant secondary movements have led several Member States to reintroduce border control at their internal borders. This has put considerable strain on the functioning and coherence of the Schengen area. Throughout the current migration crisis, it became clear that the Schengen area without internal borders is only sustainable if the external borders are effectively secured and protected. The control of the Union's external borders is a common and shared interest which must be carried out in accordance with high and uniform Union standards.

### **2. Background information**

In an area without internal borders, irregular migration through the external borders of one Member State affects all other Member States within the Schengen area. An area without internal borders necessitates that its external borders are effectively secured and protected.

In 2011, the European Commission shed attention to inner border checks with its proposal 2011/0242/COD for a regulation of the European Parliament and of the Council amending Regulation (EC) No 562/2006 in order to provide for common rules on the temporary reintroduction of border control at internal borders in exceptional circumstances. The proposal was adopted in 2013 and signed by the Presidents of the Council and the Parliament.

This is just one of the legislative proposals that allows for internal border control. Internal border control results in the restriction of free trade and movement within the Schengen area to protect

and secure the individual member state. This is contradictory to the European Union principle of freedom of movement and solidarity. Hence, Commission Proposal COM (2015) 671 highlights the need for a European integrated border management under which a European Border and Coast guard would be established to protect the external borders of the European Union, to monitor migratory flows and overall ensuring a high level of security within the Union while safeguarding the free movement of EU citizens. This Regulation will serve as the focal point for the discussion in both the Council and the Parliament.

Amidst growing public unease in the refugee crisis, the EU increased its focus on addressing the need for external border protection through Regulation 2016/1624, which established the aforementioned European Border and Coast Guard and equipped it with the tasks of monitoring and assessing developments in migratory flows, assisting Member States in the operational field and setting up, developing and deploying teams and technical means for these purposes. This can be seen as the most comprehensive agreement of the last few years and as the culmination of the desire for an integrated border movement in the EU. Additionally, this proposal aims at dealing with the recent concerns over the sustainability of the Schengen Agreement.

### **3. Legal Basis of the European Commission's proposal COM (2015) 671**

When discussing the introduction of a European Border and Coast Guard, several articles from the Treaty on the Functioning of the European Union (TFEU) should be taken into account:

Article 77(2)(b) and (d) TFEU deals with the common effort of the Council and the Parliament to develop policies to efficiently monitor those crossing the external borders of the EU and carry out checks on the individuals concerned, as well as with the envisaged introduction of an integrated management system for external borders. The idea behind this was to work towards a centralized management system for border control of the EU, pooling the efforts and resources of the Member States into a single agency that would support the efforts of these Member States. Key to the successful implementation of the European Border and Coast Guard is not only the mere collaboration between the members of the EU, but also a system that is effective in limiting the influx of illegal migrants to the EU and the ability to differentiate individuals based on their status (refugees, economic migrants, etc.).

Article 79(2)(c) was created to allow the Parliament and the Council to take measures against illegal immigration into the EU and unauthorised residence in an EU Member State, for instance after the application for refugee status or a residence permit has been denied by judicial authorities. In such cases, it is vital that the EU is granted tools to remove and repatriate the individuals in question to their country of origin. This requires effective coordination within the EU and the establishment of proper networks with non-Member States with the aim of establishing a willingness to cooperate among the latter.

The ordinary legislative procedure under Art. 294 TFEU, applicable to the this proposal to establish a European Border and Coast Guards involves the full consent of the European Parliament and necessitates a compromise struck between the Parliament and the Council under an equal balance of powers.

The reason for creating a Regulation on this issue has been due to the necessity of creating a uniform decision within the Union on a topic that has become increasingly relevant over the last few years. As external border control is a common interest of the Member States, the Regulation places responsibility over this area in the hands of the Union. However, there is room for leaving certain tasks in the hands of the Member States, following the principle of subsidiarity.

When considering the proposal, attention should be paid to several previous efforts (some of which were mentioned in the previous section) on this issue, with regard to Council Regulation 2007/2004 establishing Frontex agency, which was the first common effort at an integrated European border movement system. Frontex Operations like Triton reinforced the pooling of the resources of Member States and succeeded in saving close to 50,000 people.

#### **4. Key points of the COM' proposal**

To reflect the changes to the competences of Frontex, the Agency is to be renamed European Border and Coast Guard Agency. The key role of the European Border and Coast Guard Agency is to establish an operational and technical strategy for the implementation of an integrated border management at Union level, to oversee the effective functioning of border control at the external borders of Member States, to carry out vulnerability assessments and to ensure that

deficiencies in the management of the external border by national authorities are addressed. Further, to provide increased operational and technical assistance to Member States through joint operations and rapid border interventions, and to ensure the practical execution of measures in case of a situation requiring urgent action at the external borders, as well as to organise, coordinate and to conduct return operations.

The proposal to be discussed in between the co-legislators strengthens the mandate of the European Border and Coast Guard Agency as compared to Frontex by the following key points:

- Establishing a monitoring and risk analysis Centre
- Deployment of Liaison officers of the Agency to Member States so that the Agency can ensure proper and effective monitoring
- Supervisory role for the Agency by establishing a mandatory vulnerability assessment of existing border management practices
- New procedures to deal with situations requiring urgent action where a Member State does not take the necessary corrective action
- Enhanced tasks for the Agency consisting of the setting up and deployment of European Border and Coast Guard Teams for joint operations and rapid border interventions
- Mandatory pooling of human resources by establishing a rapid reserve pool
- Deployment of an own technical equipment pool by acquiring itself or in co-ownership with a Member State
- Key role in assisting the Commission with the coordination of migration management support teams at hotspot areas
- Stronger role for the Agency on refoulement by establishing a Return Office
- Participation of the Agency in the management of research and innovation activities
- European cooperation on coast guard functions by developing cross-sectoral cooperation among the European Border and Coast Guard Agency, the European Fisheries Control Agency and the European Maritime Safety Agency
- Increased cooperation with third countries by coordinating operational cooperation between Member States and third countries
- Strengthening of the Agency's mandate to process personal data by also allowing for the processing of personal data in the organization

- Guaranteeing the protection of fundamental rights by means of a complaint Mechanism

## **4.2 The role of Eurosur**

Eurosur is the information-exchange framework designed to improve the management of Europe's external borders. It aims to support Member States by increasing their situational awareness and reaction capability in combating cross-border crime, tackling irregular migration and preventing loss of migrant lives at sea.

The backbone of Eurosur is a network of National Coordination Centres (NCCs). Each Member State establishes an NCC, which groups the authorities responsible for border control in a given Member State. The main role of the NCC is to coordinate the border surveillance activities on national level and serve as a hub for the exchange of information.

The NCCs collect local and national information about what takes place at the borders, including illegal border crossings and criminal activity. The data processed by the NCC personnel creates a national situational picture. The NCCs are also responsible for sharing the relevant information with other Member States and Frontex. Based on this input and information from other sources, Frontex creates a European-wide situational picture and the common pre-frontier intelligence picture (focused on areas beyond the Schengen Area and EU borders).

## **4.3 Partnerships with third countries**

Cooperating with countries outside the EU is an integral part of Frontex mandate. The primary objective is to intensify existing bilateral cooperation with the EU's neighbouring countries, as well as with countries of origin and transit for irregular migration. As with other Frontex activities, external cooperation is mainly based on the findings of risk analyses.

Building external relations is a valuable tool for effectively handling irregular migration and cross-border crime in accordance with EU's Integrated Border Management (IBM) strategy.

In this context, Frontex constantly develops a reliable network of partnerships with the relevant authorities of non-EU states. These are usually law enforcement authorities responsible for border control. The Frontex website states it has working arrangements with 18 non-Member

States, including the Russian Federation, the United States of America, Canada, Turkey and several states in Western Africa and the Balkan.

## **5. Key questions to be answered**

- How should the basic mechanism for risk assessment of Member States exactly look like?
- What are the implications of the established European Border and Coast Guard for national security and the national frontier services?
- How will neighbouring countries to the EU's external borders be affected?
- What is the basis and need for a rapid border intervention?
- What circumstances shall for internal border control?
- What are the long-term ramifications of this proposal?
- How to ensure long-term operation of the Agency and its interoperability with national security agencies and services?

## **6. Advise for further research**

Commision proposal: [https://ec.europa.eu/home-affairs/sites/homeaffairs/files/what-we-do/policies/securing-eu-borders/legal-](https://ec.europa.eu/home-affairs/sites/homeaffairs/files/what-we-do/policies/securing-eu-borders/legal-documents/docs/regulation_on_the_european_border_and_coast_guard_en.pdf)

[documents/docs/regulation\\_on\\_the\\_european\\_border\\_and\\_coast\\_guard\\_en.pdf](https://ec.europa.eu/home-affairs/sites/homeaffairs/files/what-we-do/policies/securing-eu-borders/legal-documents/docs/regulation_on_the_european_border_and_coast_guard_en.pdf)

[http://frontex.europa.eu/assets/Documents/European Border and Coast Guard Agency Main Tasks.pdf](http://frontex.europa.eu/assets/Documents/European_Border_and_Coast_Guard_Agency_Main_Tasks.pdf)

<http://frontex.europa.eu/news/european-border-and-coast-guard-agency-launches-today-CHIYAp>

<http://frontex.europa.eu/about-frontex/legal-basis/>

<http://www.consilium.europa.eu/en/press/press-releases/2016/09/14-european-border-coast-guard/>

<http://frontex.europa.eu/partners/third-countries/>

<http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:12012E/TXT>

<http://eur-lex.europa.eu/legal-content/en/ALL/?uri=CELEX%3A52015DC0673>

## **Topic B: NEC-Directive (EU Environmental Policy)**

### **1 Introduction**

The National Emissions Ceiling (NEC) Directives, along with the Ambient Air Quality Directives, provide the legal framework for the European Union's (EU) air policy. The EU has recognised that air pollution is a very important social and environmental issue due to its negative impact on human health and the environment, and so has set annual national emission ceilings for each Member State to be attained. This has come along with various directives and objectives being implemented throughout the years.

Since the 1970s, air pollution has become one of the EU's main political concerns. The EU has described air pollution as the number one environmental cause of death in the EU, with the Commission estimating that air pollution has caused over 400,000 people to die prematurely in the EU in the year 2010, ten times more than from road traffic accidents<sup>1</sup>. Of particular concern are particulate matter (fine dust), ground-level ozone and nitrogen dioxide. The World Health Organisation has linked long-term exposure to very fine particles (PM2.5) with cardiovascular and respiratory deaths, increased sickness, and childhood respiratory diseases<sup>2</sup>. Health-related external costs range between €330 billion and €940 billion per year, depending on the valuation methodology. It is also estimated that there would be increased healthcare costs of €4 billion every year for the treatment of air pollution-related bronchitis alone. Moreover, there is also an economic damage of €15 billion due to productivity losses as air pollution causes more than 100 million lost workdays per year across Europe. At the same time, the damages to the ecosystem have to be acknowledged, especially with acid rain and eutrophication as they negatively impact biodiversity and even the economy, with diminishing fish populations and loss of natural landscapes for tourism sectors.

As a result, air pollution and emissions have become major concerns for the EU. And although emissions of major air pollutants in the EU have decreased in recent decades, thus generally

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<sup>1</sup> Proposal for a Directive of the European Parliament and of the Council on the limitation and reduction of emissions of certain pollutants. European Commission.

[http://ec.europa.eu/environment/archives/air/pdf/Impact\\_assessment\\_en.pdf](http://ec.europa.eu/environment/archives/air/pdf/Impact_assessment_en.pdf)

<sup>2</sup> Air Quality in Europe – 2016 Report. European Environment Agency.

<http://www.eea.europa.eu/publications/air-quality-in-europe-2016>

improving air quality across the region, certain sectors have not decreased their emissions enough to meet air-quality standards or have even increased emissions of some pollutants. Emission levels of ammonia (NH<sub>3</sub>) from agriculture have remained high and contribute to sustained particulate matter (PM) levels, while emissions of nitrogen oxides (NO<sub>x</sub>) from road transport have still not decreased enough to meet air-quality standards in many urban areas<sup>3</sup>.

Air pollution is an issue that cannot be contained within countries as it disregards national borders, which is why it has become necessary for the issue to be tackled at the European and global level. The Clean Air Policy Package had been adopted by the European Commission in 2013 after it had reviewed the EU's air policy from 2011 to 2013. With this, the Commission proposed a Clean Air Programme for Europe, thus setting new goals and objectives for EU's air policy for 2020 and 2030 by updating the 2005 Thematic Strategy on Air Pollution<sup>4</sup>.

The most recent Directive 2016/2284/EU that came into force on the 31<sup>st</sup> of December 2016 had amended Directive 2003/35/EC and repealed Directive 2001/81/EC, becoming the main legislative instrument of the EU to achieve the 2030 objectives of the Clean Air Programme. This directive aims to achieve levels of air quality that will not give rise to significant negative impacts on human health and the environment through commitments of the Member States to reduce national emissions of certain atmospheric pollutants. The five pollutants that have been highlighted are: Sulphur dioxide (SO<sub>2</sub>), Nitrogen oxides (NO<sub>x</sub>), Non-methane volatile organic compounds (NMVOC), Ammonia (NH<sub>3</sub>) and fine particulate matter (PM<sub>2,5</sub>) – pollutants that are responsible for acidification, eutrophication and ground-level ozone pollution. Moreover, the directive requires that national air pollution control programmes be created and implemented so that emissions of these and other pollutants, as well as their impacts, be monitored and reported<sup>5</sup>.

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<sup>3</sup> Air Quality in Europe – 2016 Report. European Environment Agency.  
<http://www.eea.europa.eu/publications/air-quality-in-europe-2016>

<sup>4</sup> Clean Air Policy Package: Proposal, Implementation, Press release, Questions. European Commission.  
[http://ec.europa.eu/environment/air/clean\\_air\\_policy.htm](http://ec.europa.eu/environment/air/clean_air_policy.htm)

<sup>5</sup> Directive (EU) 2016/2284 of the European Parliament and Council. Official Journal of the European Union.  
[http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=uriserv:OJ.L\\_.2016.344.01.0001.01.ENG&toc=OJ:L:2016:344:TOC](http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=uriserv:OJ.L_.2016.344.01.0001.01.ENG&toc=OJ:L:2016:344:TOC)

## 2. History and Background

The EU's air policy has developed from the 1980s, with countries increasing their efforts of pollution control, especially with the 1979 Convention on Long Range Trans boundary Air Pollution (CLRTAP) which aimed to tackle the whole scope of air pollution by developing a multi-pollutant and multi-effect approach. International actions under the CLRTAP, and other platforms, have included the exchange of scientific and technical information to share best practices, which has become an important component of the EU's air policy framework. Moreover, the Council of the EU and the European Parliament adopted the 6th Environment Action Programme (6EAP) in 2002, thus establishing a common EU long-term objective for air quality. The 2005 Thematic Strategy on Air Pollution (TSAP) was developed after the 2000 – 2004 review of air policy, which set the policy direction towards the EU's long-term goal through provisional objectives for 2020<sup>6</sup>. Additionally, the Ambient Air Quality Directives (AAQDs) were drawn up, which set minimum standards for assessing and managing air quality in the EU. The 2008 Ambient Air Quality Directive (2008/50/EC) merged and replaced almost all of the previous EU air quality legislation.<sup>7</sup>

The National Emissions Ceiling Directive was drawn up in order to limit the total emissions of Member States for a set of pollutants. The original directive was the NEC Directive 2001/81/EC, which not only set national ceilings to be met by 2010 but also required Member States to draw up a National Programme to record their progress - the first one by 2002 and to later be updated by 2006. Member states had to outline what measures and policies they had already adopted, and were planning to adopt, as well as their estimates of what measurable effects they would have on emission levels in 2010. Measures to address emissions were mostly targeted at the industrial sector, the energy supply, and the transport sectors. It was noted that the most problematic pollutant would be NO<sub>x</sub>, where it was estimated that 11 out of the 24 Member States (excluding Luxembourg due to no available projections data) would not reach their targets by 2010. However, other problems that Member States had regarding the meeting of their ceilings

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<sup>6</sup> Proposal for a Directive of the European Parliament and of the Council on the limitation and reduction of emissions of certain pollutants. European Commission.

[http://ec.europa.eu/environment/archives/air/pdf/Impact\\_assessment\\_en.pdf](http://ec.europa.eu/environment/archives/air/pdf/Impact_assessment_en.pdf)

<sup>7</sup> New Air Quality Directive. European Commission, 2016.

<http://ec.europa.eu/environment/air/quality/legislation/directive.htm?cookies=disabled>

included uncertainty in emission factors, under-estimation of their economic growths when the NEC Directive was drawn up, different inventory methodologies leading to differences in emission estimates (for instance, calculating emissions from fuel sold or fuel used), assumptions of some measures being applicable universally, and internal political resistance<sup>8</sup>.

The 2005 TSAP strategy that was adopted after Directive 2001/81/EC pointed out that the directive should be revised in order to re-align the emissions ceilings for the relevant pollutants with the strategic health and environmental impact reduction objectives for 2020, especially as the directive did not explicitly address the health impacts of particulate matter, which had been identified by the 2005 TSAP as the leading health problem from air pollution in the EU. Furthermore, the directive had no emission ceiling for primary particles, and there was the issue of how to regulate air pollutants which are Short-Lived Climate Pollutants (black carbon and methane). However, this rewriting planned for 2008 was not adopted<sup>9</sup>.

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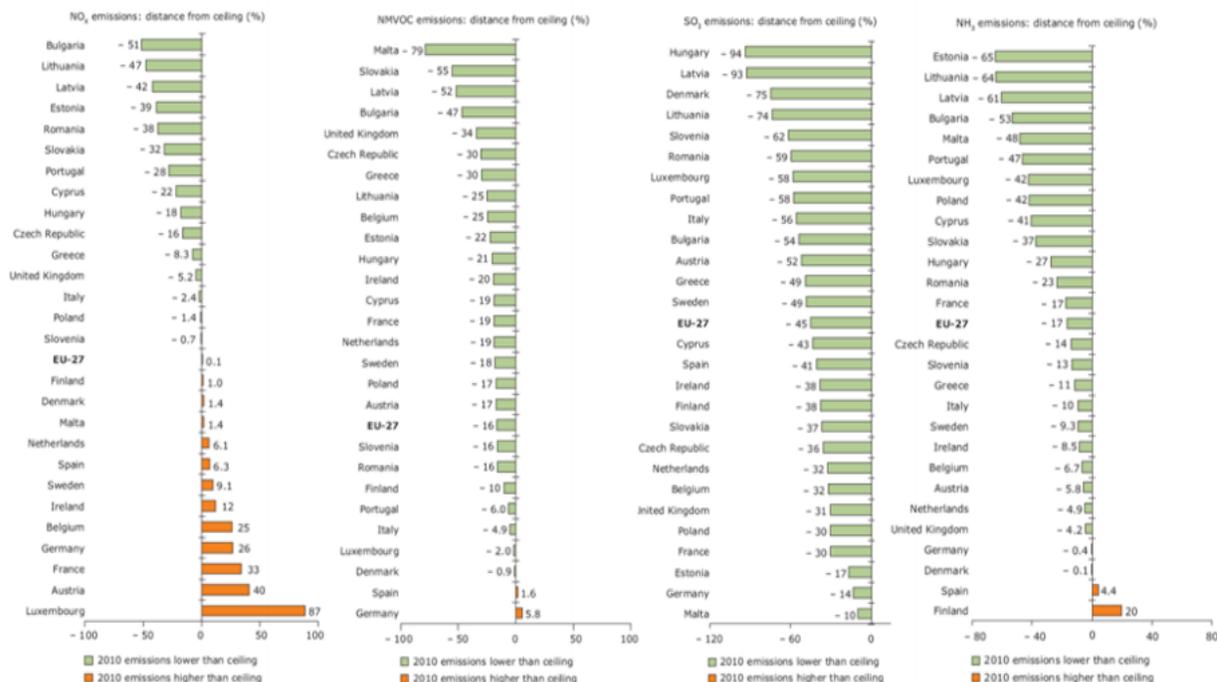
<sup>8</sup> Evaluation of national plans submitted under the National Emission Ceilings Directive 2001/81/EC – Synthetic and Technical Reports. (European Commission, 2008).

[http://ec.europa.eu/environment/archives/air/pollutants/evaluation\\_nec.htm](http://ec.europa.eu/environment/archives/air/pollutants/evaluation_nec.htm)

<sup>9</sup> Proposal for a Directive of the European Parliament and of the Council on the limitation and reduction of emissions of certain pollutants. European Commission.

[http://ec.europa.eu/environment/archives/air/pdf/Impact\\_assessment\\_en.pdf](http://ec.europa.eu/environment/archives/air/pdf/Impact_assessment_en.pdf)

**Figure 21: NECD Compliance Picture Related to 2010 Member State Obligations (EEA, 2012)**



As can be seen from the figure above, the 2010 emissions ceilings have generally been achieved. The green bars indicate an over-achievement of the emission reduction objective. Thus, from the 108 ceilings of the 27 Member States, 17 had been breached, mostly the NO<sub>x</sub> ceiling. The Commission determined that for most of the cases where the ceiling was not met, it could be achieved with sufficient effort from Member States. Nevertheless, the NEC Directive has generally been successful as the goals and reductions that were set in 2001 had mostly been achieved<sup>10</sup>.

Despite that, the Commission considered to repeal the Directive in November 2014 but rethought it as there was a strong resistance to this idea from the European Parliament and the Civil Society. In a 2012 Eurobarometer Survey on air quality, where over 25,000 EU citizens were asked questions on the topic of air quality, almost four out of five participants (79%) believed

<sup>10</sup> Proposal for a Directive of the European Parliament and of the Council on the limitation and reduction of emissions of certain pollutants. European Commission. [http://ec.europa.eu/environment/archives/air/pdf/Impact\\_assessment\\_en.pdf](http://ec.europa.eu/environment/archives/air/pdf/Impact_assessment_en.pdf)

that the EU should propose additional measures to address air pollution as a majority of them believed that air quality had deteriorated in the last 10 years. Only 25% of the participants said that they were aware of EU air quality standards and national emission ceilings, and out of those more than half (58 % and 51 %) were of the view that they should be strengthened.<sup>11</sup> Thus, the Commission submitted its clean air proposal COM 2013 (920) amongst an Environment Council meeting on the 3<sup>rd</sup> of March 2014 with new national emission reduction commitments, applicable from 2020 and 2030. Issues such as whether methane should be included, the need for more realistic targets for 2030, more flexibility in target achieving, and concerns about particular sectors such as agriculture were discussed. On the 16<sup>th</sup> of December 2015, the Council agreed on a general approach for the proposed Directive. Finally, on the 30<sup>th</sup> of June 2016 the Council and the European Parliament reached a provisional agreement on a directive to reduce emissions of air pollutants with stricter national limits<sup>12</sup>.

The new NEC Directive 2016/2284/EU entered into force on the 31<sup>st</sup> of December 2016 and must be transposed by the 30<sup>th</sup> of June 2018. Moreover, by the 31<sup>st</sup> of March, 2019 every Member State must enact a National Air Pollution Control Programme setting out what measures they will take in order to adhere to their 2020 and 2030 reduction commitments<sup>13</sup>.

### **3. Legal Basis of the Commission's proposal COM 2013 (920) and other relevant regulation**

The Convention on Long-Range Transboundary Air Pollution (CLRTAP) of 1979, signed by 51 parties, intended to reduce air pollution in general. It has successfully addressed environmental problems through scientific collaboration and policy negotiation. It resulted in eight protocols that specify specific measures to be taken by the Parties to the convention, being:

- Protocol on Long-Term Financing of the Cooperative Programme for Monitoring and Evaluation of the Long-range Transmission of Air Pollutants in Europe (EMEP) (1984)
- 1985 Helsinki Protocol on the Reduction of Sulphur Emissions
- Nitrogen Oxide Protocol (1988)

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<sup>11</sup> Environment: Europeans call for stronger EU air quality policy. Press Release, European Commission, 2013. [http://europa.eu/rapid/press-release\\_IP-13-6\\_en.htm](http://europa.eu/rapid/press-release_IP-13-6_en.htm)

<sup>12</sup> Air quality: agreement on stricter limits for pollutant emissions. Press Release, European Council and Council of the European Union, 2016. <http://www.consilium.europa.eu/en/press/press-releases/2016/06/30-air-quality/>

<sup>13</sup> Reduction of national emissions of atmospheric pollutants. European Commission, 2016. <http://ec.europa.eu/environment/air/pollutants/ceilings.htm>

- Volatile Organic Compounds Protocol (1991)
- 1994 Oslo Protocol on Further Reduction of Sulphur Emissions
- Protocol on Heavy Metals (1998)
- Aarhus Protocol on Persistent Organic Pollutants (1998)
- 1999 Gothenburg Protocol to Abate Acidification, Eutrophication and Ground-level Ozone (1999)

The last protocol on the list, the Gothenburg Protocol to Abate Acidification, Eutrophication and Ground-level Ozone was signed and ratified by 25 states, and the EU. It set emission ceilings for sulphur dioxide, nitrogen oxides, ammonia and volatile organic compounds, to be met by 2010. The revision of the agreement was concluded by 2012, through which the Parties agreed to reduce emissions further by 2020, including targets for particulate matter. The 2020 targets, known as the Emission Reduction Commitments (ERCs), are almost identical to the 2012 revised Gothenburg Protocol. This has been criticised by some as they believe that these ERCs are expected to be reached by the Member States by just relying on already existing legislation.

#### **4. Key questions to be answered**

- Who are the stakeholders of the NEC-Directive, and what are their objectives?
- On what issues do you think the European Parliament (representing the EU’s citizen) and Council (representing the governments) could disagree on?
- Could the information sharing between Member States on effective measures and the impact of policies significantly help Member States meet their ceilings?
- What measures could be taken to address the most problematic pollutants, such as NO<sub>x</sub>?
- Newly acceded Member States in the 2000s claim lower reduction efforts, compromising the objective of economic growth with environmental protection under the umbrella of “Sustainable development”. To what extent is this special treatment for “catching-up” Member States still justified?

## 5. Advice for further research

Commission Proposal COM 2013 (920)

[http://eur-lex.europa.eu/resource.html?uri=cellar:5fbb1091-77a9-11e3-b889-01aa75ed71a1.0021.04/DOC\\_1&format=PDF](http://eur-lex.europa.eu/resource.html?uri=cellar:5fbb1091-77a9-11e3-b889-01aa75ed71a1.0021.04/DOC_1&format=PDF)

[http://eur-lex.europa.eu/resource.html?uri=cellar:5fbb1091-77a9-11e3-b889-01aa75ed71a1.0021.04/DOC\\_2&format=PDF](http://eur-lex.europa.eu/resource.html?uri=cellar:5fbb1091-77a9-11e3-b889-01aa75ed71a1.0021.04/DOC_2&format=PDF)

“Exceedance of air quality limit values in urban areas.” (European Environment Agency, 2016) –  
Graphs and charts on pollutants and urban populations in the EU.

<http://www.eea.europa.eu/data-and-maps/indicators/exceedance-of-air-quality-limit-3/assessment-2>

“Cleaner air for all: Why is it important and what should we do?” (European Commission, 2013)  
– Some facts on Air Pollution.

<http://ec.europa.eu/environment/pubs/pdf/factsheets/air/en.pdf>

“Directive 2001/81/EC of the European Parliament and of the Council of 23 October 2001 on national emission ceilings for certain atmospheric pollutants.” (European Parliament and the Council of the European Union, 2001). <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CONSLEG:2001L0081:20090420:EN:PDF> – NEC Directive 2001/81/EC.

“National Programs under the National Emission Ceilings Directive.” (European Commission, 2008). [http://ec.europa.eu/environment/air/pollutants/nationalprogr\\_dir200181.htm](http://ec.europa.eu/environment/air/pollutants/nationalprogr_dir200181.htm) – National Programmes from 2002 and 2006 of each Member State.

“Legislation.” (European Commission, 2016). <http://ec.europa.eu/environment/air/legis.htm> – Legislations of the EU regarding the environment.