

Sino-Italian Cooperation Program
Environmental Training Community

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newsletter

工作通讯

03



Italian Ministry
for the Environment and Territory



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The Italian Ministry for the Environment
and Territory (IMET) has recently been renamed
as Ministry for the Environment, Land and Sea
of Italy (IMELS).

In this Newsletter issue,
both acronyms are being used.

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**Parliament to air companies:
“Curb CO2 emissions”**

As competition increases amongst airlines and cheap air tickets are more and more common, Members of the European Parliament (MEPs) took a look at the environmental effects of the aviation industry. As a result Parliament adopted a resolution in which it proposes a combination of measures which on one hand may affect prices of flights while reducing emissions of greenhouse gases into the atmosphere.

Plane emissions are at present just 3% of the EU total but growing rapidly. If no measures are taken by 2012 increased emissions from aviation will counteract more than a quarter of the reductions required by the EU’s Kyoto target. The proposed resolution intends to apply the rules of the emission trading system in



the aviation sector so that airlines which will exceed the limits of emissions will be able to buy emission credits from those who stay below their designated limits. Parliament also calls for improvement of the air traffic management which can save fuel and reduce emissions.

As plane emissions are covered neither by Kyoto Protocol nor by any other international climate change rules, the initiative supported by Parliament will put EU to the forefront of fight against climate change.

**Batteries to be collected and recycled,
nature protected**

After two years of negotiation, Members of the European Parliament (MEPs) approved a directive which will ensure that schemes for collecting spent portable batteries and accumulators are set up throughout Europe by 2008; according to that collected batteries will be recycled and strict limits to the content of cadmium and mercury in batteries have also been fixed.

This new directive will help consumers to consume more intelligently and producers to reduce pollution, such as mercury, cadmium and lead.

Collection schemes and the requirement for distributors to take back waste batteries are the key points of this directive. Another important point is the registration of producers using similar procedures in all Member States.

In 2002 the collection rates of portable batteries in the six countries which have



already set up schemes were: Belgium 59%, Sweden 55%, Austria 44%, Germany 39%, the Netherlands 32% and France 16%. The new directive lays down minimum collection rates to be reached by all Member States: 25% by 2012 and 45% by 2016.

**Better coordination will reduce
the risk of floods**

Since almost 80 per cent of European rivers flow across borders and coastlines are shared, Members of the European Parliament (MEPs) are calling on EU countries to coordinate flood risk assessment and management. The focus should be on risk rather than floods and urges Member States to draw up flood risk maps. While emphasizing the environmental impact of floods, the law leaves it up to Member States to develop

specific measures for special areas. This Directive will help to attain the environmental objectives laid down in the Community legislation in force; in addition to assessing and managing of flood risks aiming at the reduction of the adverse consequences on human health, the environment and economic activity and the release of dangerous chemicals.

The aim of the Directive is not only the reduction of flood risks, but also the management of such risks. Therefore Member States shall, at the level of the river basin district, prepare flood maps and indicative flood damage maps, hereinafter "flood risk maps", for the river basins, sub-basins and stretches of coastline identified. Concerning areas beyond national borders, MEPs say that in the case of shared river basins, sub-basins or stretches of coastline, Member States shall cooperate in the implementation of the Directive. The Directive aims to ensure that in the case of shared river basins, Member States are required to coordinate when determining the levels of protection. This is a particularly important safeguard for downstream countries. Furthermore, in the case of an international river basin district extending beyond the boundaries of the Community, where one single international flood risk management plan including any third country concerned is not produced,



the Member State or Member States concerned shall endeavor to establish appropriate coordination with the relevant third countries, with the aim of achieving the objectives of this Directive throughout the river basin district.

Biodiversity loss is not inevitable

Biodiversity is all forms of life on Earth - species, genes and ecosystems - and is vital to man. It affects the climate, air, water, soil fertility, food production, medicines, in fact every aspect of our lives.

To preserve and restore biodiversity, EU Heads of State and Government agreed at the Göteborg Summit in 2001, "to halt the loss of biodiversity in the EU by 2010" and to restore habitats and natural systems. But it is important to see the protection of biodiversity not just as a goal to be met by 2010. The Parliament has already begun to improve its ecological behavior. In 2006 it is implementing an Environmental Management System based on the European Union Eco-Management and Audit Scheme (EMAS) standard; an example that others are encouraged to follow.

But this represents just a first step; the protection of biodiversity has to be a constant aspect in legislation and in every action taken.

In order to guarantee results in protecting



biodiversity and avoiding further decline, every person should contribute to a stop of biodiversity loss. Help can start with small actions, like minimizing waste and using more environmentally friendly transportation.

Car taxes: the less I pollute, the less I pay

Within ten years car registration taxes should be replaced by annual road taxes based on a common system across the European Union. The tax will be based on the pollution level generated by each car, in order to encourage the purchase of "clean" cars. This is the broad aim of the new measures proposed by the European Commission, which the Parliament will discuss during the next plenary session. Within the EU, the reduction in car taxes will depend more and more on the pollution level generated by the car. The aim of these so-called "environmental" taxes is to change the behavior of car drivers so that they take into account the cost of pollution in the car's running costs. The more the car respects the environment, the less taxed it will be.

