

## SEA SCREENING TEMPLATE

### Part A – Plan/Programme (PP) and Responsible Authority

Title of PP: National Air Pollution Control Programme

Responsible Authority: Environment and Resources Authority

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### Part B – Key Facts

Responsible Authority: Environment and Resources Authority

Title of PP: National Air Pollution Control Programme

Purpose of PP: The National Air Pollution Control Programme (NAPCP) supports Member States in planning the national policies and measures with the aim of limiting the annual anthropogenic emissions of five pollutants (nitrogen dioxide, sulphur dioxide, non-methane volatile organic compounds, ammonia and fine particulate matter), and be compliant with the national emission reduction commitments, as laid down in Directive mentioned below.

Is the PP the result of legislative, regulatory or administrative provisions? Explain.

The need for an NAPCP arises from Directive (EU) 2016/2284 of the European Parliament and of the Council on the reduction of national emissions of certain atmospheric pollutants. The policies and measures must reflect the national emission reduction commitments for 2020 and 2030.

Period covered by PP: up until 2030.

Envisaged Frequency of Updates: Next review will occur in 2024.

Area covered by PP (ideally also attach map): Malta and Gozo

Summary of PP content: The programme includes policies and measures which were implemented in the past years and that reduced air emissions, thus improving the air quality. It also includes measures which are planned for implementation in other action plans and that will reduce emissions, with the aim of reaching the emission reduction commitments as laid down in Directive (EU) 2016/2284. Projections

indicate that all pollutants will be compliant with both 2020 and 2030 ceilings, except for nitrogen dioxide which will not be compliant with the 2030 ceiling.

It should be noted that all the measures included in the NAPCP derive from other action plans and programs which have already been assessed or are in the process of being assessed through an SEA. These action plans include Transport Malta's Master Plan (2025), Malta's National Electro-Mobility Action Plan (2013), the National Energy and Climate Plan and the National Agricultural Policy for the Maltese Islands (2018 – 2028). There are two additional measures which have not been assessed through an SEA, which are:

- Electric vehicles (taxis and Government fleet)
- Increase in financial grants for more efficient internal combustion engines (ICE)



<b>SEA Criterion</b>	<b>Yes/No (no other answer except Yes/No)</b>	<b>Explanation</b>
		specific roads but remains at a strategic level.
<p>Does the PP determine the use of small areas at local level</p> <p>OR</p> <p>is it a minor modification of a PP subject to Regulation 4(2)(a) (Regulation 4(3))</p>	No	<p>The measures are aimed at reducing air emissions at a national level. It is to be noted that there is one specific measure which looks at studying the effect of a low emission zone which will be tied to a specific area (mostly the inner harbour area). However this measure is already included in the Transport Masterplan.</p>

SEA Criterion	Yes/No (no other answer except Yes/No)	Explanation
Does the PP set the framework for future development consent of projects (not just projects in Annexes to the EIA Directive)? (Regulation 4(4))	No	Some measures may influence the decisions of the development permitting process, particularly those which were adopted from the already approved Transport Masterplan for which a SEA was carried out.
Is the PP likely to have a significant effect on the environment? (Regulation 4(5))	Yes	<p>There will be no additional environmental effects brought by the NAPCP since as mentioned earlier, the measures in the NAPCP (except for two) derive from other action plans which have already been or are in the process of being assessed through an SEA. The other two measures which have not been assessed through an SEA are aimed at improving air quality, therefore it can be argued that they will not have a negative effect on the environment.</p> <p>A positive effect is expected because in addition, the projected decrease in air emissions, as discussed in the programme, is not significant. This means that this programme will not have a significant effect on the environment.</p>
<p>Is the PP's sole purpose to serve national defence or civil emergency</p> <p>OR</p> <p>is it co-financed by structural funds or EAGGF programmes 2000 to 2006/7</p> <p>OR</p> <p>Is it a financial or budget PP?</p>	No	The programme is not a financial or budget strategy, and is not related to defence or civil emergency

## Part D – Likely Significance of Effects on the Environment

**Responsible Authority:**

**Title of PP:**

Criteria for determining the likely significance of effects on the environment	Likely to have significant environmental effects? Yes/No (no other answer except Yes/No)	Summary of significant environmental effects (negative and positive)
the degree to which the PP sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources	No	The programme does not set a new framework for projects and other activities.
the degree to which the PP influences other plans and programmes including those in a hierarchy	No	This programme includes policies and measures which are already existent in other action plans. Therefore the NAPCP will not influence other action plans, but existing plans influenced the NAPCP.
the relevance of the PP for the integration of environmental considerations in particular with a view to promoting sustainable development	Yes	The main aim of the NAPCP is to improve air quality through various measures.
environmental problems relevant to the PP	No	The NAPCP aims at reducing air pollution caused by anthropogenic activities, through a number of measures aimed at various sectors, including transport, agriculture, energy and industry. Measures vary from sustainable mobility measures, the drawing up of the Environmental Authorisations Regulations, the sustainable management of animal manure and the increased use of renewable energy. As already explained above, all these measures (and others) derive from other action plans which have already been or are in the process of being assessed through an SEA.
the relevance of the PP for the	No	There is a link to waste

implementation of Community legislation on the environment (e.g. PPs linked to waste management or water protection)		management through the Waste to Energy facility, which is one of the measures included in the NAPCP. In this case, emissions from the WtE facility will actually generate emissions from the stack, whilst reducing emissions from landfill.
the probability, duration, frequency and reversibility of the effects	No	As explained above, the measures in the NAPCP derive from other action plans which have already been assessed or are in the process of being assessed through an SEA.  The two additional measures presented in the NAPCP comprise of the electrification of the Government fleet (which has already started) and of taxis, and the increase in financial grants for more efficient internal combustion engines, which aims at rejuvenating the age of the fleet whereby more efficient technology of the newer vehicles will lead to a reduction in emissions.
the cumulative nature of the effects	No	See comment above
the transboundary nature of the effects	No	See comment above; a positive impact may be derived on air quality.
the risks to human health or the environment (e.g. due to accidents)	No	The NAPCP is not expected to cause a risk to human health.
the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected)	No	See comment above; the NAPCP is applicable to all the Maltese Islands. The objective of the NAPCP is to improve air quality.

<b>Criteria for determining the likely significance of effects on the environment</b>	<b>Likely to have significant environmental effects? Yes/No (no other answer except Yes/No)</b>	<b>Summary of significant environmental effects (negative and positive)</b>
the value and vulnerability of the area likely to be affected due to: (i) special natural characteristics or cultural heritage; (ii) exceeded environmental quality standards or limit values (iii) intensive land-use	No	See comment above; the NAPCP does not make reference to specific areas. The only section where NAPCP refers to a specific area is the applicability of the low emissions zone, which is the congestion hub as already laid down in the approved Transport Masterplan.
the effects on areas or landscapes which have a recognised national, Community or international protection status	No	See comment above; the NAPCP does not make reference to specific areas.

#### **Part E – Summary of Environmental Effects**

(Provide a summary of the significant environmental effects of the PP)

Not applicable. The NAPCP is not creating new measures, but rather it selects already-existing measures from other action plans, which will reduce air emissions, either directly or indirectly. The overall environmental impact is positive, in that the NAPCP will lead to a reduction in emissions to air, and therefore have a positive impact on human health and ecosystems.



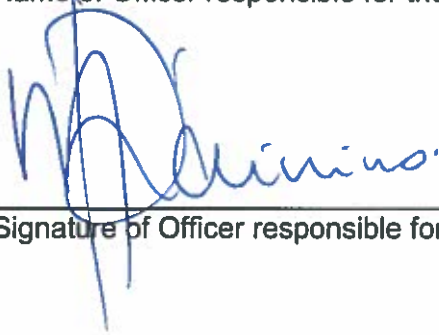
**Part F – Screening Outcome**

Screening is required under the Strategic Environmental Assessment Regulations, 2010 (Legal Notice 497 of 2010). It is our view that:

- An SEA is required because the PP falls under the scope of Regulation 4(3) of the Regulations and is likely to have significant environmental effects
- An SEA is required because the PP falls under the scope of Regulation 4(4) of the Regulations and is likely to have significant environmental effects
- An SEA is not required because the PP is unlikely to have significant environmental effects.

Perit Michelle Piccinino  
Acting CEO

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Name of Officer responsible for the Screening Report



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Signature of Officer responsible for the Screening Report

Environment and Resources Authority

\_\_\_\_\_  
Name of Responsible Authority

18 March 2020

\_\_\_\_\_  
Date

**Notes to Responsible Authorities:**

1. The SEA Focal Point cannot provide any feedback to incomplete Screening Templates
2. All responsible authorities should provide the SEA Focal Point with an original signed copy of each Screening Template prepared
3. All responsible authorities should provide the SEA Focal Point with a copy of the public notification which is obligatory under Regulation 4(7) of the Strategic Environmental Assessment Regulations, 2010.