

## 4. POLICIES AND MEASURES

### Foreword

The policies and measures brought in by the Federal State and the Regions in the context of climate change policy are presented in this section. The frame of the policy making process related to these actions is presented in § 4.1. Policies and measures are then presented per activity sector in § 4.2 to 4.6. For each activity sector, the policies and measures are classified by categories, based on the intended objective or the type of instrument employed, and the level of power concerned (Federal State / Region). When appropriate, the connections between the policies and measures implemented by the different authorities are mentioned, plus their link with the different regional plans. Additional information, relating to administrative and consultative bodies, thematic working parties and the instruments set up in the context of implementing these policies and measures, are given in the boxes. Each sub-section (§ 4.2 to 4.6) is closed by a summary table of the policies and measures in each sector. In these tables, a serial number, preceded by a letter indicating the sector concerned (E: energy; T: transport; I: industry; A: agriculture (and forestry); W: waste), identifies each action and makes clear the relationship between the actions listed in the tables and their description in the text. The information presented in these tables covers, in order: the acronym of the measure, the objective or the activity envisaged, the greenhouse gas(es) concerned, the type of instrument implemented, the stage of implementation and the institution responsible. A quantitative estimate of the reduction potential is not available for most policies and measures considered individually; a quantitative estimate of the emission reduction for the policies and measures as a whole is presented in Section 5 (projections). The codes used in these tables to indicate the type of instrument implemented and the stage of implementation are explained in Table 4-1.

Table 4-1. Implementation of PAMs : Nomenclature for the type of instrument and the stage of implementation

<b>Type of instrument</b>		
FIN	Financial / economic	All instruments aiming to encourage the target groups to action by means of a positive or negative financial incentive (with the exception of R&D programmes)
REG	Regulations	All instruments of a restrictive nature, that is to say aiming to encourage the target groups to modify their behaviour by a legal, regulatory or administrative constraint
R&D	Research and development	All instruments aiming to promote research and development in the sectors concerned
INF	Infrastructure	All modifications of infrastructure
PLA	Planning	Policy planning procedures
ORG	Organisation	(Re)organisation of the structures of public authorities or their mode of action
EDU	Information, education, training	All measures aiming to increase the awareness of the target groups by information, training, public awareness
VOL	Voluntary / negotiated agreements	All initiatives of the political authorities aiming to obtain the voluntary engagement of target groups with the objectives of the policy being pursued
MIX	Mixed	Integrated implementation of a whole series of instruments belonging to different categories
<b>Stage of implementation</b>		
IMP	Measure is implemented	Measure for which one of the conditions below is applicable: a) national legislation is in force; b) one or several voluntary agreements have been struck; c) financial resources have been allocated; d) human resources have been mobilised
ADO	Measure adopted	Measure for which a government has taken an official decision and is expressly engaged in proceeding with the implementation
PLA	Measure planned	Arrangements are currently being examined for which a favourable policy consensus exists for its future implementation

## 4.1. POLICY MAKING PROCESS

In the federal context of Belgium, the policies and measures aiming to alleviate greenhouse gas emissions are mapped out at different power levels, depending on the authority residing in the federal and regional authorities (see § 2.1.2). Each of these levels of power establishes its own priorities for environmental and climate policy. Instruments of co-ordination have been established, in order to harmonise and create synergy between the policies conducted by the Federal Government and the three Regions. The general context for the preparation of policies and measures regarding climate change is consequently built up by a series of guiding plans, established by the federal and regional authorities, determining the policy objectives and the strategies for attaining these objectives. These plans, plus the structures with which they are associated, are presented below, for the Federal State and the three Regions.

### *i. FEDERAL STATE*

#### *FEDERAL PLAN FOR SUSTAINABLE DEVELOPMENT 2000-2004 (FPSD):*

The *Federal Plan for Sustainable Development 2000-2004*, drawn up to put into practice the law of 5 May 1997 regarding the co-ordination of the federal sustainable development policy, and adopted by the Federal Government on 20 July 2000, indicates the broad thrust of the policy to be followed at federal level to attain the objectives of sustainable development. This plan is characterised by both prescriptive and indicative planning. Although it has been fixed by royal decree, it is not imperative in character and does not lead to direct consequences for the man in the street. In other words, the FPSD does not have regulatory authority. The measures that it contains have to be worked out and implemented according to the habitual decision-making procedures and are, if need be, submitted to the approval of Parliament. The Federal Government is required to report each year on the progress made on the objectives of the plan. A new *Federal Plan for Sustainable Development* has to be produced every 4 years.

The FPSD especially fixes the context of the action policy relative to climate change. It provides for the implementation of strategies for the sustainable development of energy (rational use of energy, promotion of sources of renewable energy, management of supply and demand, technological development, policy of products, energy taxation). The FPSD also provides the promotion of mobility that is compatible with sustainable development, based on controlling the growth of the need for mobility, increasing the security of travel, technological innovation and modal transfer. Finally, the broad lines of the policy of protecting the atmosphere (including the issues of ozone, climate change and acidification) are also fixed in the FPSD.

#### **Box 4-1. Interdepartmental Commission on Sustainable Development (CIDD/ICDO), Federal Council of Sustainable Development (CFDD/FRDO), Task Force on Sustainable Development**

Parallel to the establishment of the *Federal Plan for Sustainable Development*, the law of the 5 May 1997 also prescribes permanent consultation between the different ministries and public bodies through the *Interdepartmental Commission on Sustainable Development* (CIDD/ICDO). This commission is responsible for preparing the four-yearly sustainable development plan and of consulting widely around this plan (with the general public) before submitting the draft to the Government. The law of 5 May 1997 also established the *Federal Council for Sustainable Development* (CFDD/FRDO), made up of representatives of a variety of social groups. These include organisations active in environmental matters, organisations of co-operation in development, consumers' organisations, workers' and employers' organisations, energy producers and scientists. This Council has to be consulted on the draft of the *Federal Plan for Sustainable Development*. It also formulates recommendations on the subject of the federal sustainable development policy, on adhering to Belgium's international undertakings (*Action 21, United Nations Framework Convention on Climate Change, Convention on Biological Diversity*), at the request of the Federal Government, the Federal Parliament and on its own account. Furthermore the CFDD/FRDO functions as a forum, stimulating the debate on sustainable development. The Task Force on Sustainable Development evaluates the level of implementation of a sustainable development policy by the Federal Government, and publishes evaluation reports twice a year. Several thematic areas are covered, among which energy, transport, tropospheric ozone and climate changes.

**Box 4-2. The fiscal context**

The total burden of standard and special taxes in Belgium is among the highest of the industrialised countries (46.3 % of the GDP in 1998<sup>24</sup>). This burden essentially involves income from work. The governmental agreement provides for a reduction in this fiscal pressure, with the aim of progressive alignment with neighbouring countries. The law of 10 August 2001, concerning the reform of personal taxation (MB [*Belgian Statute Book*] 20 September 2001), constitutes the first part of this recasting of the fiscal system. The government promises, if it is re-elected, to undertake a reform of company taxation, in order to encourage investment and to strengthen the competitive position of Belgian companies. These modifications of the fiscal structure should also contribute to a smooth transition from a tax system that penalises work towards a tax system whose main aim is to create objectives for sustainable development. Several measures aiming to reduce emissions of greenhouse gases for the energy and transport industries are being introduced in the context of this fiscal reform. Likewise, the production and the consumption of products that respect the environment are encouraged via changes within the indirect tax system. The adoption of "eco-reductions" (decision of the Council of Ministers of 30 March 2001) has thus reinforced the system of "eco-taxes", instituted by the law of 16 July 1993, and whose implementation continues to be the subject of negotiation.

*THE FEDERAL PLAN TO COMBAT ACIDIFICATION AND OZONE IN THE TROPOSPHERE*

On 31 May 2000, the *Federal Plan to combat Acidification and Ozone in the Troposphere* was approved in the Council of Ministers. The objective of this plan is to fix federal measures to be taken during the period 2000-2003 to combat acidification and ozone in the troposphere. It meets Belgium's international obligations to ratify protocols signed under the *United Nations Convention on Transborder Atmospheric Pollution* (LRTAP Convention, 13/11/1979). The *Federal Plan to combat Acidification and Ozone in the Troposphere* contains, in addition to a brief description of the environmental issues involved, a plan of actions classified by sector, plus modalities of implementation and evaluation. While this plan is not directly targeted at a reduction in greenhouse gas emissions, a certain number of measures that it contains (especially structural measures in the transport and energy sectors) are intended to reduce these emissions. A complete statement of the implementation of the measures was presented to the Council of Ministers in the spring of the year 2001.

*ii. FLEMISH REGION**THE MINA PLAN:*

In the Flemish Region, the broad thrust of the environmental policy is determined by a five year plan, following the "Decree on the general arrangements regarding environmental policy", approved by the Flemish Parliament on 5 April 1995. The *1997-2001 Environmental Policy Plan* (MiNa plan 2) puts the accent on medium to long term strategies and contains concrete proposals for initiatives to be implemented over the five year period. Under the theme "climate change due to the greenhouse effect", MiNa plan 2 provides for several concrete actions:

- the implementation and putting into practice of the Flemish Region's Plan 'CO<sub>2</sub> – rational use of energy';
- the preparation and implementation of a plan for reducing CH<sub>4</sub> emissions;
- the preparation and implementation of a plan for controlling emissions of N<sub>2</sub>O, HFCs and PFCs;
- the investigation (via scientific research) of possibilities of fixing carbon in materials and sinks.

The next five-year plan, for the period 2002-2006 (*MiNa plan 3*), is currently being prepared.

**Box 4-3. MINA, MIRA, annual environmental programmes**

The environmental policy in the Flemish Region, as defined in the decree of 5 April 1995, is founded on three axes: the *Environmental Policy Plan* (MINA plan), the "Reports on the environment" (*MIRA*) and the *Annual Environmental Programmes*<sup>25</sup>. The "Reports on the environment" present a factual evaluation of the environmental situation and environmental policies, plus prospective scenarios. They serve to support the preparation of policies. The *Environmental Policy Plan* is drawn up for a period of five years. It is a policy document that contains both medium term strategic objectives and a plan of concrete, short-term actions. The *Annual Environmental Programmes* are drawn up annually to put into practice the actions presented in the *Environmental Policy Plan*. They announce the actions and initiatives that will be undertaken during the year, and also present a statement of the situation and any changes to the *Environmental Policy Plan*.

<sup>24</sup> Source : OECD, Income statistics 1965-1998

<sup>25</sup> « Milieu Jaarprogramma »

**Box 4-4. The Flemish Region Taskforce for Climate Policy**

In its decision of 20 April 2001, the Flemish Government set up a "Taskforce" for the climate policy in the Flemish Region. This taskforce is responsible for making the following things happen:

- develop a pro-active climate policy in the Flemish Region
- evaluate the results of the 'CO<sub>2</sub>-RUE' Plan
- prepare a *Flemish Climate Plan*, and estimate the human and financial resources necessary to ensure its implementation
- implement the *National Climate Plan*, respecting the priorities of the Flemish Region
- pursue the process of ratifying the Kyoto Protocol
- report the progress made to the Flemish Government
- prepare the position of the Flemish Region regarding the national and international climate policy.

This taskforce is made up of representatives of the ministerial cabinets responsible for the environment, energy, co-operation in development, scientific policy, the economy, agriculture, housing, public buildings, mobility, town and country planning, plus the public administrations and services concerned.

« CO<sub>2</sub> / RATIONAL USE OF ENERGY » PLAN

In 1994, the Flemish Region adopted the CO<sub>2</sub> / RUE Action Plan<sup>26</sup> in the context of the surveillance system set up by the European Union (directive 93/389/EEC). This plan, annexed to the 1994 *National Programme for the Reduction of CO<sub>2</sub> Emissions*, was first activated in 1996, with the identification of priority actions, and again in 1999, in the context of the MINA plan 1997-2001. The Flemish Region decided to revise its CO<sub>2</sub> / RUE Action Plan again in the context of the *Flemish Climate Plan* (see hereafter) in order to counter continued growth in CO<sub>2</sub> emissions. The main changes to the plan will be the inclusion of quantitative objectives, new actions accompanied by budgetary estimates, including those for human resources. The plan also explores the cost-efficiency analysis of different measures and suggests a number of policy options.

THE FLEMISH CLIMATE PLAN

The Flemish Government, in its decision of 20 April 2001, provides for the preparation of a *Climate Policy Plan for the Flemish Region*<sup>27</sup>. The implementation of this plan is entrusted to the *Flemish Region Taskforce for Climate Policy* (see Box 4-4). Its adoption by the Flemish Government and the Parliament is scheduled in the course of the first half year of 2002. The *Flemish Climate Plan* will constitute the contribution of the Flemish Region to the *National Climate Plan* (see hereafter.). It will integrate the actions provided for by the *Environmental Policy Plan* (MINA plan), the *CO<sub>2</sub> / RUE Plan*, and new policies and measures. The main point of this plan is to enable the Flemish Region to progress towards an economy with a low consumption of fossil fuels, in the context of a liberalised energy market, as ruled on in the decision of 8 December 2000. The *Flemish Climate Plan* should also enable the intermediate objective of reducing emissions of greenhouse gases to be reached in 2005, down to the 1990 level (decision of 20 April 2001). The Flemish Government has however made this objective conditional on the federal authority taking helpful measures in the fiscal area, concerning energy, transport and product policy.

iii. WALLOON REGION

THE WALLOON REGION ACTION PLAN FOR CLIMATE CHANGE

On 19 July 2001 the Walloon Government adopted the *Walloon Region Action Plan for Climate Change*<sup>28</sup>. This plan will constitute a major part of the *Air Plan*<sup>29</sup>, a programme to combat atmospheric pollution that is currently being prepared and whose adoption is scheduled for the course of the year 2002. The preparation of this plan is the result of a process initiated by a decree of the Walloon Government of 21 April 1994, relating to environmental plans for sustainable development. It provides, in article 17, for the establishment of an air quality action programme.

<sup>26</sup> Vlaamse CO<sub>2</sub> / REG-beleidsplan

<sup>27</sup> « Klimaatbeleidsplan Vlaanderen »

<sup>28</sup> Plan d'action de la Région wallonne en matière de changements climatiques

<sup>29</sup> « Plan de l'Air »

**Box 4-5. Co-ordinating the climate policy in the Walloon Region**

A permanent consultative body on climate change has been set up, including representatives of the ministerial cabinets and the administrations involved (decision of the Walloon Government of 18/11/1999). The main task of this body is to come up with a programme for reducing the emissions of greenhouse gases, the co-ordination of the representation of the Walloon Region to the federal authority, ensuring international matters are followed through the study of the regional impact of the measures envisaged. Its work has enabled an outline programme for reducing greenhouse gas emissions to be drawn up in the Walloon Region, approved by the Walloon Government on 18 July 2000, and followed by the *Walloon Region Action Plan for Climate Change*. From May 2001, the mission of this body has been extended to cover air issues by another decision of the Walloon Government. The new pilot group thus constituted, called the "Permanent Consultative Body on Air Quality", has been given the task of drawing up the *Air Plan*. To do this, it benefits from the support of 17 working parties that perform the technical work, and a co-ordinating group composed solely of members of the administration.

This provision was put through by the Walloon Government in its session of 26 August 1999, charging the Walloon Minister of town and country planning, urban development and the environment with starting preparatory work on the *Air Quality Action Plan*<sup>30</sup> in the shortest possible time. The *Walloon Region Action Plan for Climate Change* is made up of a set of measures of various kinds aiming to reconcile economic and environmental efficiency and social development. The short, medium and long-term actions envisaged in this plan are likely to meet the recommendations of the Walloon Parliament (resolution of 9 May 2001 regarding the adoption of the Kyoto protocol objectives).

*iv. BRUSSELS-CAPITAL REGION*

A specific action programme for the climate policy is currently being prepared in Brussels-Capital Region, in line with the *National Climate Plan*. In addition to this specific plan, various aspects of the climate policy are tackled in the following plans:

*REGIONAL DEVELOPMENT PLAN*

The last *Regional Development Plan*, which is the most important of the plans made by Brussels and which was approved by the Brussels Government in July 2001, is particularly targeted at rational resource management and an active policy of pollution reduction, including CO<sub>2</sub> emissions.

*TRANSPORT PLAN*

The objective of the *Transport Plan* (IRIS Plan), approved by the Brussels Government on 1 October 1998, is to stabilise car journeys in the peak morning rush hour for 2005 at the levels of 1991, which will also reduce CO<sub>2</sub> emissions.

*AIR PLAN*

The *Programme for Structural Improvement in Air Quality* (the Air Plan), whose legal basis is the ordinance regarding the evaluation and improvement of ambient air quality (25 March 1999), has the objective of avoiding, reducing or preventing the harmful effects of pollutants on human health. While the ordinance does not explicitly indicate that its object is to combat the greenhouse effect, several provisions or actions of the plan are intended to reduce emissions of GHG, especially a series of measures related to the demand for energy, in particular in buildings. This plan, currently being prepared, will be implemented by the *Brussels Institute for Environmental Management* (IBGE/BIM) in collaboration with the other regional administrations such as the *Administration for Infrastructure and Travel* (AED).

**Box 4-6. Climate policy in Brussels-Capital Region**

Because of its specific nature (city/region) and the limits of its authority compared with the problem of total emissions of greenhouse gases in Belgium, the Region of Brussels-Capital is heavily dependent on the climate policy of the other authorities in Belgium. The Brussels Government considers however that "the issue of global warming is an important concern of Brussels-Capital Region" and that "Brussels-Capital Region subscribes to the logic of the Kyoto protocol" (decision of 15 March 2001). A draft ordinance granting assent to the Kyoto Protocol, has moreover been approved by the Brussels Government in the ordinary session of 6 July 2001 of the Brussels-Capital Region Council.

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<sup>30</sup> Plan d'action pour la qualité de l'air

#### v. NATIONAL CLIMATE PLAN

The *National Climate Plan* was adopted by the *Inter-Ministerial Conference on the Environment* (ICE) on 6 March 2002. This plan constitutes the framework of the climate policy in Belgium for the period 2002-2012. It encompasses actions taken at the level of the Federal State and the three Regions. The *National Climate Plan* is aimed at controlling greenhouse gas emissions as committed under the *Kyoto Protocol* and the EU burden-sharing agreement (decision of the EU Council of 16 June 1998). A cooperation agreement was achieved between the Federal State and the Regions, in view of the implementation and follow-up of this plan. Among other things, this agreement sets up a *Climate Commission*, which will notably deal with the evaluation of the implementation of policies and measures undertaken in the frame of the *National Climate Plan*. This agreement, as well as the *National Climate Plan*, should be approved by the four Governments in the course of the first half year of 2002.

### 4.2. ENERGY

#### 4.2.1. CONTEXT OF THE ACTION POLICY IN THE ENERGY SECTOR

##### *i. Main policy objectives*

The current priorities of the Federal Government for the energy policy are the rational use of energy (RUE), the progressive disengagement from nuclear energy, and the liberalisation of the energy market. The regional energy policies put a greater accent on energy efficiency and the development of renewable energy sources (RES).

The Flemish Government Agreement provides increased budgetary resources for energy efficiency, combined heat and power (CHP), the rational use of energy in buildings and renewable energy resources. The Flemish Region has fixed an objective of 3% for the minimum contribution of renewable energy sources to the total supply of electricity by the end of 2004, and 5% in 2010. Over the coming years, two thirds of the new capacity for electricity generation from renewable sources will be provided by wind power, the remainder consisting of the use of biomass. In the longer term, the use of biomass will increase in importance. These priorities, reflected in the draft *Flemish Climate Plan*, indicate the desire of the Flemish authorities to contribute to the development of energy technologies that will soon become competitive on a large scale.

The Walloon Government Declaration provides for increased efforts in the area of energy efficiency, CHP and renewable energy resources. The *Plan for the Sustainable Management of Energy*<sup>31</sup> is based around 5 approaches: changing individual behaviour patterns (objective: reduction of overall consumption in 2010 compared to 2000), intensifying the policy of *rational use of energy* (RUE), developing renewable energy sources, supporting research, regulating the energy markets (this plan does not include transport or mobility, which constitutes a specific policy area, treated separately). By the 2010 horizon, the objectives of the Walloon Region for green energy are to:

- produce 8% of electricity from RES (1.8% in 2000);
- produce 12% of the overall low temperature thermal consumption (heating, sanitary hot water, low temperature industrial applications) from RES (5% in 2000);
- produce 20% of the electricity from quality CHP (3.5% in 2000).

Finally, the Brussels Government Agreement mentions the need for a coherent energy policy to improve the air quality in Brussels, the promotion of the use of solar energy in the public sector and the pursuit of policies favouring the rational use of energy<sup>32</sup>. The preparation of an Energy Plan in Brussels-Capital Region is under way; this plan will mainly insist on the rational use of energy by proposing measures in the area of performance in terms of energy efficiency in buildings, transport, etc.

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<sup>31</sup> Plan pour la maîtrise durable de l'énergie

<sup>32</sup> In view of the limited opportunities in terms of production of electricity in Brussels-Capital region, no numeric objective has been set for the proportion of renewable energy in the production of electricity (with the exception of the use of solar heating applications)

*ii. Legal context of the liberalisation of the electricity market*

The Federal Law regarding the operation of the electricity market of 29 April 1999 establishes the basis for the transposition of a European Directive<sup>33</sup> at the federal level. It concerns the production and distribution of electricity, the tariff structure, long-term planning and competition. In order to support the regional policies in favour of *rational use of energy* (RUE) and *renewable energy sources* (RES), the federal law contains several articles on public service obligations, on the market for "green certificates" for electricity produced from renewable energy (article 7), and on the construction of off-shore wind sites, along the Belgian coast (article 6). The conditions and procedures for granting permits for these offshore sites are laid down by the Royal Decree of 20 July 2000. The *Indicative Plan of Infrastructure for Electricity Production*<sup>34</sup> seeks to define the broad lines of the choice of sources of primary energy. Particular attention will be paid to sources of renewable energy when applying this plan.

The federal framework law and the decisions regarding its execution taken at the federal level have to be complemented by regional decrees, regarding the aspects of the European Directive that are the remit of the regional authority.

These regional responsibilities are:

- the low voltage distribution of electricity (i.e. < 70 kV);
- the obligations of public service to do with RUE;
- the obligations of public service to promote renewable energy resources;
- the social aspects.

*iii. Introduction of a taxation on energy*

In view of the implementation of paragraphs 404, 621, and 622 of the *Federal Plan for Sustainable Development 2000-2004* (introduction of a "green" fiscal system), the Council of Ministers decided on 20 September 2001 to study the consequences of the introduction of a taxation on energy in Belgium. The Council of Ministers notably stated in its decision that the impact of an energy tax on the households should be compensated by other measures (e.g. exonerations), and that the introduction of such a taxation would not affect the employment nor the competitive position of Belgian companies. In this context, a set of measures should also be elaborated in order to cut the energy consumption by products and services, to promote the use of CHP, to ensure a better internalisation of external costs, and to normalize the installations of production of renewable energy.

*iv. Administrations and bodies in charge of energy*

At the federal level, the Energy Administration of the Ministry of Economic Affairs is in charge of energy matters. Under the current legislature, the responsibility for energy falls on the State Secretary for Energy and Sustainable Development, who is also in charge of federal co-ordination of climate change policy. Certain specific instruments also have an important role to play in the management of energy at the national level. Among these are the *Control Committee for Electricity and Gas* (CCEG), given the task of regulating non-liberalised segments of the gas and electricity markets, and the *Commission for the Regulation of Electricity and Gas* (CREG), the instrument of the Council for the liberalised segment of the gas and electricity markets.

In the Walloon Region, the *General Directorate of technology, research and energy* (DGTRE) is in charge the energy policy, including research in this area.

In Brussels-Capital Region, the *Brussels Institute for Environmental Management* (IBGE/BIM) is in charge of matters related to energy.

**Box 4-7. CONCERE/ENOVER**

CONCERE/ENOVER (*State-Regional Energy Consultation*) is a structure for co-operation between the Regions and the Federal State over the energy policy. This structure, set up by the co-operation agreement of 18 November 1991, contributes to

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<sup>33</sup> Directive 96/92/CE of the European Parliament and the Council of 19 December 1996 concerning common rules for the internal market in electricity

<sup>34</sup> Article 3 of the law of 29 April 1999

ensuring the coherence of the energy policy in federal Belgium. It is a permanent working party of the Interministerial Conference on the Economy and Energy. CONCERE/ENOVER does not have the power to regulate, but gives advice and makes recommendations. Its principal aims are to:

- centralise information and promote the exchange of information between the regions, the Federal State, and at the international level (with the obligation of reporting to international institutions)
- support the policy measures and issues that concern the regions or the Federal State, in a quest for internal cohesion
- assemble and appoint Belgian regional delegations to international meetings

In the Flemish Region, energy matters are regulated by the Division of Natural Resources and Energy (ANRE), within the Administration of the Economy. This administration is answerable to the Department of the Economy, Employment, Internal Affairs and Agriculture of the Ministry of the Flemish Community. On the other hand, the *Flemish Institute for Technological Research* (VITO) and the *Institute for the Advancement of Scientific and Technological Research in Flanders* (IWT) play an important role in the research and development of energy technology. Finally, the *Flemish Institute for the Rational Use of Energy* (VIREG<sup>35</sup>), created in September 1997, is given the task of actively involving the different players in the RUE policies, of co-ordinating the Flemish initiatives in this area and of ensuring that the available funds are used in the best way.

#### **4.2.2. MEASURES ADOPTED IN THE CONTEXT OF LEGISLATION REGARDING THE LIBERALISATION OF THE ELECTRICITY MARKET**

##### **E1 - Purchase at a guaranteed price of electricity produced from RES**

The federal law of 29 April 1999 (operation of the electricity market) stipulates that the Federal Government will take measures to ensure the flow onto the market, at a minimum price, of a minimum volume of electricity produced from renewable energy sources. A mechanism will have to be established for partially or totally financing the budgetary burden related to these measures. This financial mechanism may be implemented by a levy on all, or objectively defined categories, of energy consumers or of operators on the market.

##### **E2 - Green certificates**

The Federal Government has formally recorded the necessity of establishing a system of renewable energy certificates ("green certificates"), by which the electricity suppliers undertake to derive part of their electricity from RES. The Federal Government has approved, on 7 December 2001, the project of Royal Decree concerning the green certificates; this decree sets the minimum proportion of electricity derived from renewable energy at 6% by 2010. Suppliers that cannot meet this condition will be required to pay fines.

The Flemish Government has also taken the option of imposing a minimum standard (3% by the end of 2004, 5% in 2010) for the proportion of renewable energy on the electricity suppliers, by means of a system of green certificates. The supplier fulfils its obligations by depositing a certain volume of green certificates annually. These have to be deposited with the regulatory body of the Flemish Region. If it happens that one of these suppliers cannot satisfy its obligations, a fine is imposed. These fines will supply a fund that will be used for the promotion of renewable energy resources. Finally, the transport of renewable electricity via the distribution network is exempted of taxes. A similar system of certificates will be introduced for CHP.

In the Walloon Region, "green" electricity will be also be promoted by the system of green certificates, plus via a system of support to production. The priority is the use of biomass, including various types of biodegradable waste. Then small-scale hydro-electricity (<10 MW), active and passive solar heating applications, and wind energy are coming in. The suppliers will be required, under pain of paying a fine, to supply a growing proportion of electricity from RES (some 4% in 2004 and 12% in 2010) and, with certain weighting, from "quality" CHP.

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<sup>35</sup> "Vlaamse Instelling voor het Rationeel Energieverbruik"

In Brussels-Capital Region, as in the two other regions, a system of green certificates will be set up. Two sorts of obligations will be imposed on electricity suppliers: firstly the annual submission of green certificates (whose number is yet to be determined by the regional government), and secondly the purchase of the surplus green electricity (or electricity derived from CHP) produced by independent producers.

#### **E3 - Eligibility of the producers and consumers of green electricity:**

The Federal Government decided, on 5 April 2000, that every producer of electricity from RES will be progressively free to choose their electricity supplier for any additional needs they might have (foreseen or for emergencies). Furthermore, clients who purchase a significant proportion of electricity derived from RES are eligible to freely choose their supplier of electricity. The federal legislation, while interpreting the European directives on the liberalisation of the energy markets, also promotes combined heat and power: producers of "quality" CHP electricity will become eligible clients more rapidly. This policy was reaffirmed by the Council of Ministers in its decision of April 2000. The Flemish and Walloon Regions will also provide the immediate eligibility of producers and consumers of renewable electricity or electricity derived from CHP for access to the liberalised segment of the electricity market. Likewise, in Brussels-Capital Region, independent producers of green electricity (or electricity derived from CHP) will be immediately eligible for their additional needs.

#### **E4 - Priority access to the network for green electricity**

In the Flemish and Walloon Regions, procedures granting priority access to the network are scheduled for renewable electricity or electricity from CHP. In addition, the Flemish Region will authorize the supply of renewable electricity or electricity derived from CHP via a direct line between the producer and the consumer.

#### **E5 - Public service obligations in the area of energy efficiency**

Some public service obligations in the area of energy efficiency will be imposed on the electricity suppliers within the liberalised electricity market. The suppliers will have to undertake certain actions: in the Flemish Region, the electricity consumed over the three previous years will have to be stated clearly on the invoice, plus the origin of the electricity supplied. In Walloon Region too, the electricity suppliers will be encouraged to promote the RUE with their clientele.

### **4.2.3. FISCAL AND FINANCIAL INCENTIVES ORIENTED TO ENERGY EFFICIENCY, RENEWABLE ENERGY SOURCES, COMBINED HEAT AND POWER, RATIONAL USE OF ENERGY**

#### *i. Support for investment*

##### *THE FEDERAL STATE:*

#### **E6 - Fiscal deduction on investments (industrial sector)**

Since 1992, 13.5% of the cost of investments aiming to increase energy efficiency in the industrial sector (including the use of renewable energy resources) may be deducted from the taxable income.

#### **E7 - Fiscal deduction on investments (residential sector)**

Taxpayers who have had one or more well-specified things done to save energy in their home, will benefit from a tax reduction<sup>36</sup>. Two types of expenditure are envisaged by the measure. They are, firstly, the replacement of old boilers, the installation of a sanitary water heating system using solar energy, and the installation of photovoltaic panels; 15 % of the amount spent on this may be deducted from the taxable income. The other expenditure envisaged concerns the installation of double glazing, roof

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<sup>36</sup> Article 33 of the law of 10 August 2001, concerning the reform of personal taxation

insulation, the installation of a central heating regulator that works on a thermostatic valve or a room thermostat with a timer, plus energy audits. For this second category of expenses, 40 % of the cost can be set against tax. The tax reduced may not exceed EUR 500 per habitation. This amount may be increased to EUR 1,000 if it becomes apparent after the measure has been in place for one year that the annual amount set aside for the purpose in the budget of EUR 37.5 million has not been fully taken up. This measure, adopted within the framework of the law of 10 August 2001 concerning the reform of personal taxation, will apply from the financial year 2004 (2003 income)<sup>37</sup>.

#### **E8 - Financing of CHP installations**

The Distrigas company<sup>38</sup> agrees to give financial support for the financing of CHP installations (budget: EUR 9.9157 million over a period of 5 years).

*FLEMISH REGION:*

#### **E9 – Subsidies to companies for investments in energy saving**

Subsidies to companies for investments in energy efficiency and renewable energy go from 20% for the small companies to 10% for the medium-sized and large companies.

#### **E10 – Subsidies for the installation of photovoltaic panels**

The Flemish authorities will provide a subsidy of 75% for the installation of photovoltaic panels, 25% of which provided by the electricity producers Electrabel and SPE (the budget set aside by the Flemish authorities for these subsidies in 2002 was EUR 1 million).

#### **E11 – Subsidies for CHP installations**

Subsidies are available for CHP installations (including research and development activities); the objective of the Flemish Region is to add an additional capacity of 1,800 MWe in CHP by 2005.

*WALLOON REGION:*

#### **E12 – Subsidies to households for improving energy efficiency**

A subsidy of up to EUR 1363 is granted to low-income households for improving their energy efficiency.

#### **E13 – Subsidies to municipalities, schools and hospitals for investments in energy economy:**

- the Walloon Region allocates subsidies to the municipalities for the replacement of public lighting (up to 70% of the cost of the investment)
- financial incentives have been agreed for municipalities, schools and hospitals for improving heating installations, the insulation of buildings, etc. (including the use of CHP and renewable energy resources)

#### **E14 – Subsidies to federations of companies for investments in energy efficiency**

A grant is allocated to federations of companies for improving energy efficiency in their sector as a whole (up to 100% of the operational costs).

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<sup>37</sup> A Royal Decree will be set in 2002, fixing the criteria required for the investments in energy saving in the household sector which will allow to benefit from the tax reduction

<sup>38</sup> Belgian gas company

### **E15 – Promotion of the *Soltherm* solar water heater**

An allowance has been agreed for the installation of solar water heaters: EUR 620 for 4 m<sup>2</sup> of solar panels, and EUR 99 per m<sup>2</sup> beyond this size; the objective is to have 200 000 m<sup>2</sup> of solar panels installed.

*BRUSSELS-CAPITAL REGION:*

### **E16 - Subsidies for investments in energy efficiency**

A subsidy of 20% is granted for investments in energy efficiency made by municipalities, local public institutions, schools and hospitals.

### **E17 - Subsidies for investments in solar water heaters**

A subsidy is granted for investments in solar water heater for domestic hot water (35% of the cost; max. EUR 991.574); the objective is to have 50 000 m<sup>2</sup> of solar panels installed by 2010.

#### *ii. Energy audits*

*FLEMISH REGION:*

### **E18 – Free energy pre-audits**

The Flemish Government employs four energy consultants who make free-of-charge pre-audits for users. In addition, small companies will be given 50% towards purchasing consulting services for energy efficiency.

*WALLOON REGION:*

### **E19 - Grants for energy audits**

- a grant (up to 75 %) for external and internal energy audit costs for companies that sign a declaration of intention in preparation of a voluntary agreement;
- a grant (up to 50 %) for external energy audit costs prior to an investment for saving energy or turning to renewable energy sources (available to all companies);
- a grant (up to 50 %) for the expense of implementing a system of energy cost accounting (promoting the CAFE programme "*The Cost Accounting of Fluids and Energy*", an energy management tool used in industrial processes).

### **E20 - Free consultation service for SMEs**

A free consultation service for small and medium-sized companies has been set up, in order to promote the RUE. This service analyses the company's energy balance, detects the main problems, suggests solutions and supplies advice on financing, including the use of subsidies and other incentives available in the Region. This service is free for the user.

*BRUSSELS-CAPITAL REGION:*

### **E21- Subsidies for energy audits**

Feasibility studies of investments in energy efficiency, plus energy audits of buildings, are subsidised up to a limit of 50% of their cost, for a maximum sum of EUR 1239.467.

*iii. Other financial incentives*

**E22 – Rates reductions for the clients of CHP installations:**

- EUR 0.4957 per GJ of natural gas for small or medium sized clients using high quality CHP installations.
- EUR 0.2131 per GJ of natural gas for large clients (consumption >33 500 GJ/year) using high quality CHP installations.

**E23 – RUE/electricity fund:**

On the recommendation of the *Electricity and Gas Control Committee*, two funds have been created in the electricity sector in 1996 to finance regional programmes:

- The electricity suppliers are contributing to the 'RUE / Electricity Distribution' Fund up to a limit of BEF 0.01 /kWh sold (EUR 0.00024 /kWh). The fund is designed to promote energy audits, investments in solar heating, the installation of heat pumps and solar water heaters, the use of high-efficiency lighting, the installation of condensation heaters and CHP units, etc. The funds amassed in the three regions totalled a sum of EUR 10,956,893 in 1999. In the Flemish Region, the activities financed by the fund are managed in the context of the *Flemish Institute for the rational use of Energy* (VIREG). In the Walloon and Brussels-Capital Regions, the use of the fund is decided following consultation between the energy administration and the electricity distribution companies.
- The 'RUE / Electricity Production' Fund has mainly been created to promote energy efficiency in the phase of electricity production, but also to finance *Demand Side Management* (DSM). The total budget available for the year 1999 amounted to EUR 8.676 million. The activities carried out in 1999 included the second phase of a study of the potential for reducing GHG emissions in the electricity industry, plus projects in the area of renewable energy sources and CHP. On the demand side, EUR 495,787 have been spent on energy audits and EUR 562,718 for technological assistance. The fund is managed jointly by the electricity producers and the federal energy administration.

The Federal Government decided on 5 April 2000 to increase the RUE fund to BEF 1 billion (EUR 24.789 million), and that the fund should be managed in a more transparent and effective way. In the context of CONCERE/ENOVER (see Box 4-7), a co-operation agreement including the transfer of this fund to the regional authorities has been worked out<sup>39</sup>.

**E24 – Measures aimed at energy efficiency (in the gas sector)**

The recommendations of the *Electricity and Gas Control Committee* put forward several actions for the gas industry. The measures in the area of the energy efficiency are financed by a donation of EUR 644523 annually by the DISTRIGAS company. Among these measures figure especially the promotion of decentralisation through new direct heating installations for large premises. In May 2000, a new action started regarding process applications. The project promotes direct heating, better boiler adjustment, and better heat recovery from process applications.

**E25 - Financial support for the production of electricity from RES**

In January 1995, the *Electricity and Gas Control Committee* approved financial support (EUR 0.025/kWh) for the production of renewable electricity (including electricity produced from biogas and organic waste, but excluding small photovoltaic production units) for supply to the network. On 1 July 1998, an additional "green franc" (EUR 0.025/kWh) was awarded to wind and hydroelectric installations with a capacity on a single site of at least 10MW. This support will be provided for a period of 10 years. This action will be evaluated in 2003. For small photovoltaic units (<3 kW), compensation between purchases and sales from the client to the network is exceptionally authorised throughout the lifetime of the

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<sup>39</sup> This co-operation agreement, approved on 19 September 2001, also fixes the rules for regulating the green electricity market, measures promoting co-generation, the co-ordination of technical regulations, and collaboration between the different regulators put in place by the contracting parties.

installation. With an adapted electricity meter (able to record both the consumption from- and supply to the network), this results in a selling price to the network of ~ EUR 0.15/kWh.

#### **4.2.4. ESTABLISHING ENERGY EFFICIENCY STANDARDS**

##### *i. Building insulation standards*

##### **E26 - Energy certification of buildings**

The Federal Government and the Regions have recently decided to get together and co-finance several projects in the area of construction. In the area of energy certification of buildings, a national study on the implementation of a system of energy certification of household dwellings has been conducted. This system has been applied to 15 - 20 buildings (individual houses and apartments) in the pilot phase of this study. A seminar on the results was held on 4 May 1999. In the follow-up, CONCERE/ENOVER co-financed a European project in this area. Some steps remain to be taken before the introduction of the system in practice, such as the development of software for doing the energy calculations and training the auditors. An operational system of energy certification of buildings is expected in the course of the year 2002.

##### **E27 - Introduction of energy performance standards**

Co-operation between the regions for inspecting the insulation and ventilation of buildings is being conducted under the auspices of the *Belgian Building Research Institute* (BBRI). A number of actions are being undertaken with the aim of defining, harmonising and improving the application of energy performance standards:

- an information Web site is being created about the legislation for ventilation and insulation in the three regions
- a manual is being produced for a uniform inspection procedure throughout the country
- more appropriate legislation is being prepared
- different standards are being harmonised
- application of the regulations is being strengthened (increased number of inspections)

The Flemish Region has decided to introduce legally binding regulations on the energy performance of buildings in the near future.

##### *ii. Product standards*

##### **E28 - Energy efficiency standards for boilers and water heaters**

In accordance with EU Directive 92/42/EEC on efficiency requirements for new hot-water boilers, Belgium has changed its national legislation: the Royal Decree of 18 March 1997 sets the efficiency requirements applicable to new hot water boilers that run off liquid or gaseous fuels.

##### **E29 - Energy efficiency labels**

In order to conform to Directive EU 92/75/EEC on the energy labelling of household appliances, the Belgian Government has adopted a number of Royal Decrees regarding:

- refrigerators, deep freezers and combined devices;
- washing machines, dryers and combined devices;
- dishwashers;
- electric light bulbs

#### **4.2.5. VOLUNTARY AGREEMENTS**

##### **E30 - Benchmarking agreements (Flemish Region)**

The Flemish Region is going to introduce a system of voluntary agreements for the energy intensive industry. The agreements will be based on benchmarking in the very energy-consuming large industries such as the chemical industry, iron and steel and the paper-making industry. In these benchmarking agreements, the companies themselves undertake to attain optimum energy efficiency (by comparison with the world level) by 2012. The less energy-intensive industries will be invited to make any energy-saving investments with a pay-back term of less than five years. Periodic audits will define appropriate investment programmes.

##### **E31 - Voluntary agreements with industry (Walloon Region)**

The Walloon Region has already taken the first steps to introduce voluntary agreements with a variety of industrial sectors. The first sectors to have signed a letter of intent were the chemical and paper industries, in July 2000. In 2001, three industrial sectors (cement, lime, and non-ferrous) signed a letter of intent. In the twelve months dating from the signature of these letters of intent, the industries involved will sign the full voluntary agreement, requiring them to reduce their energy consumption for 2010.

##### **E32 - The "Eco-Dynamic Company" label (Brussels-Capital Region)**

The Region of Brussels-Capital has inaugurated a company label programme, on a voluntary basis, called the "eco-dynamic company". In order to be given the label, the company signs a charter undertaking to respect a certain number of environmental management principles. Among these principles are the progressive reduction of energy consumption related to temperature regulation, the lighting of premises, electric and electronic equipment, as well as preferential access to renewable energy resources.

#### **4.2.6. OTHER ACTIONS IN THE ENERGY SECTOR**

##### **E33 - AMPERE Commission**

The *Commission for the analysis of the means of producing electricity and the evaluation of energy vectors* (AMPERE) was instituted by the Royal Decrees of 19 April, 18 October and 25 November 1999. It has been responsible for compiling a report examining the economic context of energy as a whole, the demand for electricity in Belgium, and the technologies of producing electricity. The Commission brought particular attention to bear on the following principles, formulated in the governmental declaration:

- to progressively withdraw from nuclear energy (deactivation of nuclear power stations once they reach the age of 40 years);
- to control the demand for electricity;
- the necessity of developing renewable energy resources.

The Commission also draws attention to the development of efficient cycles for producing electricity (such as combined gas-steam cycles, CHP), the careful management of decentralised production, R&D in the different areas involved in the production of energy. The members of the Commission have looked forward into the next 20 years, looking at technologies that may be brought into service and used in industry by the year 2020. The Commission, in its report published on October 2000, considered controlling the demand for electricity to be Belgium's main goal if it is to attain the objective fixed by the Kyoto protocol. It specifically mentions the information made available to the consumer, labelling and the imposition of standards, the promotion of energy audits, "third-party financing" by "energy service companies", the introduction of a more transparent tariff system, better reflecting the social and environmental costs of different energy sources. Regarding electricity supply, the report favours the

STAG principle (combined gas/steam cycle), the use of renewable energy sources and CHP, and discourages the use of the coal in the present state of the technology.

At the start of 2001, the report of the AMPERE Commission was evaluated by a committee composed of five international energy experts (conclusions available on the internet at: [http://www.deleuze.fgov.be/site/fr/index\\_fr.html](http://www.deleuze.fgov.be/site/fr/index_fr.html))

#### E34 - Projected new infrastructure (wind, photovoltaic) (Flemish Region)

- measures have been taken to integrate plans for producing renewable energy (e.g. wind sites) in regional (and municipal) town and country planning, making use of the Geographical Information Systems (GIS approach);
- a new inventory of potential sites, available to the Government, will lead to specific wind installation, hydroelectric and photovoltaic projects.

#### E35 - demonstration projects (Flemish Region)

Demonstration projects are supported financially by the Ministry of the Flemish Community. Each project may be given a subsidy covering up to 35% of the total cost. The total budget varies between 0.743 and 1.487 million EUR per year. To be eligible, the demonstration projects must have an innovative nature and present economic opportunities to the region. The main themes concerned are CHP, propulsion engines and alternative fuels for vehicles (e.g. hybrid fuels, natural gas, biodiesel, hydrogen) and sources of renewable energy. A large-scale draft pilot scheme on electrical vehicles, conducted on the car fleets of certain municipalities between 1995 and 1998, has resulted in the increased use of electrical vehicles.

#### E36 - Code of good behaviour for the gas distribution sector (Flemish region)

The Flemish Region reconsiders a code of good behaviour with the gas distribution sector in Flanders to prevent leaks of CH<sub>4</sub> resulting from old pipes, infrastructure works or damages. A deepening analysis will be hold in consultation with the sector.

Remark: research and development activities of new energy technologies are presented in Section 8 "Systematic research and observation".

Table 4-2. Summary of the policies and measures: 1. Energy

Heading	objective or activity affected	GHG affected	Type of instrument	Stage of implementation	Implementing entity(ies)
E1 - Purchase at a guaranteed price of electricity produced from RES	Promotion of RES	CO <sub>2</sub>	FIN	ADO	Federal State Ministry of Economic Affairs (Energy Administration)
E2 – Green certificates	Promotion of electricity derived from RES or from CHP	CO <sub>2</sub>	REG	ADO	Federal State Ministry of Economic Affairs (Energy Administration)
				IMP	Ministry of the Flemish Community (Energy Administration)
				ADO	Walloon Region General Directorate of Technology, Research and Energy
				ADO	Brussels-Capital Region IBGE/BIM

E3 – Eligibility of producers and consumers of green electricity	Promotion of electricity derived from RES or from CHP	CO <sub>2</sub>	REG	ADO	Federal State Ministry of Economic Affairs (Energy Administration)
				ADO	Ministry of the Flemish Community (Energy Administration)
				ADO	Walloon Region General Directorate of Technology, Research and Energy
				ADO	Brussels-Capital Region IBGE/BIM
E4 - Priority access to the network for green electricity	Promotion of electricity derived from RES or from CHP	CO <sub>2</sub>	REG	ADO	Ministry of the Flemish Community (Energy Administration)
				ADO	Walloon Region General Directorate of Technology, Research and Energy
E5 - Obligations of public service in the area of energy efficiency	Energy efficiency	CO <sub>2</sub>	REG	ADO	Ministry of the Flemish Community (Energy Administration)
				ADO	Walloon Region General Directorate of Technology, Research and Energy
E6 - Tax reductions on investments (industrial sector)	Improvements in energy efficiency (industry)	CO <sub>2</sub>	FIN	IMP	Federal State Ministry of Finance
E7 - Tax reductions on investments (residential sector)	Improvement in energy efficiency (residential)	CO <sub>2</sub>	FIN	IMP	Federal State Ministry of Finance
E8 - Financing CHP installations	Promotion of CHP	CO <sub>2</sub>	FIN	ADO	Federal State Ministry of Economic Affairs (Energy Administration)
E9 – Subsidies to companies for investments in energy economy	Improved energy efficiency and promotion of RES	CO <sub>2</sub>	FIN	IMP	Ministry of the Flemish Community (Energy Administration )
E10 – Subsidies for the installation of photovoltaic panels	Promotion of solar energy (photovoltaic)	CO <sub>2</sub>	FIN	IMP	Ministry of the Flemish Community (Energy Administration)
E11 – Subsidies for CHP installations	Promotion of CHP systems	CO <sub>2</sub>	FIN	IMP	Ministry of the Flemish Community (Energy Administration)
E12 – Subsidies to households for improving their energy efficiency	Improvement of energy efficiency	CO <sub>2</sub>	FIN	IMP	Walloon Region General Directorate of Technology, Research and Energy
E13 – Subsidies to municipalities, schools and hospitals for investments leading to energy economy	Improvement of energy efficiency and promotion of RES	CO <sub>2</sub>	FIN	IMP	Walloon Region General Directorate of Technology, Research and Energy
E14 – Subsidies to federations of companies for investments leading to energy efficiency	Improvement of energy efficiency	CO <sub>2</sub>	FIN	IMP	Walloon Region General Directorate of Technology, Research and Energy
E15 –Promotion of the Soltherm solar water heater	Promotion of solar water heaters	CO <sub>2</sub>	EDU/FIN	IMP	Walloon Region General Directorate of Technology, Research and Energy
E16 - Subsidies for investments leading to energy efficiency	Improvement of energy efficiency	CO <sub>2</sub>	FIN	IMP	Brussels-Capital Region IBGE/BIM
E17 - Subsidies for investments in solar water heaters	Promotion of solar water heaters	CO <sub>2</sub>	EDU/FIN	IMP	Brussels-Capital Region IBGE/BIM
E18 - Free energy pre-audits	Energy efficiency	CO <sub>2</sub>	FIN/EDU	IMP	Ministry of the Flemish Community (Energy Administration)
E19 - Grant towards the cost of an audit energy	Energy efficiency, promotion of RES	CO <sub>2</sub>	FIN/EDU	IMP	Walloon Region General Directorate of Technology, Research and Energy

E20 Free consultation service for SMEs	Energy efficiency, promotion of RUE	CO <sub>2</sub>	FIN/EDU	IMP	Walloon Region General Directorate of Technology, Research and Energy
E21- Subsidies for energy audits	Energy efficiency	CO <sub>2</sub>	FIN/EDU	IMP	Brussels-Capital Region IBGE/BIM
E22 - Reductions in tariff for the clients of CHP installations	Promotion of CHP	CO <sub>2</sub>	FIN	IMP	Federal State Ministry of Economic Affairs – Energy Administration
E23 – RUE/electricity Fund	Improvement of energy efficiency, promotion of the RES and the RUE	CO <sub>2</sub>	FIN	IMP	Federal State Ministry of Economic Affairs – Energy Administration
E24 – Measures to encourage energy efficiency (gas industry)	Energy efficiency	CO <sub>2</sub>	FIN	IMP	Federal State Ministry of Economic Affairs – Energy Administration
E25 - Financial Support for the production of electricity from RES	Promotion of RES	CO <sub>2</sub>	FIN	IMP	Federal State Ministry of Economic Affairs – Energy Administration
E26 - Energy certification of buildings	Energy efficiency of buildings	CO <sub>2</sub>	REG	ADO	Energy Administrations (federal + regional)
E27 - Introduction energy performance standards	Energy efficiency of buildings	CO <sub>2</sub>	REG	Flemish Region: IMP other regions:PLA	Energy Administrations (regions)
E28 - Standards of energy efficiency for boilers and water heaters	Improvement of the energy efficiency of boilers and water heaters	CO <sub>2</sub>	REG	IMP	Federal State Ministry of Social Affairs, Public health and environmental health
E29 - Energy efficiency labels	Improvement of the energy efficiency of domestic appliances	CO <sub>2</sub>	REG	IMP	Federal State Ministry of Social Affairs, Public health and environmental health
E30 - Benchmarking Agreements (Flemish Region)	Energy efficiency in the industrial sector	CO <sub>2</sub>	VOL	IMP	Ministry of the Flemish Community (Energy Administration)
E31 - Voluntary agreements with industry (Walloon Region)	Energy efficiency in the industrial sector	CO <sub>2</sub>	VOL	IMP	Walloon Region General Directorate of Technology, Research and Energy
E32 - “Eco-dynamic Company” Label (Brussels-Cap. Region)	Improving energy efficiency in companies	CO <sub>2</sub>	VOL	IMP	Brussels-Capital Region IBGE/BIM
E33 - AMPERE Commission	Analysis aimed at planning energy policy	CO <sub>2</sub>	PLA	IMP	Federal State Ministry of Economic Affairs – Energy Administration
E34 - New infrastructure projects	new infrastructure (wind, photovoltaic)	CO <sub>2</sub>	PLA	ADO	Ministry of the Flemish Community (Energy Administration)
E35 - Demonstration projects (Flemish Region)	Information and public awareness (energy efficiency and RES)	CO <sub>2</sub>	EDU	IMP	Energy Administrations (regions)
E36 – Code of good behaviour for the gas distribution sector	Analysis and prevention of CH <sub>4</sub> leaks	CH <sub>4</sub>	VOL	PLA	Ministry of the Flemish Community (Administration of Environment)

### 4.3. TRANSPORT

#### 4.3.1. MAIN OBJECTIVES OF THE TRANSPORT POLICIES

The action of the Federal Government regarding transport is essentially aimed at readjusting the modal split in favour of rail and navigable waterways. As an extension to the Government's general policy declaration of 17 October 2000, the Council of Ministers on 30 March 2001 undertook to increase the proportion of traffic carried by rail by 15% by 2010. This means that the railways will have to be able to transport 50% more travellers and goods. Furthermore, a *Regional Express Network* (REN<sup>40</sup>) project around Brussels, involving the Federal Authority and the 3 Regions, the first fruits of which should be unveiled by 2005, is currently in a consultation phase.

In the Flemish Region, a draft *Mobility Plan* was worked out in mid-2001. The objective of this plan is to control the growth of car traffic and to reduce the pollution associated with it, while maintaining accessibility to cities and villages. One of the goals of the *Mobility Plan* is to stabilise CO<sub>2</sub> emissions due to the transport sector in 2010 at the 1990 level. The preferred way to attain these objectives is to invest in public transport. In parallel, the environmental aspects of mobility are dealt with in the environmental policy, whose broad thrust was established in the *Environmental Policy Plan* (MINA plan). The 2<sup>nd</sup> MINA plan (1997-2001) contains a range of actions intended to reduce emissions due to transport, especially via technological measures that favour clean vehicles and fuels. The *Mobility Plan* is directly connected with the actions of the 3<sup>rd</sup> "Environmental Policy Plan" (MINA 3). In addition to actions that have already been implemented or adopted, the Flemish Region will in future put in place various measures that will encourage both passengers and goods to consider different modes of transport (improvement of infrastructure, adoption of a clear price system, technological development, etc.). In order to strengthen the efficiency of these investments, the Flemish Region will also seek to modify users' behaviour through economic incentives.

In the Walloon Region, transport issues are handled in the *Walloon Region Action Plan for Climate Change* (approved by the Walloon Government on 16 July 2001). The measures contained in the transport section are essentially of the structural type. Also found in it, but in a less active way, are organisatory and management measures, likewise measures related to education, public awareness and training. In addition to the measures contained in this National Communication, the Walloon Region will in the future seek an equitable distribution of the public space between users. Thus, it will encourage the use of "soft" ways of getting about (bicycle, on foot) by eliminating "blackspots" and the physical barriers present on some roads. Regarding the transport of goods, the Walloon Region also wants to promote a shift away from road transport. However, today, all the conditions and connections needed for the co-ordinated development of networks and freight terminals are not yet in place. The setting up of instruments for managing and planning the flow of goods is currently being studied.

#### **Box 4-8. Regional Express Network project**

The *Regional Express Network* (REN) project is targeted at providing a credible and effective alternative in order to encourage the use of public transport and to reduce that of the car. The project hinges around journeys by train and bus being complementary.

The rail part of the project comprises 6 existing SNCB/NMBS [*Belgian National Railway Company*] lines where the traffic will be increased to 4 trains an hour in each direction at rush hours. This greater frequency will offer commuters more flexibility. Nine major REN lines will be included in the scheme based on SNCB/NMBS travelling statistics, passing through Brussels.

While the railway represents the backbone of this draft, several urbanised areas cannot be served directly by trains. For this reason several bus connections are also being planned. Thus, 5 bus services will link up with the rail network (Brussels/Ninove/Londerzeel/Haacht/Leuven/Wavre). Some bus services will also run more frequently. Likewise, public transport in the heart of the capital will also be improved by additional metro services, extensions to lines and new metro lines. Furthermore, new infrastructure should also come on stream (new stations, dropping-off parking areas, bicycle shelters, etc.). A draft co-operation agreement has been worked out and was approved on 20 April 2001 by the Federal Council of Ministers. This draft co-operation agreement is currently at the consultation stage with the regional governments.

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<sup>40</sup> Réseau Express Régional (RER)

In Brussels-Capital Region, the mobility policy is laid out in the *Transport Plan* or *Iris Plan*. The objective of this plan is to stabilise car journeys in the morning rush hour at the 1991 level by 2005. It uses a number of actions on urban structures, public transport, car traffic, pedestrians, bicycles and motorcycles and the transport of goods. The *Iris Plan* was approved by the government of the Brussels-Capital Region on 1st October 1998. An *Iris Plan II* is being prepared. It is part of the *Regional Development Plan (PRD)*, whose main target is to reduce the pollution due to transport. It gives priority to reducing automobile traffic (the aim is a 20 % reduction in the number of kilometres driven in 2010 compared to 1999). This policy is based on an integrated multi-modal approach. Finally, the measures contained in the *Air Plan* (which is targeted at preventing harmful effects on human health) are also designed to contribute towards reducing the volume of road traffic and the emissions due to it. As is the case for the two other regions, the Brussels-Capital Region provides, in addition to measures already in place or that will be brought in in the near future, for other actions to promote more sustainable mobility. Thus the Brussels-Capital Region will for example, in the area of car parking, create an infrastructure for transferring between motor cars and public transport. Brussels Region will also improve complementarity between ways in which goods are delivered by developing road-rail connections and improving access to the airport and setting up distribution centres. To conclude, the Brussels Region is also investigating the possibility of introducing tax and tariff measures with the aim of changing the cost of some forms of transport and internalising external costs.

The policies and measures presented below hinge around three main approaches:

- measures that aim at moving people and goods to other forms of transport (including measures encouraging a reduction in the demand for transport);
- measures aiming to reduce polluting emissions from vehicles
- other actions, including making people aware of the issues.

### **4.3.2. MEASURES TO ENCOURAGE THE USE OF DIFFERENT FORMS OF TRANSPORT**

#### **4.3.2.1. Passenger transport**

##### *i. Improvement of the number of trains and the quality of public transport*

The three Regions, plus the Federal State, have undertaken a series of measures aiming to improve the amount and quality of public transport:

#### **T1 – Improvement of public transport in the Flemish Region<sup>41</sup>**

- development of the links and points of connection between networks
- increased amount of urban and regional transport
- measures intended to increase traffic flow: priority regulations for public transport
- improvement of user safety on public transport
- development of new services such as systems of giving travellers information about all modes of transport from one centralised source

#### **T2 – Improvement of public transport in the Walloon Region<sup>42</sup>**

- Increasing supply to meet demand: services and vehicles appropriate for the population and building density, at the right time (buses in the evening or at night, taxi-bus combinations, etc.), and for the people they want to serve (e.g.: low floors, facilities for people with reduced mobility, etc.)
- Co-ordination of the timetables between railways and other public transport

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<sup>41</sup> Decree concerning the provision of passenger transport on public highways and establishing the Flanders Mobility Council (20/04/01)

<sup>42</sup> Walloon Region management contract – TEC and SRWT; Approval decision by the Walloon Government regarding the SRWT investment programme; Federal State management contract - SNCB/NMBS

- Regulation of intersections controlled by traffic lights, giving priority to public transport on the main access roads to city centres
- Setting up systems to help with operation (systems for managing the bus fleet and for giving real time information to travellers)
- Progressive renewal of the stock of public transport vehicles (less polluting vehicles)

### **T3 - Improvement of public transport in Brussels-Capital Region** <sup>43</sup>

- Development of bus and tram lines (changes to the metro, new lines to the suburbs)
- Integration of the fare structure to encourage the use of different forms of transport
- Priority routes for trams and buses
- Increased frequency of trams, buses and metro trains
- Increased operating speed of trams and buses

### **T4 - The Federal Government's Railway investment plan**

An ambitious investment plan in the railways (EUR 17 billion), was approved by the Federal Government on 13 July 2001. This plan, spread over several years (2001-2012), will allow the SNCB/NMBS to optimise the services it offers to transport people and goods by improvements in capacity, safety and speed. So investments will be made to improve the service to the clientele and to increase the regularity plus the speed of the traffic. The investments will be targeted at improved maintenance and capacity, on improving the rolling stock, on high speed train (TGV) infrastructure and on improving mobility in Brussels. This plan will also be the subject of a co-operation agreement with the Regions.

#### *ii. Promoting the use of alternative means of transport for daily journeys*

##### *FEDERAL STATE (FISCAL MEASURES):*

### **T5 - Exemption from tax of contributions made by employers to the price of public transport season tickets and to car-pooling**<sup>44</sup>

Contributions by employers to the cost of a season ticket from a public transport company for making journeys between home and the place of work can from now on be wholly set against tax (up to a limit of EUR 125 per year). Previously the tax exemption had been limited to the quota corresponding to the contribution the employer was obliged to make. This measure applies to both the private and sector public and comes into force in the 2001 tax year, that is to say for the income of the year 2000. The employer's contribution for car-pooling is also free of tax. The amount exempted is in this case limited to the price of a first class train season ticket for a distance equal to the distance the worker has to travel by public transport.

The two measures below have been adopted under the law of 10 August 2001 reforming personal taxation (M.B. of 20 September 2001):

### **T6 - Fiscal Deduction of travel costs**

In order to encourage taxpayers to journey between home and the place of work otherwise than in a motor car, the deductible professional expenses relating to such journeys are fixed at a set level of EUR 0.15 /km, even if the real cost is lower (Art. 9 of the above-mentioned law). At present this deduction only concerns journeys by motor car, hybrid vehicle or minibus; so it is being extended to all modes of journey, whether this be walking, by bicycle, public transport or even car-pooling. For the 2002 tax year (income from 2001), the maximum distance allowed for is fixed at 50 km for the round trip. It may be increased later if the available budget of BEF 2.5 billion is not exhausted;

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<sup>43</sup> Brussels Region management contract- STIB (2001-2005)

<sup>44</sup> Law of 10 July 2001 modifying article 38 of the Code concerning tax on 1992 income regarding the employer's contribution to travel expenses from the home to the workplace (M.B. of 22 August 2001).

### **T7 - Fiscal deduction of expenses agreed to by the employer for the use of collective transport available to members of staff**

Employers may deduct 100 % of expenses agreed to for the operation of collective transport of members of staff (Art. 62 of the law of 10 August 2001). Currently, this deductibility is limited, in certain cases, to 75 %. The investments and expenses to be taken into consideration are: investments in minibuses, buses and coaches that are used for the collective transport of workers from home to the place of work; the expenses directly incurred by these vehicles, such as maintenance and repairs, the road tax, the insurance, the fuel, etc.; the expenditure paid to companies that, in place of the employer or the group of employers, undertake the collective transportation of workers from home to the place of work. This measure will be applied starting with the 2002 tax year (2001 income). From the 2003 tax year onwards (income earned in 2002), the amount that can be deducted will rise to 120 % (Art. 63).

*FLEMISH REGION:*

### **T8 - Implementation of local transport plans (schools and companies)**

An intensive programme of company mobility, with a point of contact in each province, has just finished. An evaluation of the programmes has been performed. Moreover, the Mobility Cell will continue to support companies that wish to set up a transport plan by making explanatory notes available to them.

### **T9 - Pricing policy in support of public transport**

The public transport company 'De Lijn' (bus & tramway) has agreed to grant free access to children (-12 years old) and senior citizens (+60 years old)

*WALLOON REGION:*

### **T10 - Promotion of plans for transporting company staff**

- an agreement between Walloon Region and the Walloon Business Federation<sup>45</sup> for a campaign to make people aware of issues in managing the mobility of Walloon companies;
- the production, in collaboration with the "UWE Mobility Cell" and based on existing experiences, of a methodological guide intended to help companies draw up a *Company Transport Plan* (PTE);
- running training courses for company mobility advisors;
- agreements between the Walloon Region and companies (public or private) to conduct pilot transport plan experiments.

### **T11 - Promotion of the use of the bicycles for the daily home-school journeys:**

- information and awareness campaigns drawing the attention of municipalities and schools to the need to encourage children to come to school by bicycle, in groups under the supervision of adults;
- programme for promoting school bicycles: the Region Wallonia is supporting a "Wallonia school of school bicycle instructors" whose aim is to train instructors responsible for this service. These monitors are made available to municipalities, schools and associations.

*BRUSSELS-CAPITAL REGION:*

### **T12 - Plans for transporting company staff**

Organisation of home-work journeys by members of staff (car pooling, transfer from using cars to walking, bicycles and public transport, etc.) plus professional journeys (service vehicles, etc.).

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<sup>45</sup> Union wallonne des entreprises (UWE)

*iii. Improvement of the infrastructure for cyclists and pedestrians*

*FLEMISH REGION:*

**T13 - Improvement of the infrastructure for cyclists and pedestrians**

- extension of a functional network for pedestrians and cyclists
- improvement of cycle paths and facilities for bicycles

*BRUSSELS-CAPITAL REGION:*

**T14 - Improvement of infrastructure for cyclists<sup>46</sup>**

- The general opening of one-way streets in two directions for cyclists
- Installation of appropriate facilities (bicycle stands, bicycle hire and minor maintenance) at the main stops and stations of Brussels public transport

**4.3.2.2. Transport of goods**

*FEDERAL STATE:*

**T15 - Improvement of transport infrastructure around the Port of Antwerp**

- A new platform connecting different types of transport (the Main Hub) was inaugurated on 29 August 2001 at the port of Antwerp. This container terminal, representing an investment of approximately BEF two billion (nearly EUR 50 millions), is intended to respond to the present and future strong growth of maritime container traffic. By 2005 it will cater for 6 to 700 000 movements per year, and is called to play a major role in the development of integrated continental transport.
- Access to the port of Antwerp will be improved, by creating a second rail access, and reopening the "Iron Rhine" (rail link between Antwerp and the Ruhr via Roermond).

*FLEMISH REGION:*

**T16 - Improvement of the quality of transport by navigable waterway**

- resolution of the structural bottlenecks on the navigable waterways
- guaranteed minimum provision of services for the navigable waterways of the Transeuropean Network (TEN)
- encouragement of 'short sea shipping'
- maintenance of the network of main navigable waterways

**T17 - Improvement of multimodal systems to promote the use of alternative modes of transport**

- implementation of integrated systems for information about all forms of transport, reservation and payment
- identification and resolution of bottlenecks in the different transport systems following a hierarchy, taking into account the present situation
- development of new products and services to ensure a link between different modes of transport and to improve the quality and efficiency of moving between modes (efficient logistics systems, on-line data processing services, etc.). These measures must enable loading problems leading to loss of time and surcharges to be resolved; the standardisation of loading units is also an element that has to be improved.

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<sup>46</sup> Brussels Region-SNCB/NMBS Agreement, Iris Plan

*WALLOON REGION:*

**T18 - Improvement of the quality of navigable waterways**

- Achievement of the upgrading to the European size (1350 tonnes) of the Walloon canals: Improvement of the Scheldt-Meuse link, modernisation of the low Meuse, Improvement of the middle Meuse (restoration of the Ivoz-Ramet dam)
- Management of sediment that has to be removed by dredging

**T19 - Creation of multimodal platforms**

Development project for the independent port of Clabecq and creation on this site of a third hub for three modes of transport that will allow the development of integrated transport from the Charleroi-Brussels canal.

*BRUSSELS-CAPITAL REGION:*

**T20 - Rationalisation of the driving and parking rules for heavy loads in the city:**

- Development of parking for deliveries and control of its good use
- Modification of the regulations about the loading and unloading of goods, to avoid this occurring at peak hours

**T21 - Creation of multimodal platforms<sup>47</sup>:**

- The creation of a hub with a container terminal connected to the integrated water-rail-road transport systems
- Liaison between the outer harbour and the new infrastructure for forming goods trains at Schaerbeek

**4.3.3. REDUCTION OF POLLUTING EMISSIONS FROM VEHICLES (FISCAL MEASURES AND FINANCIAL INCENTIVES)**

*FEDERAL STATE:*

The following measures are contained in the *Federal Plan to combat Acidification and ozone in the troposphere (2000-2003)*:

**T22 - Modulation of the value of the European road tax**

A law<sup>48</sup> introduces a differentiation of the amount payable in European road tax in accordance with "EURO" standards, in such a way as to encourage vehicles to meet the most recent standards for polluting emissions.

**T23 - LPG Allowances<sup>49</sup>**

Since 1st January 2001, allowances of BEF 20,500 are granted if LPG equipment is fitted on a petrol-powered car already in circulation. This allowance scheme will remain in effect for 2 years.

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<sup>47</sup> Iris Plan

<sup>48</sup> Law of 13 March 2001 concerning approval of the Protocol modifying the Agreement of 9 February 1994 relative to the perception of a right of use for the use of certain routes by heavy utility vehicles, in the light of the coming into force of Directive 1999/62/EC of the European Parliament and Council of the European Union of 17 June 1999 relating to the charging of heavy goods vehicles for the use of certain infrastructures, signed in Brussels on 22 March 2000, between the Governments of the Kingdom of Belgium, the Kingdom of Denmark, the Federal Republic of Germany, the Grand Duchy of Luxembourg, the Kingdom of the Netherlands and the Kingdom of Sweden, and modifying the law of 27 December 1994 concerning approval of the aforementioned Agreement and introducing a European road tax disk, in accordance with Directive 93/89/EEC of the Council of the European Communities of 25 October 1993 (M. B. of 30 March 2001).

<sup>49</sup> Royal Decree of 14/02/01, published 12/04/01 in the 'Moniteur Belge' (M.B.)

*REGIONS<sup>50</sup>:*

**T24 - Reduction of the car registration tax for LPG vehicles**

The car registration tax (a tax only paid when purchasing a vehicle) for cars fitted from the outset with LPG will be reduced by BEF 12,000. This will promote the purchase of new LPG motor cars (in practice, this reduction will make the car registration tax free for the smallest vehicles).

**T25 - Reduction of the car registration tax for "Euro 4" motor cars**

The car registration tax for new motor cars that meet the European "Euro4" standards of lower air pollution will be reduced, in 2002, by BEF 25,000 for diesel-powered vehicles and by BEF 13,000 for petrol-driven vehicles. In 2003, the reductions will be respectively BEF 20,000 and 10,000 and in 2004, they will be BEF 10,000 and 5,000. Up to a capacity of 10 CV, the tax will be zero. From 2005, the "Euro 4" standard will be obligatory so there will no longer be a reduction.

**T26 - Revision of the car registration tax for second-hand vehicles**

The car registration tax for second-hand vehicles will only be reduced by 5% per year dating from the 5th year after they were initially put onto the road, instead of 10%.

**T27 - Modulation of the road tax depending on polluting emissions**

The road tax will be modified depending on polluting emissions: the tax is reduced for vehicles that satisfy the "Euro 2" standard; it is raised for vehicles that do not meet the "Euro 1" standard.

#### **4.3.4. OTHER MEASURES**

*FLEMISH REGION:*

**T28 - Promotion of "clean" vehicles**

Modification of behaviour patterns of consumption in favour of vehicles that emit low amounts of pollutants; Internet database stating the fuel consumption of every new motor car distributed in Belgium.

**T29 - Traffic Regulation**

Use of technological means to regulate traffic flow (e.g. ISA: Intelligent Speed Adaptation).

*WALLOON REGION:*

**T30 - Training of Mobility Advisers**

This basic training pursues two fundamental objectives: to develop the awareness of Mobility Advisers and create a "common language" thus reinforcing the connections between the various mobility players; in parallel to these activities, a centre of documentation and for spreading information about mobility has been created.

**T31 - Mobility observatory<sup>51</sup>**

- A mobility observatory has been set up; it has the following missions, covering the transport of people and goods:
- to gather, analyse, and disseminate data about mobility;

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<sup>50</sup> Fiscal measures relative to the car registration tax and the road tax are part of the regional competences from 1/1/2002 ; the different measures presented here are implemented within the framework of a cooperation agreement concluded between the three regions on 25 January 2002

<sup>51</sup> Approved by the Walloon Government on 12/07/01

- to establish and keep up to date a set of indicators intended to characterise mobility systems and evaluate their performance and their interactions;
- to establish a diagnosis of mobility in the Walloon Region;
- to contribute to a better understanding of behaviour patterns in mobility and how they evolve;
- to improve the ability to predict mobility.

*BRUSSELS REGION*

**T32 - Setting up of a mobility observatory<sup>52</sup>**

Missions: see action T31 "Mobility observatory" in the Walloon Region

**T33 - Campaigns to promote the use of bicycles in town**

- Promoting the image of bicycles as a travel mode (sole or combined with other modes)
- Planning a network of cyclable itineraries throughout the region with users' associations

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<sup>52</sup> Iris Plan

Table 4-3. Summary of the policies and measures: 2. Transport

Heading	objective or activity affected	GHG affected	Type of instrument	Stage of implementation	Implementing entity(ies)
T1 - Improvements to public transport (Flemish Region)	Increase the provision and improve the quality of public transport	CO <sub>2</sub> , N <sub>2</sub> O, ozone	MIX	ADO	Flemish Region Mobility Cell
T2 - Improvements to public transport (Walloon Region)	ditto	CO <sub>2</sub> , N <sub>2</sub> O, ozone	MIX	IMP	Walloon Region (MET (DG3), SRWT, TEC) + SNCB/NMBS
T3 - Improvements to public transport (Brussels-Cap. Region)	ditto	CO <sub>2</sub> , N <sub>2</sub> O, ozone	MIX	IMP	Brussels-Capital Region AED+STIB/MVIB[Brussels Public transport Company]+Federal State
T4 - Federal Government's rail investment plan	ditto	CO <sub>2</sub> , N <sub>2</sub> O, ozone	PLA	ADO	Federal State (Min. Communications and Infrastructure) + agreement for State / Region co-operation
T5 - Tax exemption for employer's contribution to the price of public transport season tickets and car pooling	The use of public transport and car pooling for home / work journeys	CO <sub>2</sub> , N <sub>2</sub> O, ozone	FIN	ADO	Federal State Min. of Finance
T6 - Journey expenses become tax deductible	Use of alternative means of transport for home / work journeys	CO <sub>2</sub> , N <sub>2</sub> O, ozone	FIN	ADO	Federal State Min. of Finance
T7 - Agreed employer's expenses for operating collective transport for members of staff becomes tax deductible	Collective transport of company personnel	CO <sub>2</sub> , N <sub>2</sub> O, ozone	FIN	ADO	Federal State Min. of Finance
T8 - Implementation of local transport plans (schools and companies)	Collective transport (school children and company personnel)	CO <sub>2</sub> , N <sub>2</sub> O, ozone	VOL	IMP	Flemish Region Mobility Cell
T9 - Pricing policy in favour of public transport	Promotion of the use of public transport	CO <sub>2</sub> , N <sub>2</sub> O, ozone	FIN	IMP	Flemish Region Mobility Cell, De Lijn company
T10 - Promotion of company staff transport plans	Collective transport of company personnel	CO <sub>2</sub> , N <sub>2</sub> O, ozone	VOL	PLA	Walloon Region
T11 - Promotion of the use of the bicycles for daily home-school journeys	Use of bicycles for home-school journeys	CO <sub>2</sub> , N <sub>2</sub> O, ozone	EDU	ADO	Walloon Region municipalities
T12 - Plans for transporting company personnel	Use of alternative means of transport for home / work journeys	CO <sub>2</sub> , N <sub>2</sub> O, ozone	VOL	IMP	Brussels Region MCI+ IBGE/BIM+ AED
T13 - Improvement of the infrastructure for cyclists and pedestrians	Use of bicycles and walking for short journeys	CO <sub>2</sub> , N <sub>2</sub> O, ozone	INF	ADO	Flemish Region Mobility Cell
T14 - Improvement of infrastructure for cyclists	Promotion of the use of bicycles in towns & cities	CO <sub>2</sub> , N <sub>2</sub> O, ozone	MIX	IMP/ADO	Brussels Region AED+ municipalities
T15 – Improvement of transport infrastructure around the Port of Antwerp	Use of different modes of transport	CO <sub>2</sub> , N <sub>2</sub> O, ozone	INF	IMP	Federal State + SNCB/NMBS + Port of Antwerp
T16 - Improvement of the quality of transport by navigable waterway (Flemish Region)	Increase of the proportion of goods transported by navigable waterway	CO <sub>2</sub> , N <sub>2</sub> O, ozone	INF	ADO	Flemish Region: Mobility Cell

T17 - Improvement of systems to promote the use of alternative modes of transport	Changing between modes of transport	CO <sub>2</sub> , N <sub>2</sub> O, ozone	INF	PLA	Flemish Region: Mobility Cell
T18 - Improvement of the quality of navigable waterways	Increased proportion of goods transported by navigable waterway	CO <sub>2</sub> , N <sub>2</sub> O, ozone	INF	ADO	Walloon Region
T19 - Creation of multimodal platforms (hubs) (Walloon Region)	Changing between modes of transport	CO <sub>2</sub> , N <sub>2</sub> O, ozone	INF	ADO	Walloon Region
T20 - Rationalisation of the traffic flow and parking for heavy loads in cities	Freeing up city traffic	CO <sub>2</sub> , N <sub>2</sub> O, ozone	REG	PLA	Brussels Region Police+AED
T21 - Creation of multimodal platforms (hubs) (Region Brussels)	Changing between modes of transport	CO <sub>2</sub> , N <sub>2</sub> O, ozone	INF	ADO	Brussels Region Port of Brussels +SNCB/NMBS+SDRB
T22 - Modulation of the size of the European road tax	Promotion of less polluting vehicles	CO <sub>2</sub> , N <sub>2</sub> O, ozone	FIN	IMP	Federal State Min. of Finance
T23 - LPG Allowance	Promotion of less polluting vehicles	CO <sub>2</sub> , N <sub>2</sub> O, ozone	FIN	IMP	Federal State Min. of the Environment
T24 - Reduction of the tax for bringing LPG vehicles onto the road	Promotion of less polluting vehicles	CO <sub>2</sub> , N <sub>2</sub> O, ozone	FIN	ADO	Regions (Cooperation agreement)
T25 - Reduction of the tax for bringing "Euro 4" cars onto the road	Promotion of less polluting vehicles	CO <sub>2</sub> , N <sub>2</sub> O, ozone	FIN	ADO	Regions (Cooperation agreement)
T26 - Revision of the tax for bringing second-hand vehicles onto the road	Promotion of less polluting vehicles	CO <sub>2</sub> , N <sub>2</sub> O, ozone	FIN	ADO	Regions (Cooperation agreement)
T27 - Modulation of the tax for getting the vehicle on the road depending on polluting emissions	Promotion of less polluting vehicles	CO <sub>2</sub> , N <sub>2</sub> O, ozone	FIN	ADO	Regions (Cooperation agreement)
T28 - Promotion of "clean" vehicles	Changing the behaviour patterns of consumption	CO <sub>2</sub> , N <sub>2</sub> O, ozone	EDU	IMP	Flemish Region: Aminabel- air section
T29 – Traffic regulation	Reduce polluting emissions due to car traffic	CO <sub>2</sub> , N <sub>2</sub> O, ozone	PLA	IMP	Flemish Region Mobility Cell
T30 - Training of mobility advisers	To strengthen the authority of mobility organisations	CO <sub>2</sub> , N <sub>2</sub> O, ozone	EDU	IMP	Walloon Region MET (DG1, DG2, DG3) +DGRNE + DGATLP
T31, T32 - Mobility observatory	Monitoring and evaluation of policies	CO <sub>2</sub> , N <sub>2</sub> O, ozone	PLA	ADO	Walloon Region
				ADO	Brussels Region AED
T33 - Campaigns promoting the use of bicycles in the city	Promotion of the use of bicycles in the city	CO <sub>2</sub> , N <sub>2</sub> O, ozone	EDU	IMP	Brussels Region AED+ municipalities

## 4.4. INDUSTRY

### *preliminary remark:*

Policies and measures that aims at improving energy efficiency in the industrial sector are presented in § 4.2 ("Energy"). Actions that relate to training or making people aware of the issues are set forth in Section 9 "Education, training and public awareness ". So actions in the industrial sector with a main objective other than the improvement of energy efficiency, and making use of other instruments than training, are only referred to here. The measures listed are essentially measures of process improvement.

### **4.4.1. POLICY CONTEXT OF ACTIONS IN THE INDUSTRIAL SECTOR**

In the Flemish Region, the context for introducing measures for reducing non-energy sources of greenhouse gases emissions in the industrial sector is the regulations relating to environmental permits<sup>53</sup> and benchmarking agreements. Regarding benchmarking, negotiations have been initiated between the public authorities and the iron and steel, chemical, and paper industries.

The preferred strategy of the Walloon Region to encourage industry to reduce emissions of greenhouse gases per unit produced is based on negotiated voluntary agreements. These agreements that cover an entire sector constitute a "contract" between the public authorities and associations of companies in the industry, by which the two parties agree a quantitative improvement in the emission of pollutants. In addition to improving energy efficiency (see § 4.2.5), these agreements aim especially at the management of industrial waste, the implementation of "best available technologies" (structural process modifications), product policies. They will be given teeth with penalties if they are not respected. These voluntary agreements are subscribed to under the general legislation regarding environmental conventions, established by the decree of the Walloon Government of 20 December 2001.

In Brussels-Capital Region, there is currently no integrated policy as such for reducing greenhouse gases emissions in the industrial sector (except relative to energy efficiency, see § 4.2.5). However, particular measures have been taken notably through environmental permits.

### **4.4.2. POLICIES AND MEASURES IN THE INDUSTRIAL SECTOR**

#### *FLEMISH REGION:*

#### **I1 - Adaptation of the VLAREM regulations (N<sub>2</sub>O catalysts)**

The Flemish Region is changing the present regulations regarding environmental permits (VLAREM II) in order to encourage the introduction of new and efficient technologies (catalysts) substantially reducing the emissions of N<sub>2</sub>O related to the production of nitric acid; these catalysts have the potential to reduce N<sub>2</sub>O emission by 50%.

#### **I2 - Regulations aiming to limit the use of fluorinated greenhouse gases**

The "reduction of the ozone layer" chapter of the *Environmental Policy Plan* (MiNa plans 2 and 3) includes a section relating to the use of fluorinated greenhouse gases, since these gases are often used as substitutes for ozone depleting substances. Additional regulations regarding the use of refrigeration installations and the approval of cold techniques must provide every guarantee that emissions of refrigerating fluids from leaks will be limited. Practical measures must lead to abandon the use of ozone depleting substances and fluorinated greenhouse gases in favour of environment-friendly alternatives.

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<sup>53</sup> Cf. decrees on the Flemish Regulations regarding environmental permits VLAREM I (February 1991), VLAREM II (July 1995) and subsequent adaptations.

**I3 - Best Available Technologies**

Every industrial establishment in the Flemish Region will be obliged to meet performances equivalent in terms of results to the use of BAT (best available technologies) in order to obtain their environmental permits (implementation of the EU Directive "Integrated Pollution Prevention and Control").

*WALLOON REGION:*

**I4 - Sector agreements**

- declarations of intent were signed with the chemical (WalChim) and paper (Cobelpa) industrial federations in July 2000, followed by the federation of mining industries (FedIEx) and the cement producers' federation (Febelcem) in February 2001 and July 2001 respectively;
- advance contacts have also been made with the iron and steel sector, with the non ferrous metals industry and the smelting works' sector
- a convention is being investigated regarding the limitation of N<sub>2</sub>O emissions in the chemical industry (manufacture of nitric acid), through the development of catalysts

**I5 - Best Available Technologies**

Same as I3 above (implementation of the IPPC EU directive "Integrated Pollution and Prevention Control")

Table 4-4. Summary of the policies and measures: 3. Industry

Heading	objective or activity affected	GHG affected	Type of instrument	Stage of implementation	Implementing entity(ies)
I1 - Adaptation of the VLAREM regulations (N <sub>2</sub> O catalysts)	Limitation of N <sub>2</sub> O emissions released by the production of nitric acid	N <sub>2</sub> O	REG	PLA	Flemish Region
I2 - Regulations aiming to limit the use of fluorinated greenhouse gases	Reduced emissions of fluorinated greenhouse gases	HFCs, PFCs, SF <sub>6</sub>	REG	IMP/ADO	Flemish Region
I3 - "Best Available Technologies" (Flemish Region)	Implementation of the IPPC directive	all	REG	ADO	Flemish Region
I4 - Sector agreements (Walloon Region)	Reduction of GHG emissions (Chemistry, paper, mining industries, cement)	all	VOL	ADO/PLA	Walloon Region
I5 - "Best Available Technologies" (Walloon Region)	Implementation of the IPPC directive	all	REG	ADO	Walloon Region

## 4.5. AGRICULTURE AND FORESTRY

### 4.5.1. CONTEXT OF THE ACTION POLICY IN THE AGRICULTURE AND FORESTRY INDUSTRIES

The authority of the Federal State over agriculture is limited to determining the Belgian position towards agricultural policies on the level of the European Union and international organisations, together with preparing for the implementation of the European Directives and regulations regarding these policies.

In the Flemish Region, important modifications have been made since the first and second National Communications towards the integration of environmental policy into agricultural policy. Generally speaking, these modifications concern the reduction of inputs into the agricultural system, with in the majority of cases a positive effect on the emission of greenhouse gases.

In the Walloon Region, the *Walloon Rural Development Plan* (RDP – 2000-2006) constitutes the context of the policy action in the agricultural sector. This plan, which is founded on the CAP (Common Agricultural Policy of the EU), was drawn up to put into practice Council Regulation 1257/99/EC. The RDP hinges on three main priorities, which are: sustainable agriculture, helping young farmers get started, and quality and control. In addition, two legislative instruments coming into force soon will define a favourable environmental context in which agriculture can participate and develop an integrated approach to preventing and reducing pollution:

- the decrees putting into practice the decree concerning environmental permits (11/03/1999);
- the decree relating to the sustainable management of nitrogen in agriculture.

They will form the main legal backdrop for sustainable agriculture in Wallonia.

In the Brussels-Capital Region, as the area of land devoted to agriculture is now extremely reduced, there is no agricultural policy as such. It is merged with the policy regarding town and country planning and the environment, and is primarily targeted at the preservation and harmonious development of green spaces.

### 4.5.2. POLICIES AND MEASURES IN THE AGRICULTURE INDUSTRY

#### *FLEMISH REGION:*

#### **A1 - Manure Action Plan<sup>54</sup>**

- in the context of the new policy on manure, which has been in force since 1/1/2000, new standards for spreading nitrogen have been established; they will be introduced gradually up to 2003;
- a limit on the increase of livestock has been imposed: until 2005, no environmental permits for additional beasts may be granted;
- techniques of manure transformation will be developed, in order to convert animal waste into exportable products, without additional emission of greenhouse gases;
- different systems of assessing the nutrient balance are provided as management instruments to assist farmers; these systems must enable quantities of nutrients entering and leaving a given system (farm, plot of land, animal) to be calculated.

#### **A2 - Reduction in pig breeding**

The progressive move away from pig farming will be sustained financially by the authorities. By 15 May 2001, 437 requests had already been submitted for a total of 11,134 sows and 61,197 porkers, in other words 2.5 % of the total livestock. An initial evaluation shows that the surplus consumption of

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<sup>54</sup> 'Mest Actie Plan 2'

nitrogenous fertiliser by farms could be reduced by approximately 1,400,000 kg (1.8% of the total fertiliser surplus)

### **A3 - Plan for Reducing Ammonia**

The *Plan for reducing ammonia* (action 21 of MiNa plan II), which came into force at the end of 2000, is targeted at reducing uncontrolled emissions of ammonia-generating gases produced by cowsheds and by fertilising agricultural ground. The principal measures target changes of practice in storing, handling and spreading liquid manure. The plan relies on a phased approach in which the most effective measures (from the cost point of view) will be applied first.

### **A4 - The "Organic Farming" Action Plan**

The *"Organic Farming" action plan* is targeted at transforming all agricultural production in the Flemish Region into a more sustainable form. The objective of this plan is to cultivate 10 % of farmland organically by 2010. The action plan includes measures based on support for investment, permanent training, the supervision of reorientation, the promotion and sale of farm produce, and education.

### **A5 - The Flanders Rural Development Programme<sup>55</sup> (POP)**

The objective of this programme is to establish a context for sustainable development of rural areas. The major objective is the development of more sustainable mixed farming, in the context of an integrated rural policy. This basic strategy is reflected in ten strategic objectives of integrated rural policy, which include:

- the promotion of methods of production that favour quality, and take into account social and environmental aspects and animal welfare;
- the accelerated development of activities that will extend organic farming and the marketing of organic produce;
- the involvement of farmers and horticulturists in the management of the natural environment, within the farm structure, plus in predefined zones;
- conversion towards sustainable water management.

If all these measures are successful, emissions of CH<sub>4</sub> and N<sub>2</sub>O will be reduced by 0.6 Mton CO<sub>2</sub> eq. / year in 2005 compared with the 1990 level.

*WALLOON REGION:*

### **A6 - Rural Development Plan (RDP)**

The *2000-2006 Rural Development Plan* is made up of a coherent set of measures, of which several are designed to reduce emissions of greenhouse gases; the list below is not exhaustive, but gives a flavour of them:

- measures to stimulate investment in energy saving and the reduction of emissions of pollutants of agricultural origin;
- financial support for training in agricultural and environmental techniques;
- encouragement for good management practices (in farming and the environment), in the form of grants to operators who follow a management plan (5% of the businesses are involved);
- a variety of actions for awareness raising;
- measures designed to combat destruction of soil structure, to introduce the scientific application of organic matter, waste recovery, etc.

### **A7 - Agri-environmental measures**

Among the agri-environmental measures passed by the Walloon Government on 11 March 1999<sup>56</sup>, the following measures will have a significant impact on the emission of greenhouse gases from the agricultural sector:

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<sup>55</sup> that implements directive EC/1257/99

<sup>56</sup> Moniteur Belge/Staatsblad of 31 March 1999

- the introduction of extensive strips of meadow or grassed strips at the side of cropfields along waterways to avoid losses of nitrogen and pesticides onto the surface water;
- the introduction of seeded crops in between other cultivated crops in order to reduce the loss of nitrates by leaching or run-off by 50%;

These measures are supported financially to the tune of 50% by the Walloon Region and 50% by the EU.

#### **A8 - Storage, handling and spreading of farmyard manure**

A set of measures concerning the storage, handling and spreading of farmyard manure is being brought in gradually by 2010. These measures are especially aimed at optimising the techniques and practices of storage, spreading, composting and production of bio methane, via environmental agreements and with the financial support of the public authorities.

#### **A9 - Reduction in the application of mineral nitrogen**

The Walloon Region will be introducing between now and 2010 a set of measures aiming to reduce the quantity of mineral nitrogen used in agriculture. These measures will concern the entire management of organic matter, the storage infrastructure for farmyard manure, the physico-chemical characterisation of this manure, when is the best time to apply it, the assessment of its fertilising value in the context of manuring plans and a scientific approach to complementing organic fertilisers with mineral fertilisers.

### **4.5.3. POLICIES AND MEASURES IN THE FORESTRY INDUSTRY**

#### *FEDERAL STATE:*

#### **A10 - Measures for supervising reforestation**

The Federal Government has implemented a measure for overseeing actions undertaken at the regional level to encourage reforestation; financial assistance was available compensating farmers for the loss of revenue associated with reconversion (reforestation of agricultural or other plots of land); this governmental aid, rarely requested, was phased out in 2000.

#### *FLEMISH REGION:*

#### **A11 - Reconversion of lands (reforestation)**

The authorities of the Flemish Region have set up, under the town and country planning act ("Flanders Structural Town and Country Plan"), measures aiming to extend the amount of woodland. The Flemish Region policy of reforestation is based on two strategies: firstly the authorities are pursuing a purchasing policy aiming to create new areas of woodland; secondly they are pursuing a policy of financial support aiming to initiate reforestation initiatives by local authorities or individuals.

#### **A12 - Prohibition on deforestation**

New regulations regarding deforestation came into force in February 2001. The objective of these regulations is to preserve wooded areas in the Flemish Region; the deforestation of ground outside residential and industrial areas is no longer allowed unless special exemption is obtained from the general prohibition of deforestation. Furthermore, if any trees are felled from a plot of land compensation is required; this may be made in kind (by planting trees elsewhere), or by a payment. The compensation factor depends on the ecological value of the wood concerned and varies from a factor of 1 to 2; the basic figure for the compensation is BEF 80/m<sup>2</sup>, multiplied by the compensation factor.

## WALLOON REGION:

**A13 - preservation of the ecological stability of forests**

The *Rural Development Plan 2000-2006* provides compensation for the lack of income for proprietors who practice forest conservation, by a policy of awarding allowances to private proprietors for setting up, managing and conservation of private forest reserves.

**A14 - The Wood Energy Plan**

A *Wood Energy Plan* was set up in March 2001. It is targeted at initiating and conducting a dozen projects for automatic wood heating, gas generation or other technologies using wood designed to recover energy from wood in Wallonia. This plan essentially concerns municipalities and communities, whether or not connected to district heating. By this plan, actions will be taken to give out information and make people aware of the issues, feasibility pre-studies will be performed (evaluation of the available resources, evaluation of energy needs, evaluation of the potential RUE) and assistance will be furnished with setting up projects.

**A15 - Study of carbon sequestration**

Since 1987, the Walloon Region has participated in co-financing research conducted by the Gembloux Agricultural University (FUSAGx<sup>57</sup>) on the Vielsalm site. Since 1998, this work has been directed towards the Kyoto Protocol; thus Vielsalm is part of an international network of pilot sites that in due course will enable us to better understand and quantify the impact of forests and how they affect the land.

Table 4-5. Summary of the policies and measures: 4. Agriculture and Forestry

Heading	objective or activity affected	GHG affected	Type of instrument	Stage of implementation	Implementing entity(ies)
agriculture					
A1 - Manure Action Plan 2 <sup>o</sup> )	Reduction of agricultural inputs	N <sub>2</sub> O, CH <sub>4</sub>	REG	ADO	Flemish Region VLM - manure bank
A2 - Reduction in pork rearing	Reduction of agricultural inputs	N <sub>2</sub> O, CH <sub>4</sub>	FIN	IMP	Flemish Region ALT (Agricultural and horticultural administration)
A3 - Ammonia reduction plan	Reduction in NH <sub>3</sub> emissions	N <sub>2</sub> O	REG	ADO	Flemish Region
VA4 - "Organic Agriculture" action plan	10% of farmed land to be "organic" by 2010	N <sub>2</sub> O, CH <sub>4</sub>	FIN/EDU	PLA	Flemish Region ALT (Agricultural and horticultural administration)
A5 - Flanders Rural Development Programme	Improvement of agricultural practices	N <sub>2</sub> O, CH <sub>4</sub>	FIN/EDU	ADO/PLA	Flemish Region
A6 - Rural Development Plan (RDP)	Improvement of agricultural practices	CO <sub>2</sub> , N <sub>2</sub> O, CH <sub>4</sub>	FIN/EDU	ADO/PLA	Walloon Region
A7 - Agri-environmental measures	Improvement of agricultural practices	N <sub>2</sub> O	REG	ADO/PLA	Walloon Region
A8 - Storage, treatment, spreading of farmyard manure	Optimisation of fertilisation	N <sub>2</sub> O, CH <sub>4</sub>	FIN/VOL	PLA	Walloon Region
A9 - Reduced input of mineral nitrogen	Reduction of added nitrogen	N <sub>2</sub> O	REG	PLA	Walloon Region

<sup>57</sup> "Faculté universitaire des sciences agronomiques de Gembloux"

forestry					
A10 - Measure to support reforestation	reforestation	CO <sub>2</sub>	FIN	IMP (end: 2000)	Federal State Min. of Agriculture
A11 - Reconversion of ground (Flemish Region)	reforestation	CO <sub>2</sub>	FIN	IMP	Flemish Region Department of Woods and Countryside
A12 - Prohibition of deforestation	Preservation of wooded land	CO <sub>2</sub>	REG	IMP	Flemish Region Department of Woods and Countryside
A13 - Preservation of the ecological stability of forests	Forest Conservation	CO <sub>2</sub>	FIN	ADO	Walloon Region
A14 - Wood Energy Plan	Recovery of energy from wood	CO <sub>2</sub>	EDU	ADO	Walloon Region
A15 – Investigation of carbon sequestration	Improved knowledge of carbon sinks	CO <sub>2</sub>	R&D	IMP	Walloon Region

## 4.6. WASTE

### 4.6.1. THE ACTION POLICY IN THE WASTE INDUSTRY

At the federal level, a policy of waste limitation by the eco-tax system is currently being developed. The principle of this policy is to discourage the use of disposable packaging by introducing a difference of price between re-usable packaging and disposable packaging by the tax system.

In the Flemish Region, methane emissions from landfill sites (old or in use) are being regulated under the VLAREM II regulations (regarding environmental permits). Managers of landfill sites are required to install a system for collecting methane emissions and eliminating them (by combustion) in a controlled manner. The recovery of energy from waste gases is obligatory where it is economically advantageous. The waste prevention fund and the prohibition from dumping biologically degradable waste are managed by the *Flemish Public Waste Management Agency (OVAM)*.

The action policy for waste in the Walloon Region is based partly on prevention (an audit is currently under way to define a regional waste prevention strategy, with the collaboration of the municipalities, the inter-municipal authorities and the private sector), and partly on waste recovery, and the optimisation of types of treatment.

In Brussels-Capital Region, the waste management strategy is defined by the *Waste Prevention and Management Plan (1998-2002)*. This plan emphasises the prevention of waste at source, and on recovery methods.

### 4.6.2. POLICIES AND MEASURES IN THE WASTE INDUSTRY

#### FLEMISH REGION:

#### W1 - Moratorium on dumping organic waste

The regulations regarding the closure of biologically active landfill sites and the banning of dumping organic waste of biological origin have been in place since 1<sup>st</sup> July 2000.

#### W2 - Maintenance of obligations of elimination and reinforcement of the regulations regarding the putting to good use of gas from landfill sites

The strengthening of the VLAREM legislation (regulations regarding environmental permits) will require the installation of structures for the elimination of and the energy recovery from gas, and will not allow this last obligation to be waived by proving it is not a money-making activity (i.e. the opposite of the prevailing system), on an objective basis. The granting of environmental permits will be linked to these obligations being honoured. These new arrangements regarding dumps should, in combination with the moratorium on the dumping of organic waste, lead to a reduction of 0.8 Mton CO<sub>2</sub> eq in 2005 compared to 1999. This represents 60% of the potential for reducing total emissions (all sources together) of methane in 2005.

*THE WALLOON REGION:*

**W3 - Setting up of specific channels of waste management**

With the industrial sectors the Walloon Region is putting in place channels of waste management that relate to specific types of waste, so as to ensure optimal treatment, to develop recycling and recovery, and minimise the amount sent to landfill sites.

**W4 - Ban on dumping organic biodegradable waste**

A pilot decree heralding a ban on dumping organic waste in Walloon Region from 1st January 2005 onwards was adopted by the Walloon Government on 7 March 2001; this banning of discharge into landfill sites will have important repercussions on Walloon methane emissions. A series of measures aiming to ensure the appropriate treatment of organic waste (selective collection, development of new technology for drying it, composting, bio methane production, etc.) will accompany this plan.

**W5 - Remedial treatment of old landfill sites**

The programme to treat former dump sites will be pursued and intensified; this programme is intended to make sure that any emissions are recovered and treated correctly.

*BRUSSELS-CAPITAL REGION:*

**W6 - Modifications to waste incineration installations**

Under the *Waste Prevention and Management Plan of the Brussels-Capital Region (1998-2002)*, the number of installations for incinerating waste in the Brussels-Capital Region has been reduced (three incineration installations have been taken out of use between 1997 and 2000). Moreover stricter standards regarding atmospheric emissions have been imposed on incineration installations that continue to operate.

**W7 - Waste reduction at source**

The *Waste Prevention and Management Plan (1998-2002)* is targeted at reducing the amount of waste produced at source in 2002 by 10% (in weight) compared to the 1995 figures. In practical terms this will be achieved by information campaigns and public awareness, especially of preventing waste at source, of individual composting and of sorting and recycling waste.

**W8 - Waste recovery**

The *Waste Prevention and Management Plan* contains actions to encourage the recovery of household waste. These include improved selectivity of collection, development of a network of container parks, the investigation of new treatment procedures and recovery of organic waste, textiles, etc. In addition specific actions to recover non-household waste will be conducted, in schools, offices, the construction industry and the hotel and restaurant trade.

Table 4-6. Summary of the policies and measures: 5. Waste

Heading	objective or activity affected	GHG affected	Type of instrument	Stage of implementation	Implementing entity(ies)
W1 - Moratorium on dumping organic waste	Closure of biologically active landfill sites	CH <sub>4</sub>	REG	IMP	Flemish Region OVAM
W2 - Modifications to the VLAREM legislation	Elimination and recovery of discharged gases	CH <sub>4</sub>	REG	PLA	Flemish Region AMINAL
W3 - Introduction of specific channels of waste management	Optimised management and recovery of industrial waste	CO <sub>2</sub> /CH <sub>4</sub>	VOL	PLA	Walloon Region
W4 - Ban on dumping biodegradable organic waste	To stop waste going to landfill sites	CH <sub>4</sub>	REG	PLA	Walloon Region
W5 - Remedial treatment of old landfill sites	Recovery of discharged gas	CH <sub>4</sub>	REG	IMP	Walloon Region
W6 - Modifications of waste incineration installations	To improve the environmental performance of incinerators	CO <sub>2</sub> /CH <sub>4</sub>	REG	IMP	Brussels-Capital Region
W7 - Reduction of waste at source	To reduce the quantity and harmfulness of waste at source	CO <sub>2</sub> /CH <sub>4</sub>	EDU	IMP	Brussels-Capital Region
W8 - Recovery of waste	Waste recovery, prevention	CO <sub>2</sub> /CH <sub>4</sub>	MIX	IMP	Brussels-Capital Region