

DUST

appellation	Air quality directives (AQR)	
official name	Framework Directive on ambient air quality assessment and management 96/62/EC and 4 Daughter Directives	
legal foundation	which are: 1999/30/EC, 2000/69/EC, 2002/3/EC, 2004/107/EC	
state of ratification European Union (entry into force)	ratified. Differing entries into force depending on the pollutant material	
state of ratification in member states (entry into force)	ratified/transposed	
what's new/ what's special	aim on air quality by setting critical load standards independent of producer	
main intention	avoid, prevent or reduce harmful effects of air pollutants on human health and the environment as a whole	
main instruments	setting limit values or target values, requiring air assessments, access to information and justice. Requiring reduction plans and activities	
scope	Limit Values: Sulphur Dioxide (2005), Nitrogen Dioxide (2010), PM10 (2005/2010), Lead (2005), Benzene (2010), Carbon Monoxid (2005), Ozone (2010). Target Value: PAH (2012), Cadmium (2012), Arsenic (2012), Nickel (2012). No LV or TV: Mercury	
affected transport projects	no direct impact on projects	
legal results (authorities)	have to assess air quality, give access to information, develop and realize reduction plans	
consequences on project planning/optimal planning modells	none	
legal results (citizens)	mostly legal confirmation of air quality standards. Gives access to information and justice.	
legal results (organizations)	none	
possible use (ENGOS)	can be watchdogs, can inform public and use the directive as argument for more sustainable transport policy.	

DUST

possibly negative effects and implications for ENGOs	Target values are not legally binding. Directives focus on local pollution hotspots although some substances are transported over long-distance in the air. Directives give no exact rules for location of pollution-monitoring therefore unsure comparability. Directives give only weak location criteria for monitoring in ecosystems therefore stronger limits for ecosystems are powerless.	
possible impact on transport policy	maybe contribution to more sustainable urban transport systems	