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TNO-report

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Public views on air pollution in the European Union

Results of the European Commission's public consultation on
air pollution

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Summary

This report presents an overview of the results of the Commission's public consultation on air pollution held in December 2004 and January 2005. The consultation was held in the form of a questionnaire, available on the internet for anyone to fill in. In view of the setup, the results should not be seen as the opinions of the EU population at large, but as a representation of the views of those interested in air pollution, aware of the consultation and able to fill in the questionnaire. The response, 11587 questionnaires filled in, was larger than received in any previous consultation of this kind.

The response was far from evenly distributed over the countries; half came from Portugal. Three-quarter of the replies came from the age group of 18-44 years – twice its share in the EU population. A comparison with comparable questions of a representative poll in the framework of the Eurobarometer suggested that the differences were not extremely large.

Most respondents (89%) were 'individuals', 6% labelled themselves as 'experts' (from research bodies or public authorities), 2% indicated to represent business and 2% to represent an NGO. There were differences between respondent types, with representatives of NGOs tending to be somewhat more concerned and in favour of ambitious reduction measures than individuals, and representatives from business less. Experts from research and public authorities were on the average somewhat less concerned than other individuals.

There were substantial differences between countries, but the differences between geographically grouped countries were not so large. Respondents from Scandinavia and from new Member States¹ tended to have a somewhat more positive view on air pollution problems, while those from countries around the Mediterranean Sea were on average more negative.

Two-third of the respondents felt that the present air quality was satisfactory or very good in their neighbourhood and country, one-third considered it poor or very poor; for their (or nearest) city, a slight majority considered present air quality poor or very poor. Most respondents did not feel well informed about air pollution. A clear majority of the respondents was concerned about impacts of air pollution, in particular about impacts on the environment and on health.

Compared with several other societal issues, air quality was by most rated equally or more important. The majority felt that a high ambition level was needed: a low

¹ There is reason for believing that this more positive view is not representative for the total population of the new Member States.

acceptable risk level for air pollution and substantial funding to be spent for improving air quality.

For a list of possible policy approaches, the majority of the respondents wished most approaches to be carried out as soon as possible. A majority regarded the international and EU level as the most appropriate level of competence for taking measures, but many rated national, local and individual measures also positively.

About 80% identified industrial production and existing cars/trucks/buses as priority air pollution sources for actions; this was followed by energy production, new cars/trucks/buses and aviation (around 50% of the respondents). Preferences were expressed for various more specific actions regarding traffic and industry.

Most of the respondent indicated that they were prepared to take individual action to improve air pollution, including paying individually for this.

3556 respondents (31%) used the opportunity to give additional comments, often expressing concern and encouraging or urging the Commission to take measures or act otherwise to reduce air pollution. Many of these suggested specific measures or packages of measures.

Several conclusions relevant for the forthcoming Thematic Strategy on Air Pollution can be drawn from the consultation. There are good reasons for the Commission to continue its policy of stimulating information to be available to the public on air quality, pollution sources and impacts of air pollution. Very many respondents were concerned about air quality, particularly about the impacts on environment and health. They attached a high priority to improving air quality and called for a high ambition level. The international and European levels were seen as the most appropriate competence level for taking action. Industrial production and traffic were indicated mostly as targets for measures, and the respondents also indicated to be prepared to take individual action themselves to improve air quality.

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1. Introduction

1.1 Background

This report analyses the results of the European Commission's public consultation on air quality held during December 2004 and January 2005. The Commission is using these results as input to the development of the Commission's thematic strategy on air pollution, to be issued by July 2005.

The public consultation was set up in the framework of the Aarhus Convention on Access to Information, Public Participation in Decision-Making and Access to Justice in Environmental Matters (1998). To facilitate these consultations, the Commission had taken the 'Interactive Policy Making' (IPM) initiative, consisting of two Internet-based instruments that enable Commission to collect feedback directly from citizens, consumers and businesses in order to learn from their experiences.

The consultation was carried out through a questionnaire, which was designed by the Commission. The questionnaire could be completed in about 10 to 15 minutes. After a short introduction on the issue, several questions were asked about the background of the respondent. This was followed by 16 closed questions and one open question about air quality and air pollution policy. Each closed question offered several answers to choose from by ticking. The answers were thus language independent and easy to process statistically. The last question, asking for any other comments, was open and could be answered in any language. The Commission did not have the resources to issue the questions in other languages than English, but several participants in the CAFE Steering Group volunteered translating the questions in their own languages. As a result, the questionnaires were available in English, French, German, Italian, Slovene, Norwegian, Finnish, Danish, Dutch, Slovakian, Estonian, Latvian, Polish, Spanish, Portuguese and Hungarian, covering the mother tongues of a vast majority of the EU citizens.

1.2 Representativeness

1.2.1 Limitations

The questionnaire aimed to give citizens the opportunity of expressing their opinions and advices to the Commission. The internet consultation received 11587 responses. This broke the IPM record, being the largest response of all consultations carried out in this framework. However, the procedure was not designed to collect responses that are representative for all citizens, and hence the overview here should not be read as depicting the views of the entire EU population.

There are important limitations in the representativeness of the answers that should be noted. Obviously, the respondents had to be aware of the ongoing consultation and they had to have internet access and the ability to fill in the questionnaire. The questionnaire was available in many, but not all EU languages. Hence, a bias towards educated citizens with a strong interest in air pollution can be expected.

A noteworthy caveat is that it cannot be checked that the description of the background of a respondent is correct, e.g. a respondent could tick being a representative of an organisation without being that in reality.

Another limitation, inherent to any public consultation, is that the complex issues around air quality had to be dealt with in simple (perhaps even simplistic) questions; it is likely that some questions were not always well understood.

The information campaign by the Commission announcing the consultation was very limited and hence the publicity depended largely on initiatives in Member States to incite media, to insert links to the consultation to web pages, to notify groups by email etc.

A striking illustration of the limited representativeness is that half of the respondents were from Portugal. In Portugal, the Institute of the Environment gave a large publicity to the consultation, in particular by an email campaign and by an advertisement in three important daily newspapers and the most important weekly magazine, which in turn raised media coverage, including a radio interview in prime time. Consequently, the limitation that many people were not aware of the consultation does not apply very much to Portugal. Broadly, the Portuguese respondents tended to be more concerned than average about air quality and its impact, and to rate the importance of taking measures higher. However, compared to respondents from other Southern European countries, they tended to be slightly less concerned.

Another notable deviation was the high response per million inhabitants from Slovenia and Estonia (see Section 2.1.2), resulting in 58% of all responses from new Member States, while the population is only 5% of this group. As the respondent from these fairly small countries were less concerned about air pollution than others in the new Member States (see Section 3.2), the relatively high concern of citizens in new Member States observed in the more representative Eurobarometer (see below) is not reflected in the Public Consultation.

In view of these limitations, we tried to avoid over-interpreting the results by going for the utmost detail¹.

¹ Also, minor inconsistencies in totals will not be discussed.

We did not attempt weighting the results by nationality, age, sector of activity etc. This would not remove differences in access to internet and awareness of the ongoing consultation and, as the next section illustrates, weighing would not be likely to cause very large changes. More importantly, the nature of the consultation would be compromised when the opinion given by a citizen would be given less weight because more compatriots would respond.

1.2.2 Comparison with the Eurobarometer

For an impression of differences between the respondents of the Public Consultation and the entire EU population, it is useful to make a comparison with the Eurobarometer. In November 2004, about 1000 interviews were held in each of the 25 EU Member States (except for Luxembourg, Cyprus and Malta, with about 500)¹. The method was carefully aimed at acquiring results representative for the whole population. The Eurobarometer poll was about the environmental issue in general, so it was much broader than the Public Consultation. Two of the Eurobarometer questions are similar – though not identical – to questions of the Public Consultation and useful to compare the attitude and knowledge of the respondents: a question asking how the respondent feels about air pollution and another question asking how well informed the respondent is about air pollution. In the Eurobarometer 2002² (covering EU15, i.e. the 15 Member States at that time) the corresponding questions were more similar to the Public Consultation than in the Eurobarometer 2004 and hence we include those here as well.

Table 1 shows the responses to the question of how concerned the respondent was about air pollution. Figure 1 show the Eurobarometer results per Member State, in the same form as Figure 18 with the results of the comparable Question 5 of the Public Consultation.

¹ The attitudes of European citizens towards environment. March 2005. Special Eurobarometer 217 / Wave 62.1 – TNS Opinion & Social.

² EUROBAROMETER 58.0. The attitudes of Europeans towards the environment. The Europe Opinion Research Group. December 2002.

Table 1 Comparison of results of Eurobarometer and this consultation on the level of concern about air pollution.

a. This consultation (Question 5, see Section 3.2)

		Impact of concern			
		Health	Environment	Buildings etc.	Other damage
'Very concerned'*)	Total (EU25**)	55%	66%	32%	36%
	EU15***)	57%	69%	33%	37%
	EU15, weighed by country by population**)	54%	62%	31%	31%
'Somewhat concerned'*)	Total (EU25)	33%	26%	44%	39%

*) How concerned are you about the following impacts of air pollution? Answers to choose from were: very concerned, somewhat concerned, slightly concerned, not concerned at all.

**) All 25 current EU Member States

***) The 15 EU Member States before the accession in 2004, given here for comparison with the Eurobarometer results for 2002

b. Eurobarometer

Eurobarometer 2002 (EU15) Percentage 'very worried'*)	Eurobarometer 2004 (EU25) Percentage selecting air pollution as one of 'the five main environmental issues that he/she is worried about' from a list of fifteen
44%	45%

*) Answers to choose from were: very worried, fairly worried, not very worried or not at all worried.

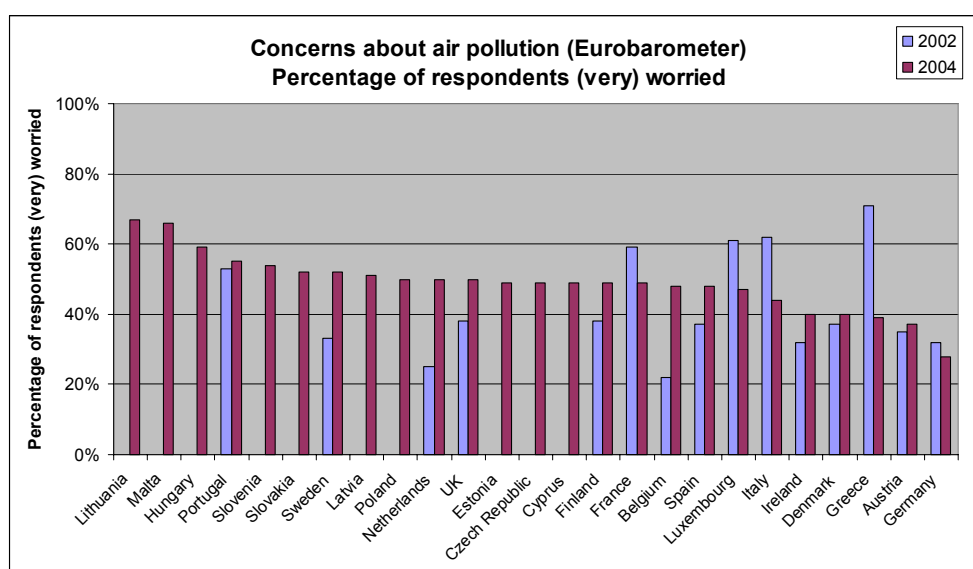


Figure 1 Concerns about air pollution by Member State. The questions in 2002 and 2004 were not the same – see Table 1.

It is difficult to interpret the differences in detail. For the comparison with Eurobarometer 2002, it is probably better to compare the results with the topic of highest concern of the Public Consultation (environment, about which 69% in EU15 is 'very concerned') than with the average of the four issues of possible concern. The rating of Eurobarometer 2004 is relative to fifteen other issues and hence difficult to compare quantitatively with the rating of the Public Consultation. It seems that the group responding to the Public Consultations is more concerned than the EU population as a whole about air pollution, but the responses are of similar magnitude. The table also shows, as an illustration, results after weighing the Public Consultation results per country by population, thus compensating the differences in response between countries, such as the large response by Portugal. The percentages go somewhat down, but qualitatively the picture does not change much.

Table 2 compares the Eurobarometer and the Public Consultations on how well the respondents felt informed about air pollution. Again, the questions in 2002 were somewhat more comparable with the question in the Public Consultation than the questions in 2004. The differences between the questions posed are too significant to be able to conclude whether the respondents to the Public Consultation tended to feel better or worse informed than the European population as a whole – very clear differences cannot be noted. Here weighing the responses per countries by population does make a difference. This is largely due to the low Portuguese rating of 'well informed' compared to other countries.

Table 2 Comparison of results of Eurobarometer and this consultation on how informed the respondents feel about air pollution.

a. This consultation (Question 1, see Section 3.1)

		Informed about:				
		Neighbourhood	Pollution peaks	Local Emissions	Health impact	Impact on ecosystems
'Well informed ^{*)}	Total (EU25)	17%	17%	14%	34%	34%
	EU15	16%	16%	13%	33%	33%
	EU15, weighed by country by population	28%	29%	21%	41%	40%
Somewhat informed ^{*)}	Total (EU25)	43%	38%	33%	44%	43%
Not enough informed ^{*)}	Total (EU25)	40%	45%	53%	22%	23%

^{*)} Answers to choose from were: well informed, somewhat informed, not enough informed.

b. Eurobarometer

Eurobarometer 2002 (EU15) Percentage ‘very well’ + ‘fairly well’^{*)}	Eurobarometer 2004 (EU25) Percentage selecting air pollution as one of ‘the five main issues about which he/she feels lack of information in particular’ from a list of fifteen
44%	22%

^{*)} Answers to choose from were: very well, fairly well, fairly badly or very badly informed.

1.3 Structure of this report

The main body of this report presents the results for all respondents together. Differences between individuals/experts/representatives and (for selected questions) between countries are given in annexes A and B, but the most interesting differences will be reflected in the main body of the report.

2. Respondents

The internet consultation received 11587 responses. These responses were delivered in December 2004 and January 2005.

2.1 Respondents

2.1.1 Background of the respondents

89% of the responses were from individuals, 6% from experts working at public authorities and research institutes and 4% indicated that they represented industry, business, an NGO or a trade union. See Table 3. Annex C shows the share of ‘individuals’ per country.

Table 3 *Types of respondents.*

	Type of respondent	Number	Percentage
Responding for themselves	Individuals	10341	89%
	Expert in public authority	308 ¹⁾	2.7%
	Another expert (university, research body, etc)	390	3.4%
Representing more than themselves	Industry association and/or private business	248	2.1%
	Non Governmental Organisation (NGO)	182	1.6%
	Trade union	13	0.1%
Other	Other ²⁾	105	0.9%

¹⁾ Of the 308 experts in public authorities, 42% worked at the local, 26% at the regional and 31% at the national/federal level.

²⁾ For example representative of a consumer organisation.

2.1.2 Countries of the respondents

The reactions came from 32 known countries; 51 (0.4%) respondents ticked ‘other’ for their country. Non-EU countries (including the ‘other’ countries) gave 246 re-

plies (2.1%), with Norway (105 replies), Switzerland (38) and Iceland (24) having the highest shares. Annex C lists the number of replies per country¹.

The replies were not evenly spread across the EU Member States. Figure 2 shows per Member State the total number of respondents and the fraction of the population that has responded. Clearly, Portugal has by far the highest response both in absolute terms (6022 responses) as in relative terms, with 588 responses per million, to be compared with 25 per million for the EU as a whole. The EU15 Member States gave twice as many replies per inhabitant (28 per million) as the ten ‘new Member States’ (14 per million). Per million citizens, smaller Member States tended to reply more than the larger Member States.

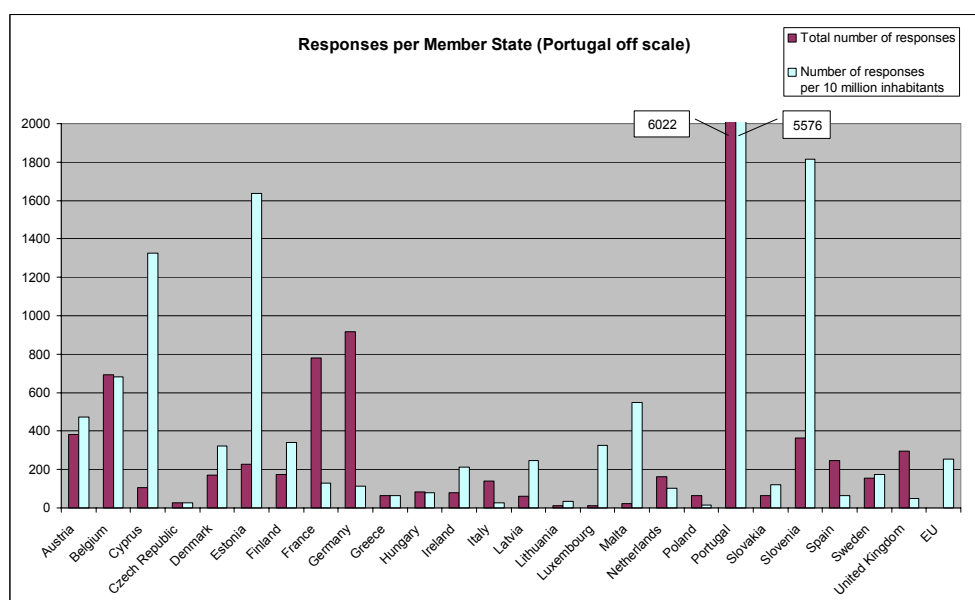


Figure 2 Number of responses to the public consultation by Member State of the European Union. Total numbers and numbers per 10 million inhabitants.

¹ We noticed that the free comments that respondents could give in their own languages (replies to Question 17) did not always seem to match the country that they had ticked, e.g. answers in the Portuguese language from Sweden. Such discrepancies could, however, not be clearly identified as errors because many respondents from non-English countries had answered in English and some comments in unexpected languages were even mentioning that the respondent had moved country. Most probably, this is due to incorrect ticking of the country in the dropdown country list that respondents had to use. Such errors were impossible to identify for the majority of responses that did not include a comment in their own language. We did not attempt to correct this, but note it here as a caveat regarding results for countries with a small number of replies, where this could be of significance.

2.1.3 Other background information on the respondents

Age and gender of individual respondents

Age (see Figure 3) and gender were only asked from the individual respondents. 60% were between 25 and 45 years old, twice the percentage of the EU population. Also the age group 18-24 years was overrepresented by a factor of two. Ages under 18 and above 65 were strongly underrepresented.

The gender of the respondent was not filled in by 12%; of the others, there were more male respondents (55%) than female (45%).

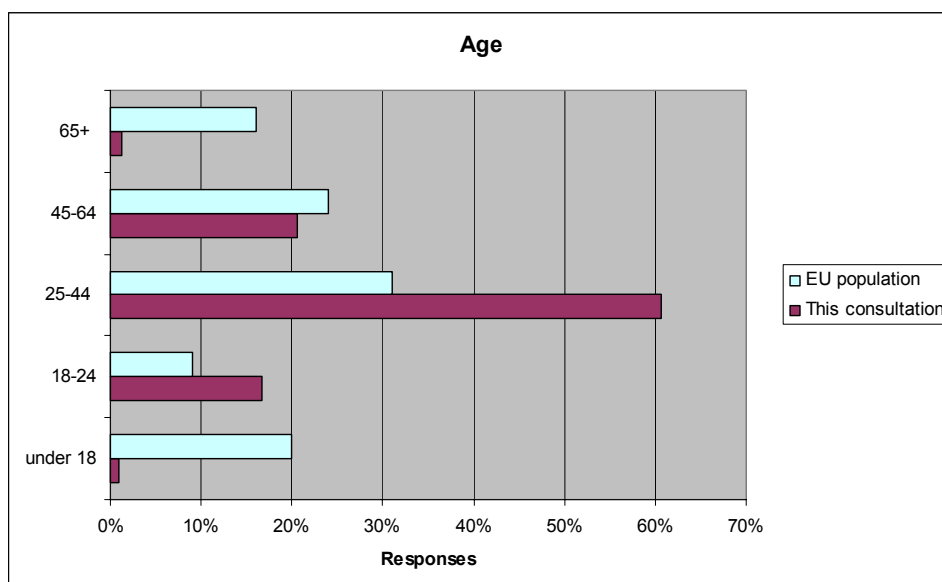


Figure 3 Age distribution of the respondents.

Further background information on the respondents

Some information on children, city of residence and car use was asked from individual respondents. 54% of the respondents indicated to have children and 36% to have no children.

Figure 4 shows the sizes of the city/town/village of residence. The intensity of the use of cars is indicated in Figure 5.

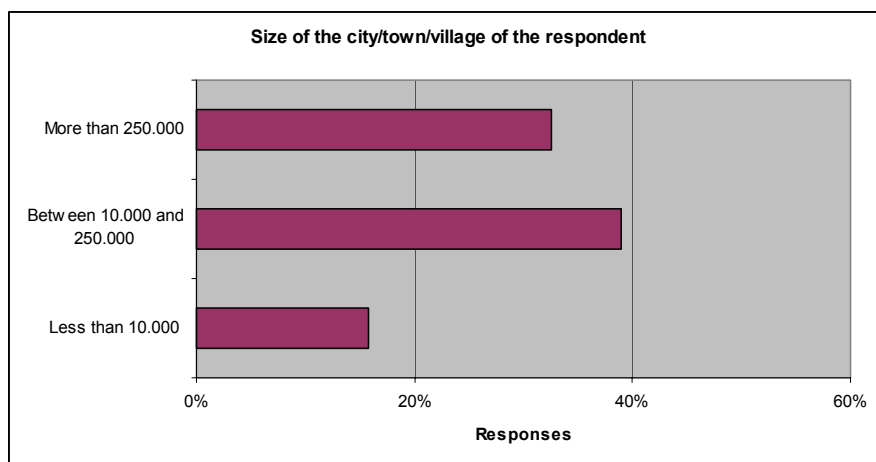


Figure 4 Size of the city/town/village of the respondent.

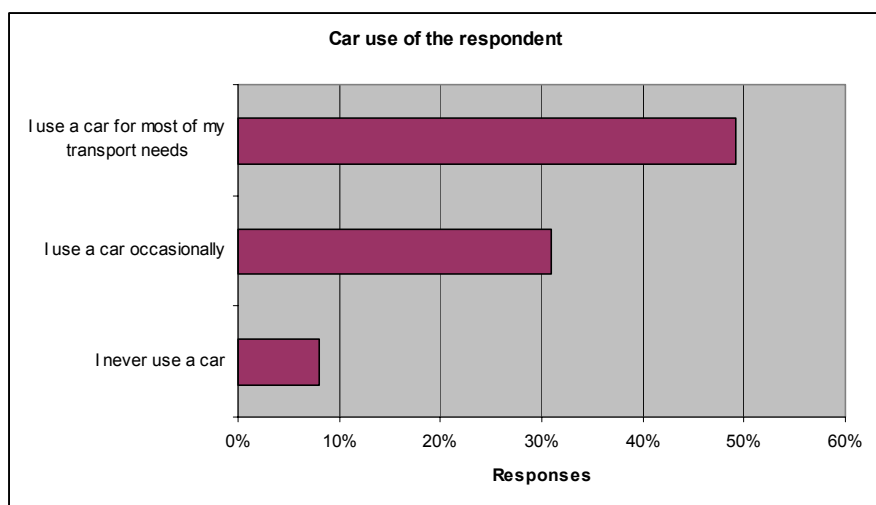


Figure 5 Car use by the respondents.

3. Responses per issue

In this chapter we will discuss the results per issue. Annex A presents all questions on air quality issues asked, together with the statistics for all answers, including a subdivision by type of respondent.

Types of respondents

Where substantial differences between the types of respondents were seen or would be expected we will discuss this. For readability, the shortened descriptions of Table 4 are used in the text and figures. Because from representatives of trade unions only a small number of responses (13) was received, we will not distinguish this group in this chapter. For simplicity, also the group ‘Others’ is not discussed in this chapter, as it does not represent a distinct group in society.

Table 4 *Abbreviated terms used for indicating types of respondents.*

Respondent ticking: ‘I am answering as...’	... is referred to in the text below as
An individual	Individual
A representative of an industry association and/or private business	Representative of business
A representative of a Non Governmental Organization (NGO)	Representative of NGO
An expert working in a public authority	Expert from public authority
Another expert (university, research body, etc)	Expert from research

Country groups

For some issues, a differentiation in country groups will be made. Table 5 describes how the groups were, somewhat arbitrarily, composed. It should be noted that the groups overlap: a Member State can be in more than one group. Annex B gives the responses per country group for a selection of questions.

Table 5 *Country groups distinguished in the analysis.*

The countries ¹⁾	.. are grouped in
Austria, Belgium, Denmark, Germany, Greece, Finland, France, Ireland, Italy, Luxembourg, Netherlands, Portugal, Spain, Sweden, United Kingdom	EU15
Cyprus, France, Greece, Italy, Malta, Portugal, Slovenia, Spain	Mediterranean/Latin
Cyprus, Czech Republic, Estonia, Hungary, Latvia, Lithuania, Malta, Poland, Slovak Republic, Slovenia	New Member States
Austria, Belgium, Germany, Ireland, Luxembourg, Netherlands, United Kingdom	NW/C (North-west/Central) Europe
Denmark, Finland, Sweden	Scandinavia

¹⁾ Non-EU countries were not included in these groups.

Other background information about the respondents

For questions where gender differences could be of interest, we considered how large these were, but there were no large differences. Women tended to be somewhat more concerned than man and were slightly more prepared to take personal action.

Also no clear differences between age groups were seen. Differences that were of some significance are mentioned below.

3.1 Knowledge of air quality and its implications (Question 3)

Question 3 asked the respondents to rate their own knowledge on air pollution and its implications, specifying five topics. Figure 6 shows that most of the respondents did not feel well informed on all issues. Figure 7 illustrates that ‘individuals’¹ felt less informed than all other types of respondents, in particular those from public authorities; the figure gives the scores averaged over the topics of the previous figure. There were some differences between age groups, with the middle groups tending to feel slightly less informed.

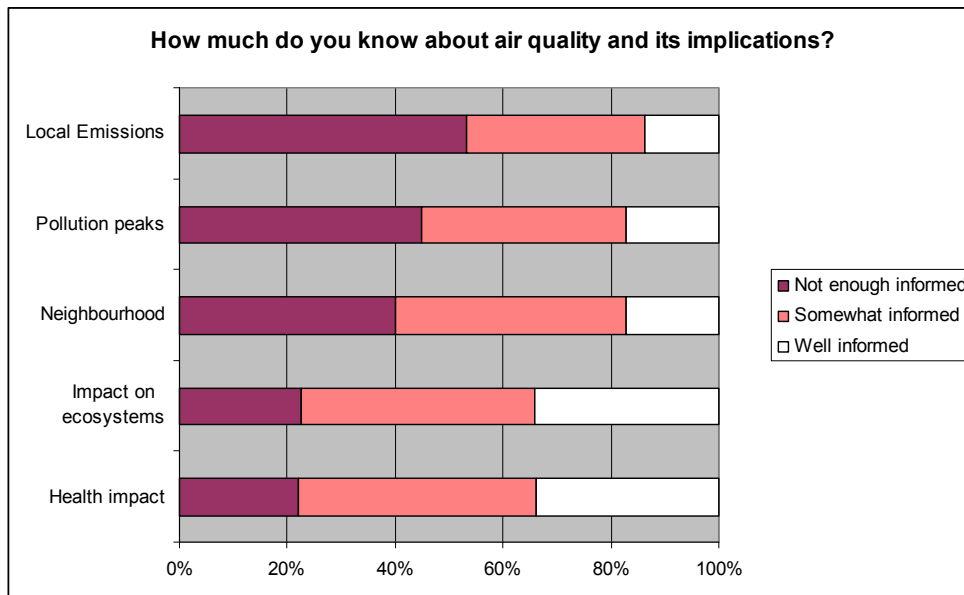


Figure 6 *Perception of the respondent's own knowledge about air quality and its implications.*

¹ It may be useful to remind the reader that the average response is largely determined by (so almost the same as) the response from the ‘individuals’, as this group provided 89% of the replies.

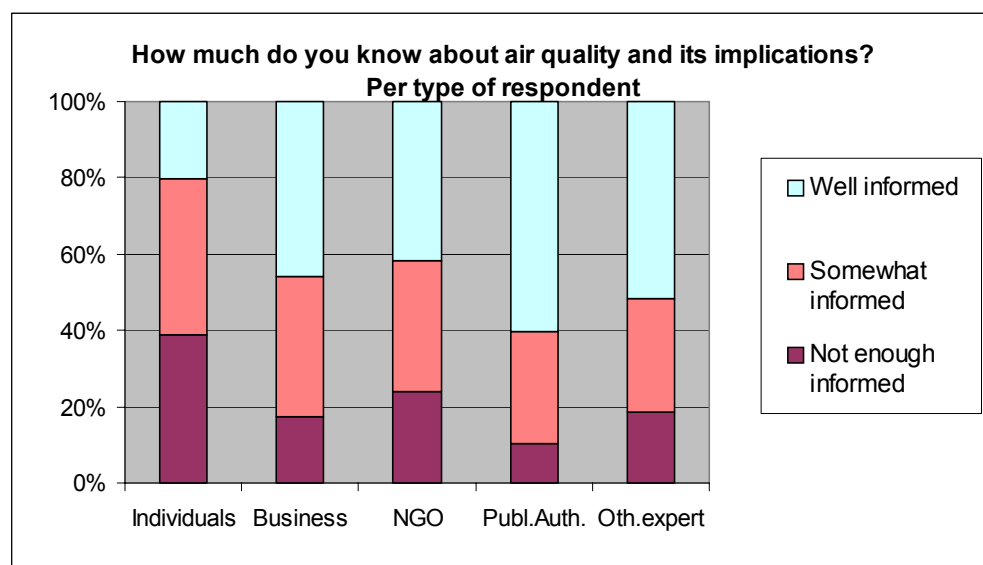


Figure 7 Perception of the respondent's own knowledge about air quality and its implications, per type of respondent.

3.2 Rating of air quality and effects

3.2.1 Present air quality (Question 1)

The questionnaire asked in Question 1 to rate the present air quality (Figure 8). About two-third of the respondents rated the air quality in their neighbourhood and country of residence as satisfactory or very good. Slightly less than half the respondents gave this positive qualification to air quality in their (or the nearest) city, the others considered it poor or very poor.

Representatives of business were more positive, those of NGOs more negative than average. Experts from public authorities did not deviate much from the general picture, and also between experts coming from different public authority levels (local, regional, national/federal) the differences were small.

There were no very large differences between the country groups, but respondents from NW/Central EU, EU15 and Mediterranean/Latin countries tended to be less positive than those from the new Member States¹ and Scandinavian countries (see Figure 9). Figure 10 presents the scores for each Member State. There are very substantial differences between countries, but a clear pattern does not stand out. The most positive views are given in Luxembourg, Finland, Estonia and Malta, the most negative in Italy, Czech Republic, Belgium and France. In all countries air quality is rated worse in the (nearest) city than the own neighbourhood or country.

¹ See the comment in Section 1.2.1.

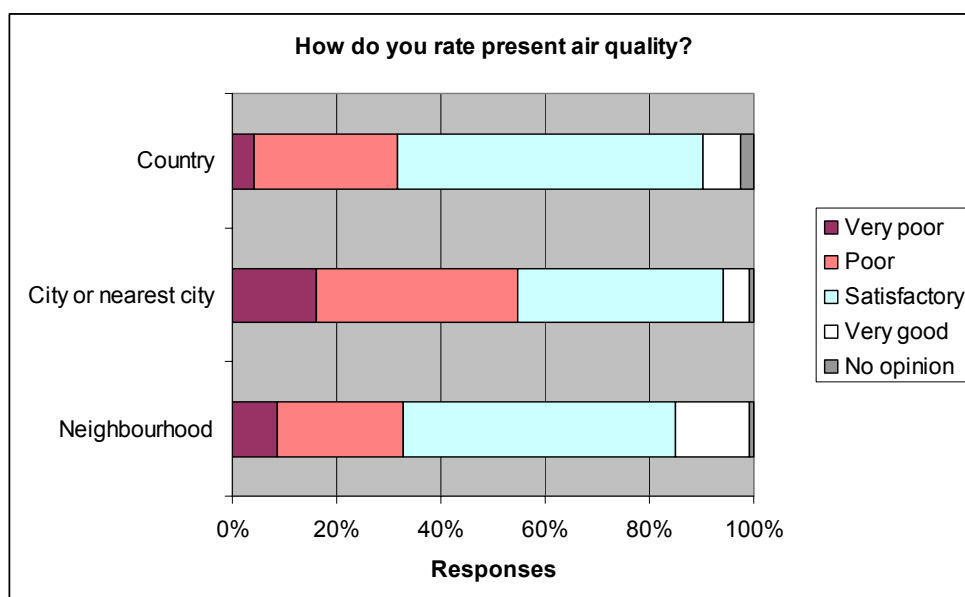


Figure 8 Appraisal of present air quality.

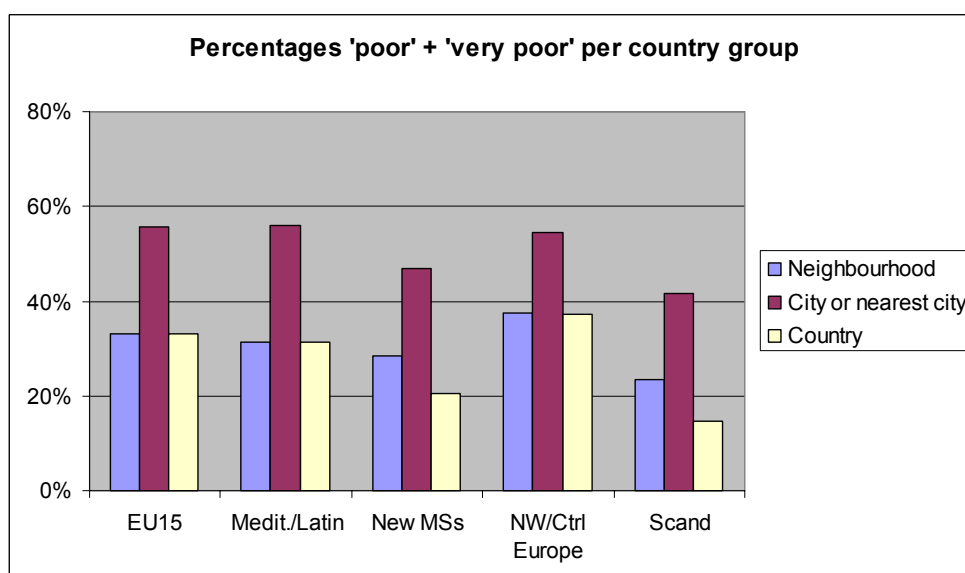


Figure 9 Appraisal of present air quality by country group.

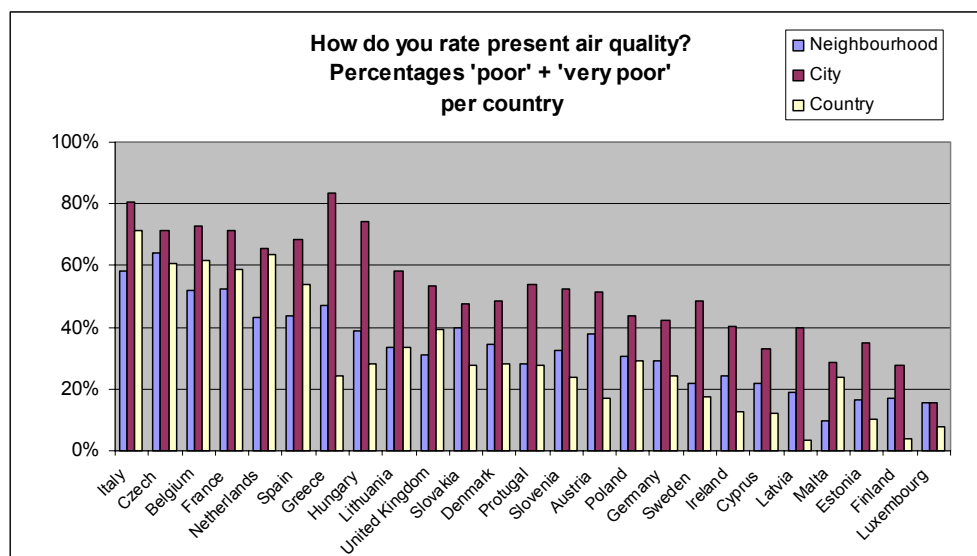


Figure 10 Rating of present air quality per Member State, characterised by the sum of the percentage responding 'poor' and 'very poor'. (The Member States are arranged by the mean of these sums.).

3.2.2 Change of local air quality (Question 2)

Question 2 asked about the change in air quality in the neighbourhood. Half the respondents thought that the air quality had become worse, about 20% saw improvement (see Figure 11). Figure 12 shows that the individuals formed the most negative type of respondents; also representatives of NGOs were slightly more positive.

Figure 13 splits the responses in country groups. It shows that a small majority of the respondents from Mediterranean/Latin group (dominated by Portuguese) thought that the local air quality had become worse, while for the respondents from the new Member States¹ the balance was towards a positive change of the air quality.

The perception of the air quality change in the neighbourhood depended somewhat on the size of the respondent's municipality; the largest difference was found in the percentage respondents that thought that air quality had become worse: this was lower for those in villages of less than 10 000 inhabitants (43%) than for residents of cities of more than 250 000 inhabitants (53%).

The more negative than positive view about the change of air pollution does not reflect the results of air pollution assessment by measurements, which shows a de-

¹ See the comment in Section 1.2.1.

creasing tendency for most pollutants¹. The fact that many respondents do not feel well informed on air pollution (Section 3.1) could very well play a role here.

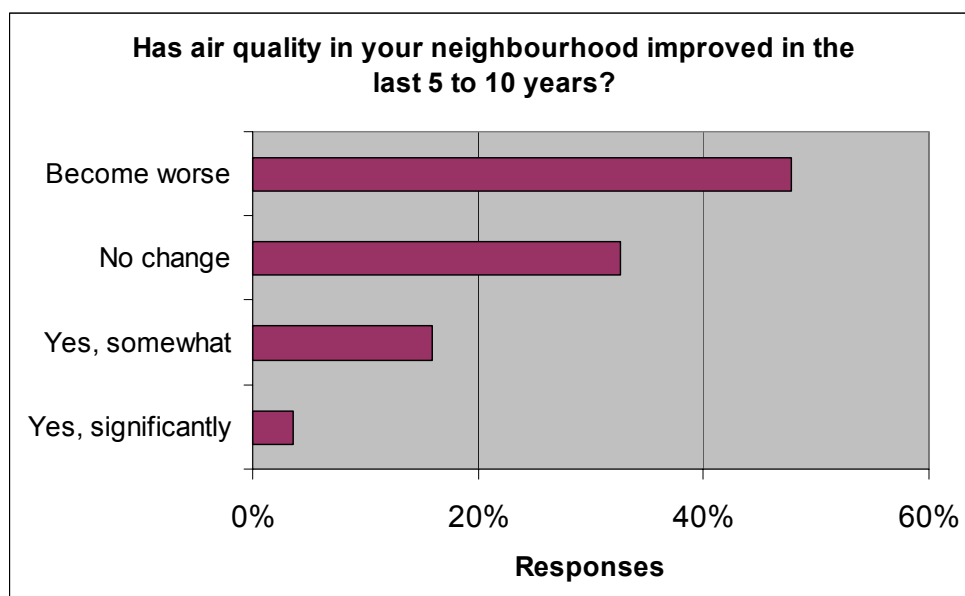


Figure 11 Appraisal of the improvement of air quality in the own neighbourhood in the last 5 to 10 years.

¹ See e.g. Air Pollution in Europe 1990-2000 (2003). S. Larssen (ed.), M. L. Adams, K. J. Barrett, M. v. Bolscher, F. de Leeuw and T. Pulles. Topic Report 4/2003, European Topic Centre on Air and Climate Change. http://air-climate.eionet.eu.int/reports/AP_in_Europe_1990-2000_EEA_TopRep4

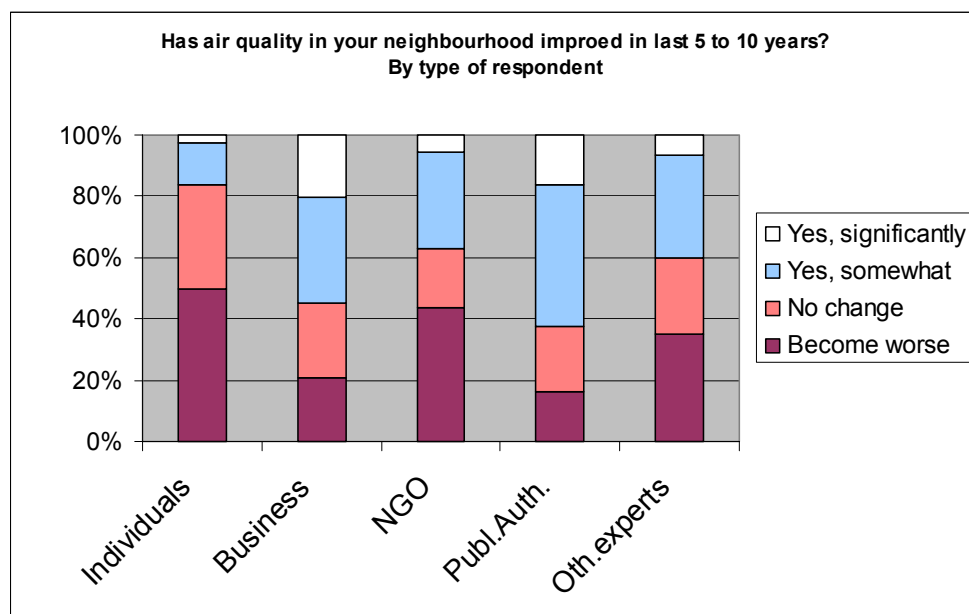


Figure 12 Appraisal of the improvement of air quality in the own neighbourhood in the last 5 to 10 years, by type of respondent.

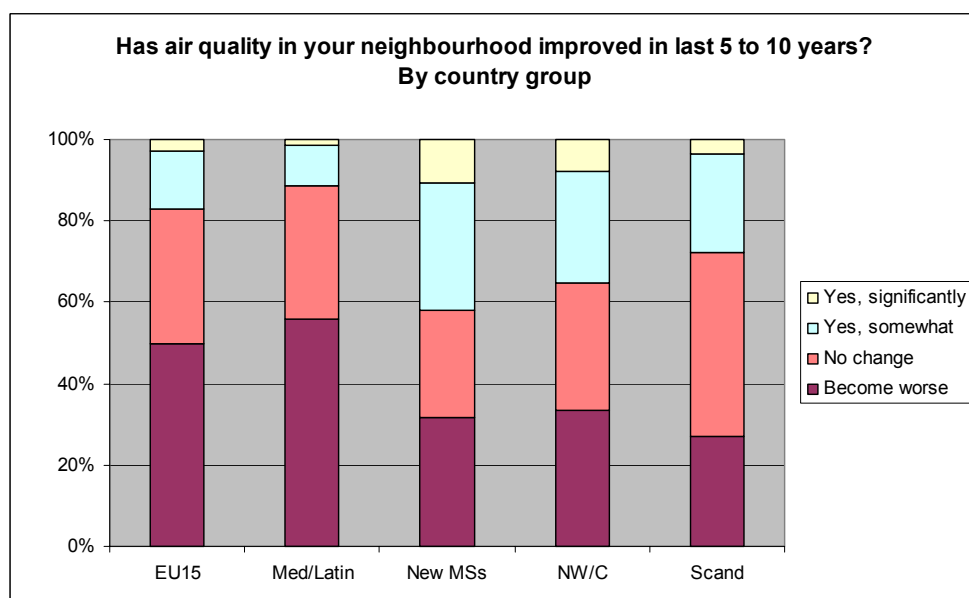


Figure 13 Appraisal of the improvement of air quality in the own neighbourhood in the last 5 to 10 years, by country group.

3.2.3 People affected by poor air quality (Question 4)

A substantial part of the respondents ticked more than one answers of Question 4 about people affected by poor air quality (see Figure 14). About half the respondents thought that people are everywhere and always affected by poor air quality; only 0.2% thought that nobody was affected. A small group (6%) thought that only sensitive people – ‘only people at risk (children, the elderly, people with breathing problems)’ – were affected. Overall, representatives from business and experts tended to have a somewhat more positive view than average.

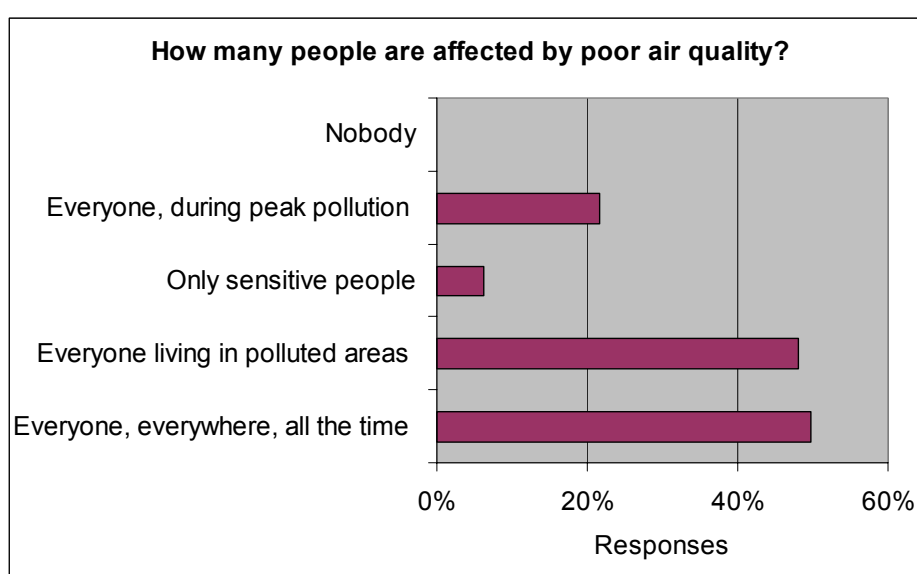


Figure 14 Opinion on how many people are affected by poor air quality.

3.2.4 Concerns about impacts of air quality (Question 5)

Somewhat more than half the respondents to Question 5 on their concerns about impacts of air pollution were very concerned about the impacts on environment, such as acid rain and nitrogen deposition in forests, lakes, soil) and on the health of themselves and family; see Figure 15. About one-third of the respondents were very concerned about damage to buildings and cultural heritage and other damage such as loss of visibility. Representatives of business and experts from public authorities were less concerned than average, while representatives of NGOs tended to be slightly more concerned than average (Figure 16).

Figure 17 and Figure 18 illustrate the concerns by country group and individual Member States. There are substantial differences between Member States, and the extremes are found in the new Member States: the highest concerns in Cyprus and Malta, the lowest concerns in Slovenia and Estonia. In all country groups, a sub-

stantial part of the respondents is very concerned about particularly the environment and health, but there are differences. Respondents from the new Member States¹ and Scandinavian countries tend to be less concerned, with the exception of concerns in Scandinavia about the environment. In all countries, respondents were more concerned about environment and health than about buildings and cultural heritage and other damage.

Women tended to be slightly more concerned than men. There were no clear differences in the concerns between age groups.

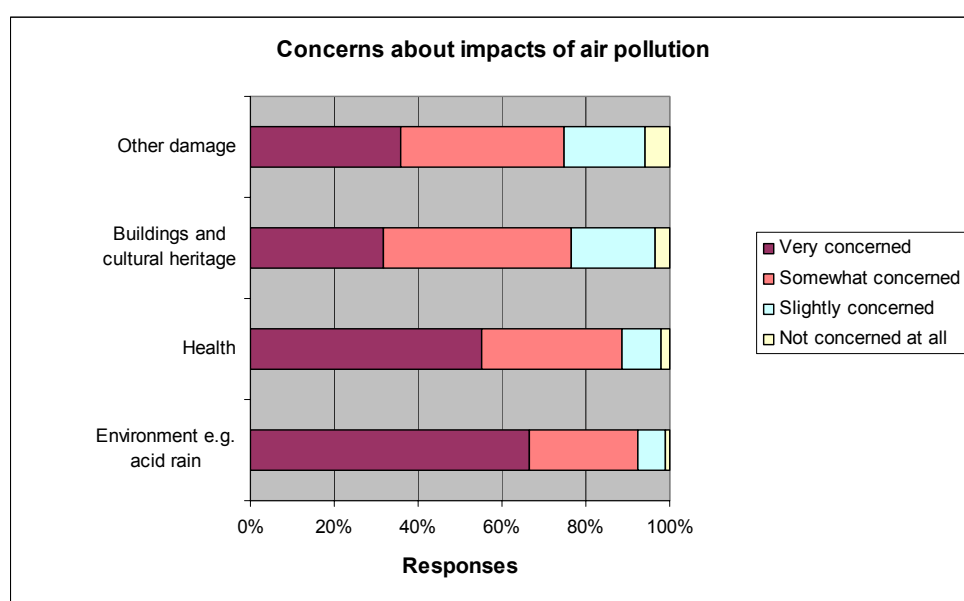


Figure 15 Concerns about impacts of air pollution.

¹ See the comment in Section 1.2.1.

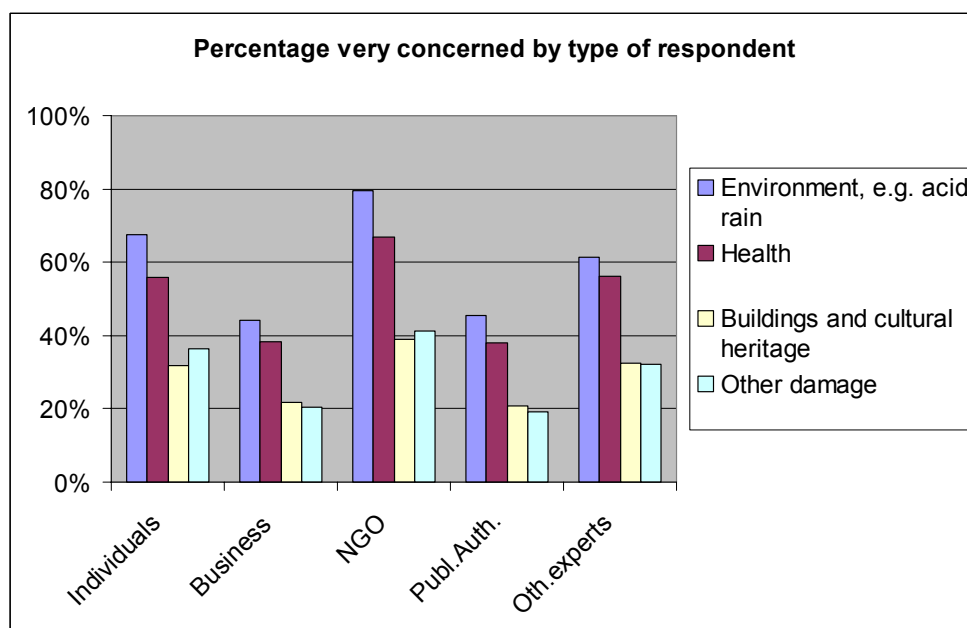


Figure 16 Percentage very concerned about impacts of air pollution, by type of respondent.

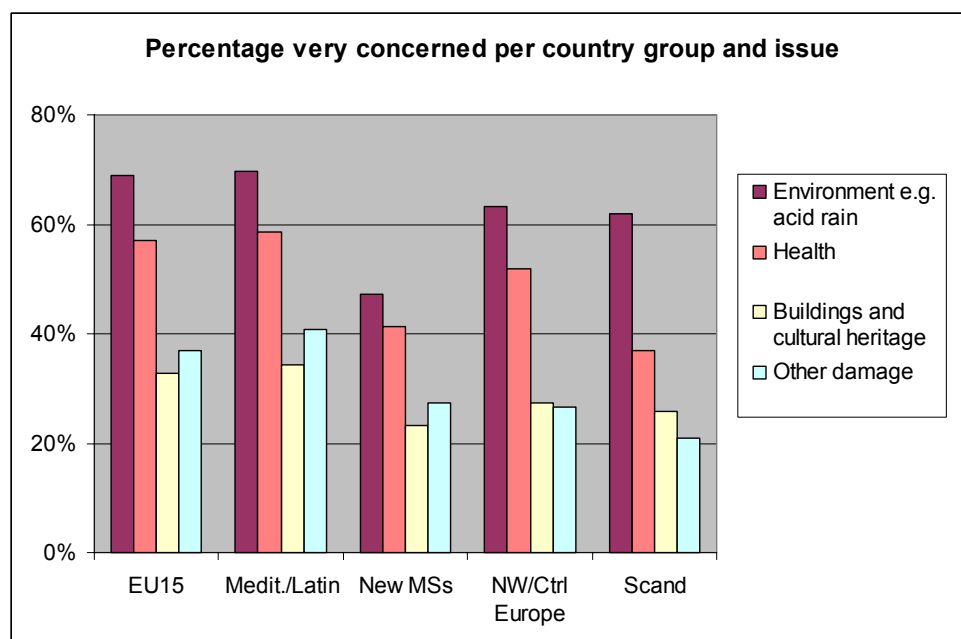


Figure 17 Percentage very concerned about impacts of air pollution, by country group.

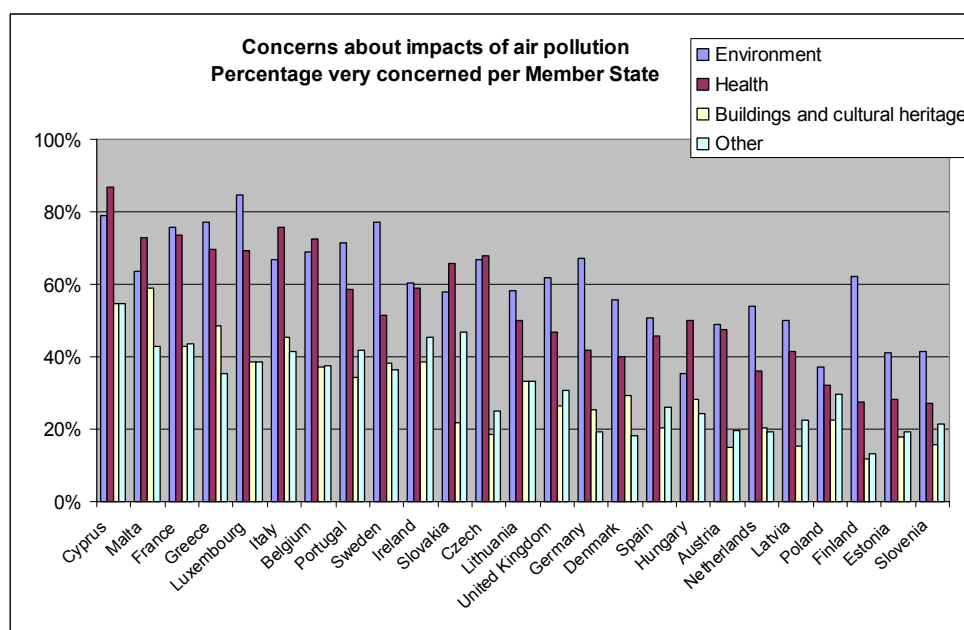


Figure 18 Percentage very concerned about impacts of air pollution, per Member State. The Member States are arranged according to the mean percentage very concerned.

3.3 Importance of the air quality issue

3.3.1 Importance of improving air quality (Question 6)

Question 6 asked to compare the importance of improving air quality with the importance of other societal issues. In comparison with all issues, air quality was more often regarded as more important than as less important (see Figure 19).

Representatives of business more often indicated air pollution to be less important than the other issue. NGO representatives deviated most from the average for employment, which they tended to judge less important than average (see Figure 20). Experts from public authorities did not deviate much from the general trend, and there were also no clear differences between those coming from the local, regional or national/federal level.

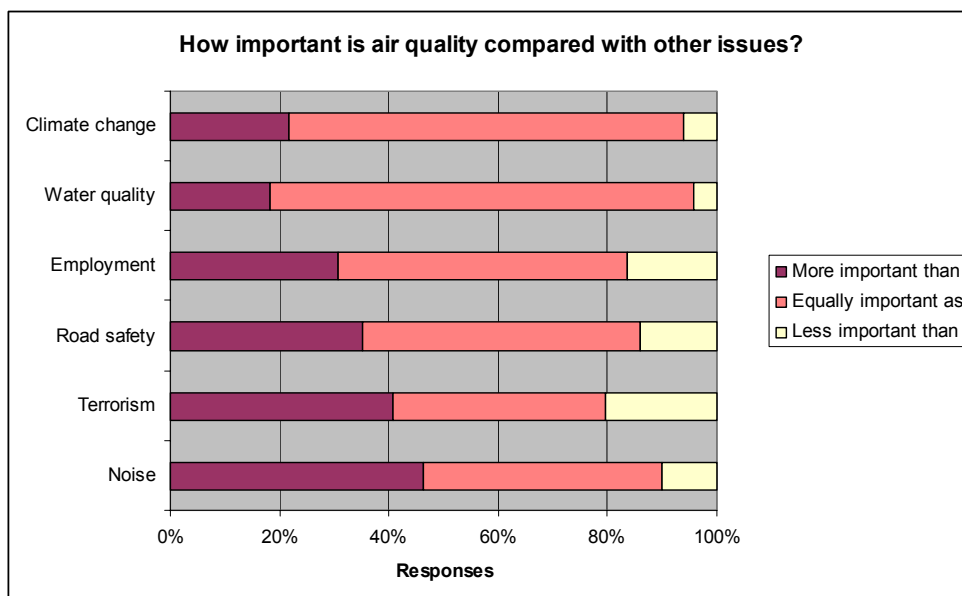


Figure 19 Importance of air pollution in comparison with other issues.

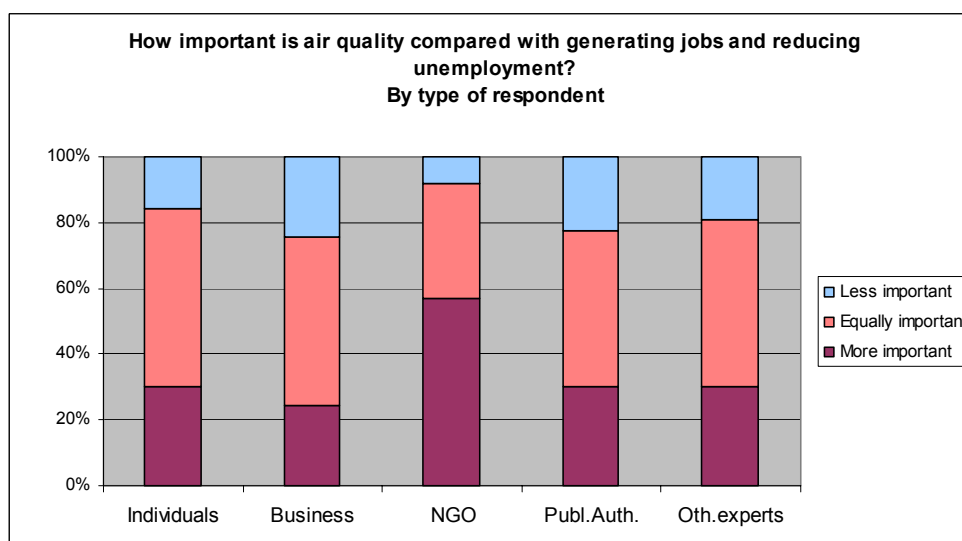


Figure 20 Importance of air pollution in comparison with other issues, by type of respondent.

3.4 Ambition level

3.4.1 Ambition level in terms of risks (Question 8)

Question 8 raised the fundamental question of the ultimate ambition level for air quality policy. Instead of asking this in terms of scientific expressions of risks, this question asked to answer this in comparison with benchmarks that people are more familiar with:

- High level of risk like smoking;
- Moderately high level of risk like driving a car or cycling on road;
- Moderate level of risk like breathing cigarette smoke from others;
- Low level of risk like drinking tap water.

Figure 21 shows that the majority of the respondents felt that the ambition level for air quality should be very high, aiming at the low risks associated with drinking tap water.

Representatives of business tended to be somewhat less ambitious, but still 43% preferred the lowest risk level (Figure 22). The representatives of NGOs had relatively high scores for both the lowest and the highest risk level. The latter does not fit well in the stakeholder profile, as there were hardly respondents in these groups who did not wish to spend funds (Question 7 below in this section). It seems likely that some respondents erroneously associated a high risk level with a high ambition level; obviously this mistake would not be limited to NGO representatives.

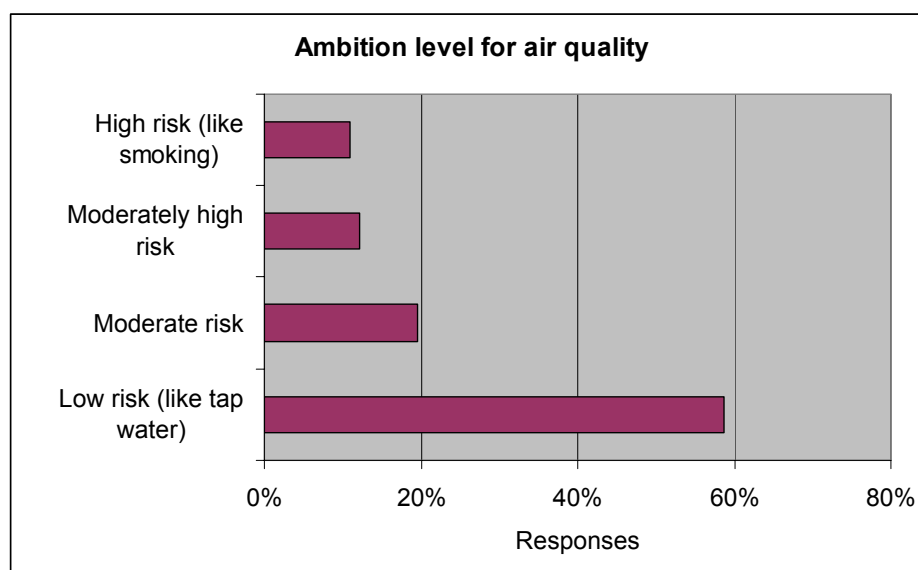


Figure 21 Risk level for air quality to aim at.

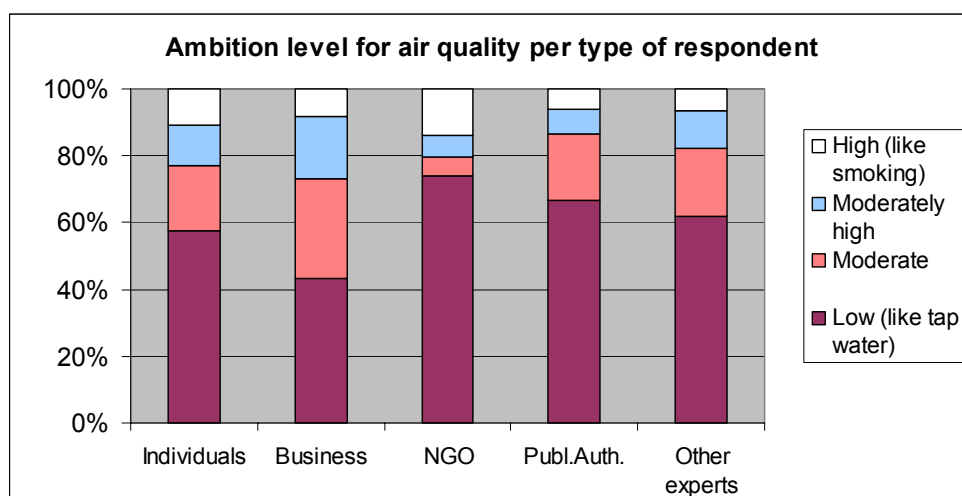


Figure 22 Risk level for air quality to aim at, by type of respondent.

3.4.2 Importance to spend funds to reduce risks for life expectancy and environment by air pollution (Questions 7 and 9)

Most of the respondents (71%) considered it very important to increase life expectancy and spend substantial funds to improve the situation, even more (84%) to reduce risks for the environment (see Figure 23).

Representatives from business attached somewhat less importance to this matter, but also here many in this group (40% and 50% respectively) rated this as very important (Figure 24).

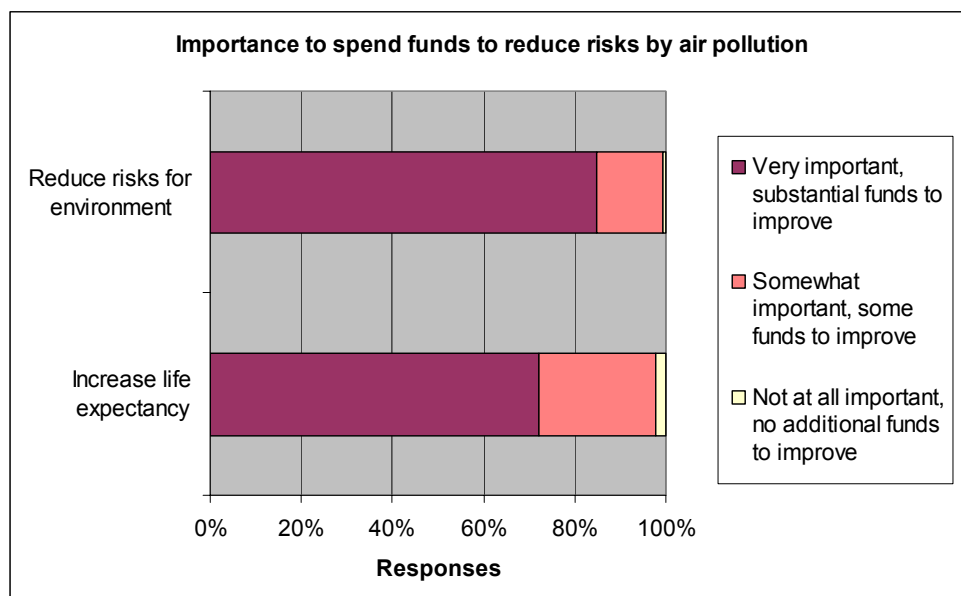


Figure 23 Importance to spend funds to reduce risks by air pollution.

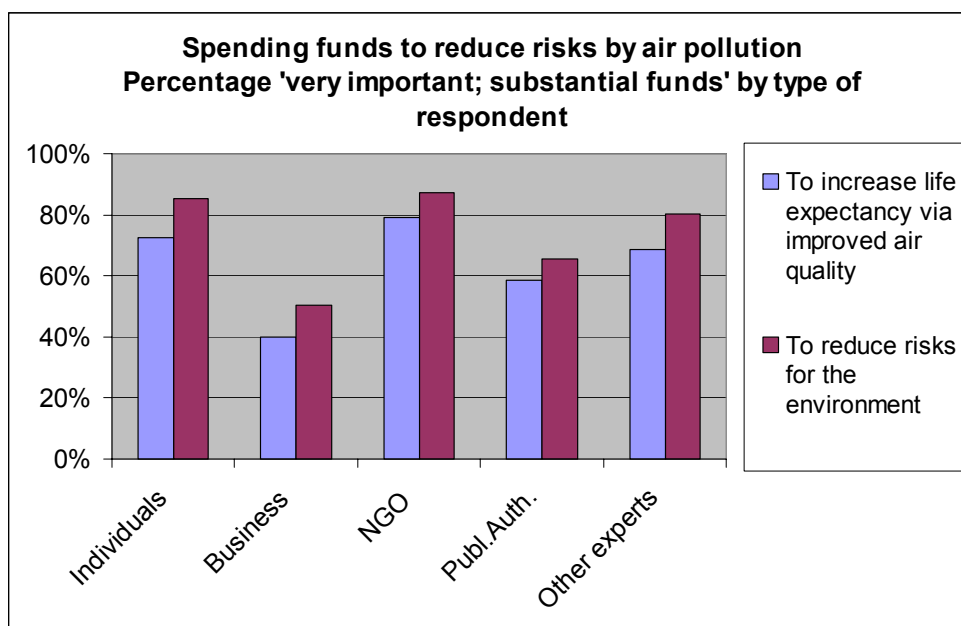


Figure 24 Percentage of respondents that considered it very important to spend substantial funds to reduce risks by air pollution.

3.5 Approaches and priorities for policies

3.5.1 Approaches for policies (Question 10)

Question 10 asked about preferences for general policy approaches. Figure 25 arranges the responses according to the rating 'As soon as possible'. This urgency was chosen by the majority of the respondents for all approaches except 'pricing polluting good and activities'. Representatives from business tended to give less than average priority, except for information campaigns. Experts from public authorities were less than average in favour of stricter air quality standards and (less clearly) information campaigns. Representatives of NGOs were more often than others in favour of approaches, particularly pricing of polluting goods and services, but not for information campaigns.

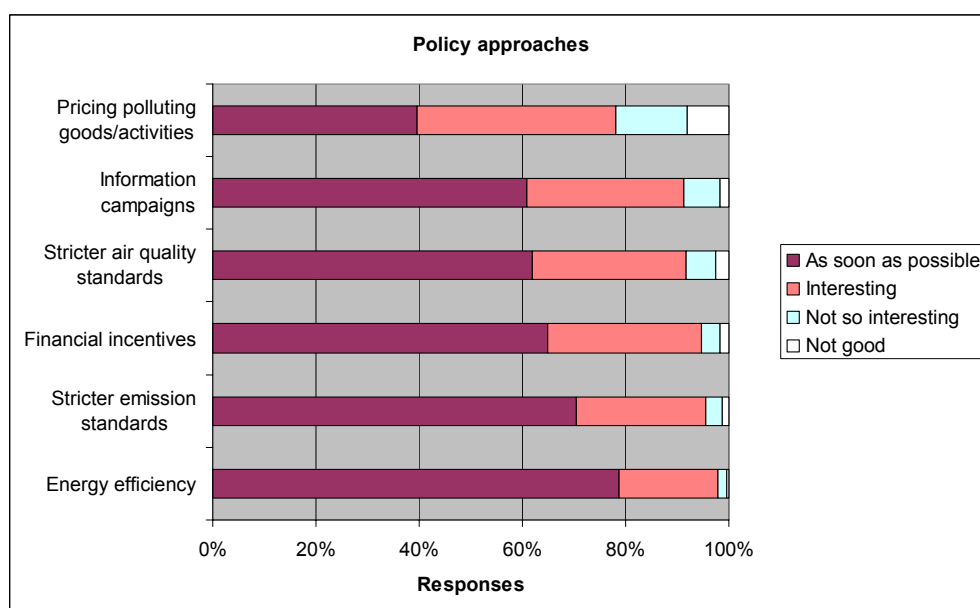


Figure 25 Appraisal of policy approaches to improve air quality.

3.5.2 Preferred level of competence (Question 11)

When asked at what competence level air pollution measures should be taken to make them most effective (see Figure 26), there was some preference for the highest level (particularly international in general, followed by European). Measures at the regional level were least preferred. Representatives of business were more than average inclined towards the international/EU level (see Figure 27). It is noteworthy that experts from public authorities (coming from various levels) hardly deviated from the average. Also the differences between the levels (local,

regional, national/federal) where these experts came from were not large, the largest being national/federal authorities preferring the level for taking measures less (by about 10%) at the European, regional and local level. Figure 28 shows the differences per country group, these are not very large; the new Member States tended to tick all competence levels except the national level less frequent than the other country groups.

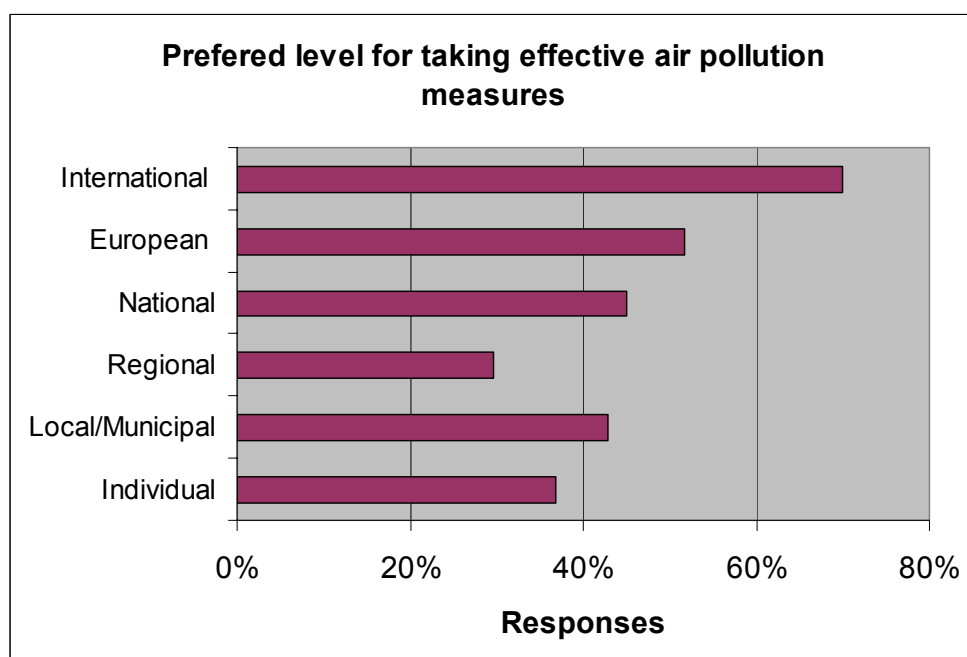


Figure 26 Preferred level for taking effective air pollution measures.

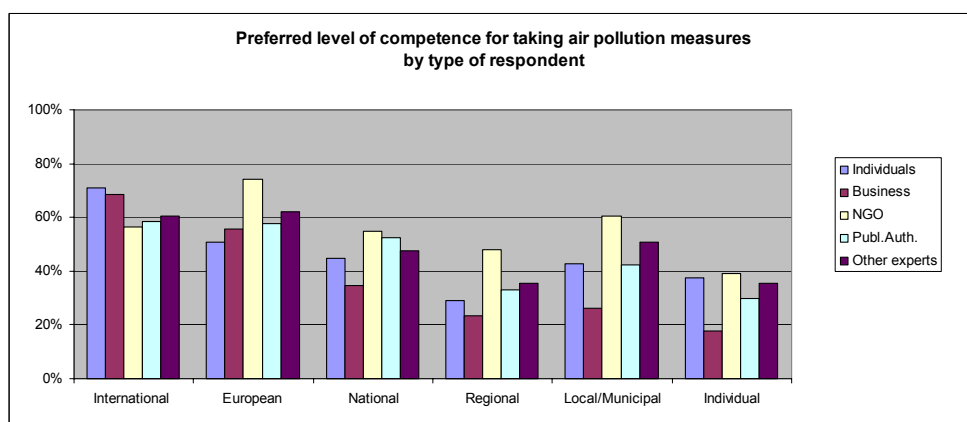


Figure 27 Preferred level for taking effective air pollution measures, by type of respondent.

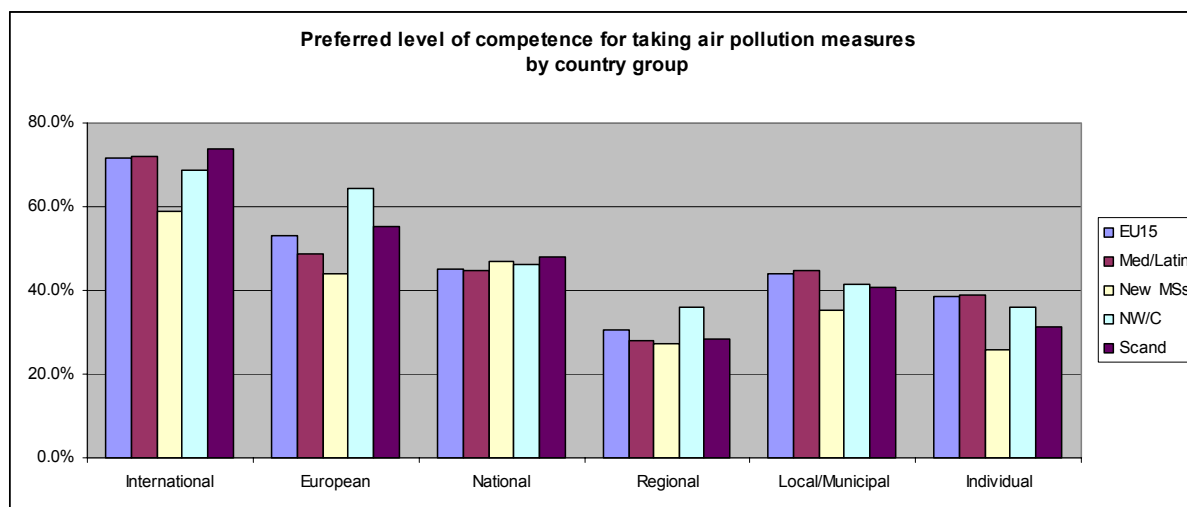


Figure 28 Preferred level for taking effective air pollution measures, by country group.

3.5.3 Sources of air pollution for which further action is needed (Question 12)

Figure 29 shows the responses about the priorities for actions in relation to specific sources of air pollution. Industrial production and existing cars, trucks and buses received the highest rates. Figure 30 and Figure 31 show the distinction by type of respondent, first with the percentages scored and next with the sum of all scores of a type of respondent normalised to 100%. Figure 31 reveals that the top rating of industrial production is primarily due to the individuals, while the other respondent types rated existing cars, trucks, buses higher. Another notable deviation is the high score of business for agriculture.

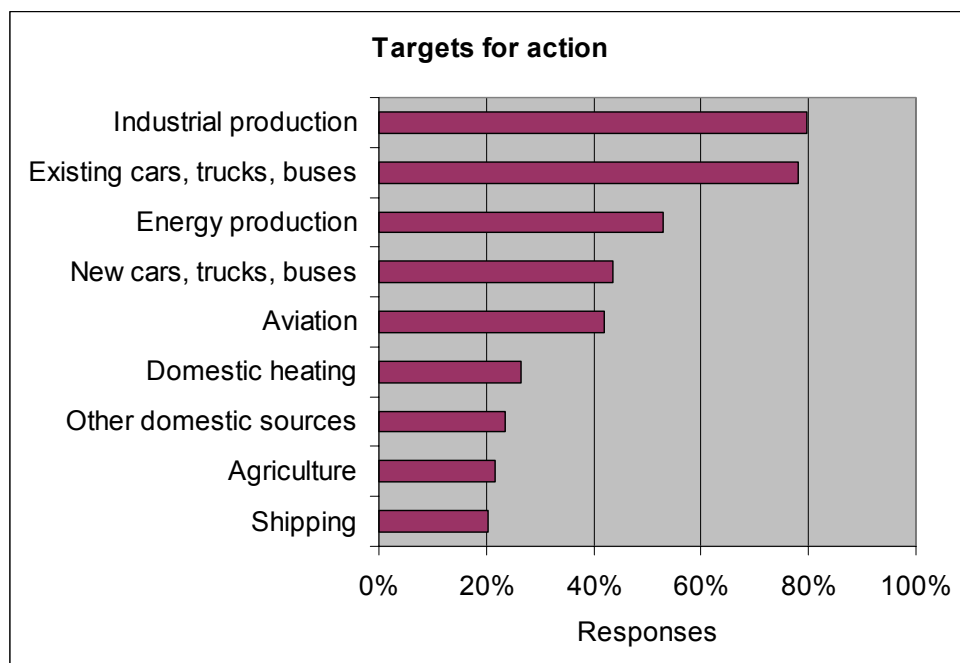


Figure 29 Sources of air pollution for which action is needed.

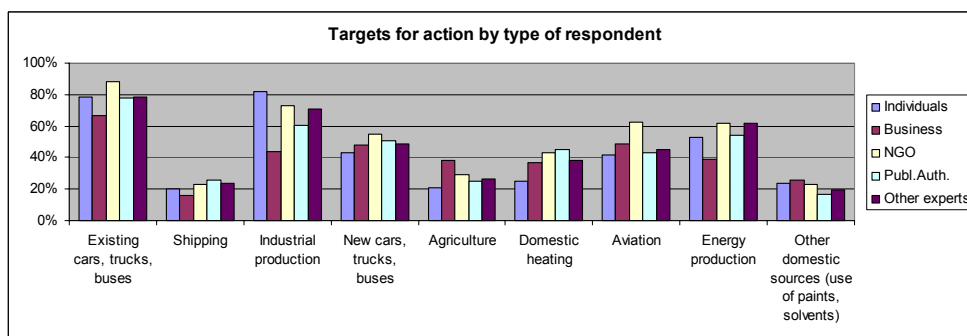


Figure 30 Sources of air pollution for which action is needed, by type of respondent.

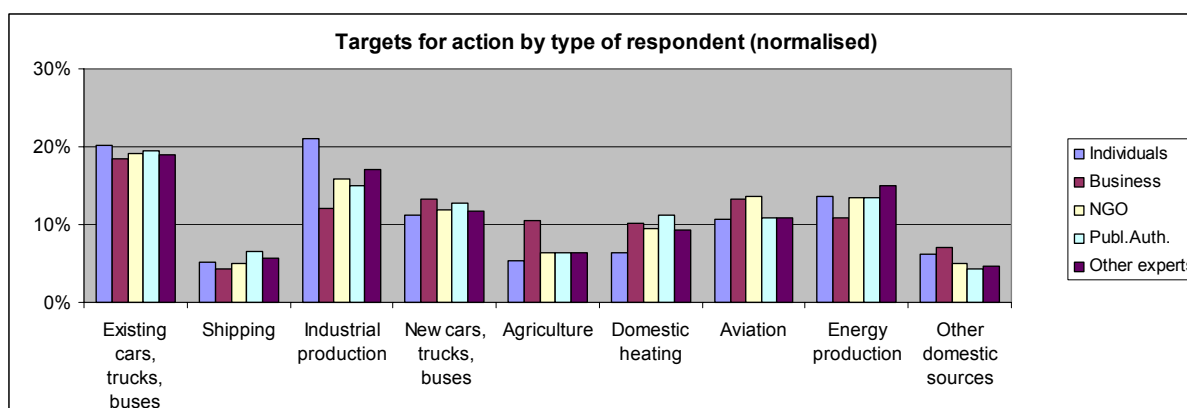


Figure 31 Sources of air pollution for which action is needed, by type of respondent, normalised to a total of 100% for all targets.

3.5.4 Priorities for actions in the transport sector (Question 13)

Figure 32 depicts the priorities indicated by the respondents for the transport sector. There was more preference for stimulation of better traffic management and cleaner traffic than for banning dirty traffic. Working towards new clean vehicles by stricter standards was on average preferred to stricter standards for existing vehicles or making the most polluting traffic modes pay. The various types of respondents did not substantially deviate from the average pattern (Figure 33); the representatives of NGOs scored highest in priority for most actions, business lowest.

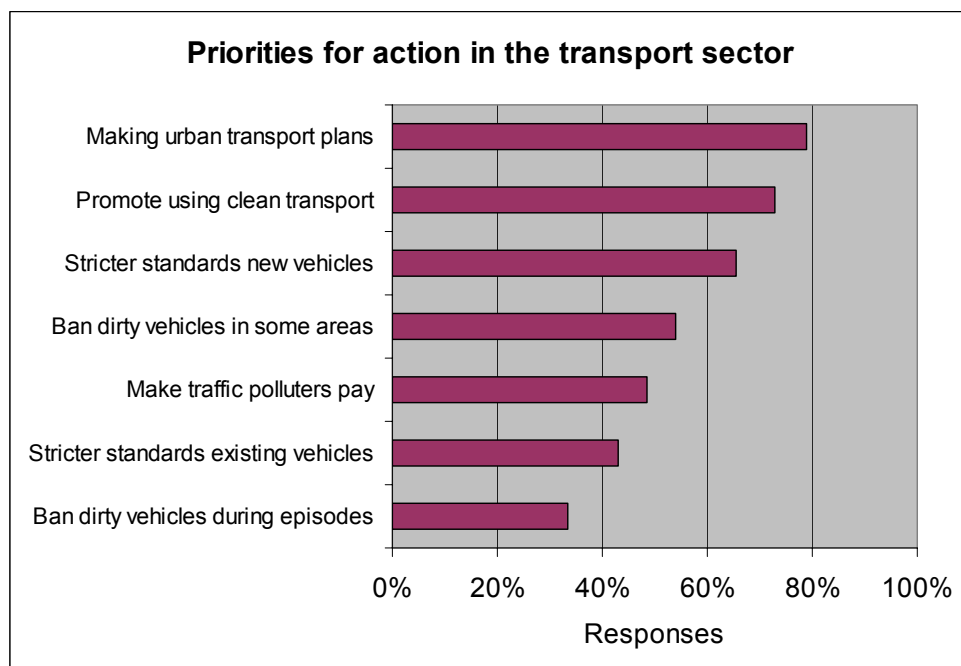


Figure 32 Priorities for action in the transport sector.

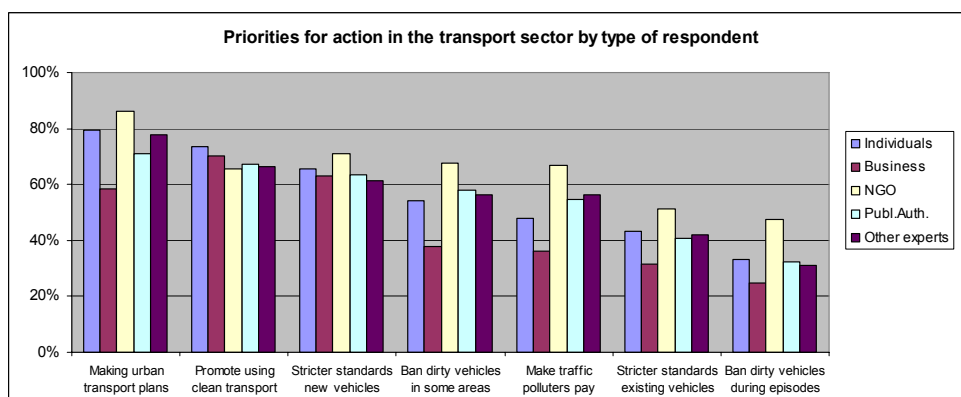


Figure 33 Priorities for action in the transport sector, by type of respondent.

3.5.5 Priorities for actions in the field of industry (Question 14)

Figure 34 shows the preferences on actions regarding the field of industry. The most frequent response was to establish stricter emission standards for polluting industries, but the differences between the various actions indicated in the questionnaire are rather small. Representatives of business were the main outliers here, with rates of about half the average, except subsidising clean processes/product, which they rated higher than the others. NGOs showed an opposite tendency. See Figure 35.



Figure 34 Priorities for action in the field of industry.

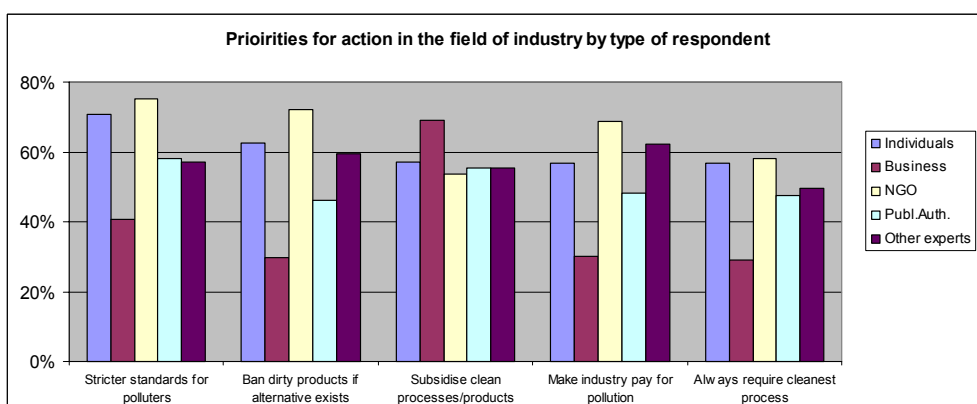


Figure 35 Priorities for action in the field of industry, by type of respondent.

3.6 Priorities for individuals

3.6.1 Individual behaviour (Question 15)

Asked about what the respondent was prepared to do to promote clean air, the majority said unconditionally yes to three of the actions mentioned, and hardly anyone said no (Figure 36). Representatives of business were on average less prepared, NGO representatives more prepared. Women were slightly more positive about personal action than men. There were no large differences between age groups;

higher ages were somewhat more inclined to pay for clean products, middle age groups somewhat more prepared to change or improve their heating installation. Neither were there large differences between country groups. Respondents from Scandinavian and Northwest/Central European countries were somewhat more prepared to pay for cleaner products and to use public transport or cycle.

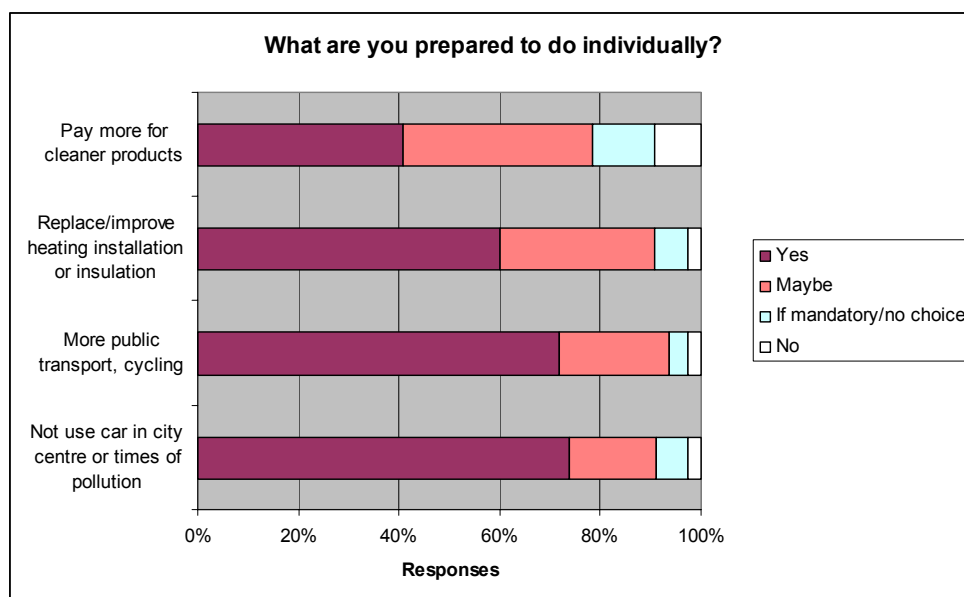


Figure 36 Willingness to take individual action to promote clean air.

3.6.2 Individual preparedness to pay (Question 16)

Question 16 explained that in order to improve air quality, the producers of energy and goods needed to use cleaner processes and thus the prices of some goods would increase. In the introduction to this question, achieving clean air (defined as a level "that does not give rise to significant negative impacts on human health and the environment") was estimated to cost, through increased prices of energy and goods, between 5 and 10 euros per month for an average European household. About half the respondents indicated that they were definitely prepared to pay this individually through increased prices, most of the others were willing to pay if others did too or probably, and 10% not (see Figure 37). Representatives of business and trade unions tended to be less prepared, representatives of NGOs more prepared. Respondents with higher ages indicated higher willingness to pay individually than younger ones. Figure 38 shows differences between country groups; the new Member States and Mediterranean/Latin countries were less inclined, Scandinavian and Northwest/Central European countries more inclined to pay individually.

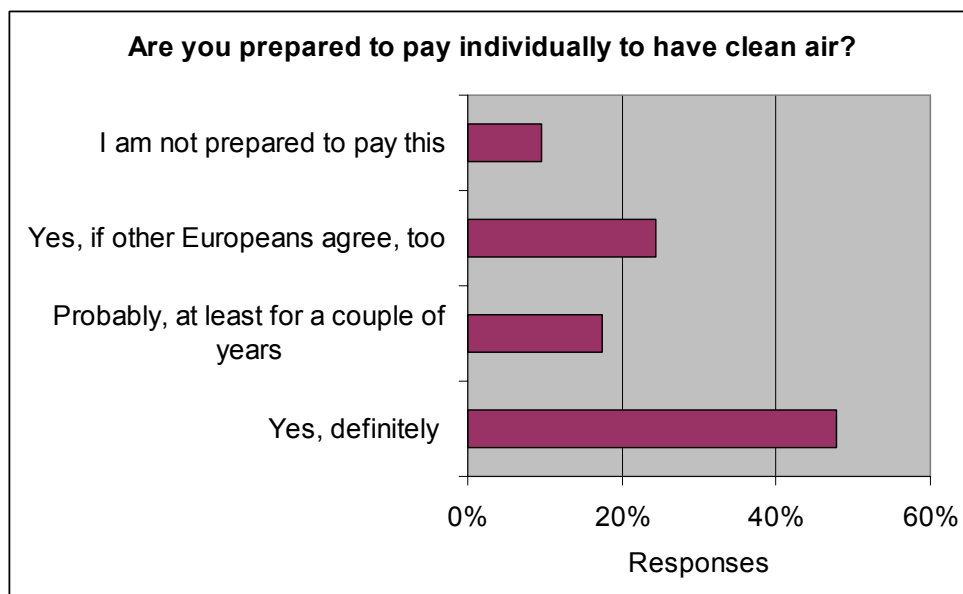


Figure 37 Willingness to pay individually to improve air quality.

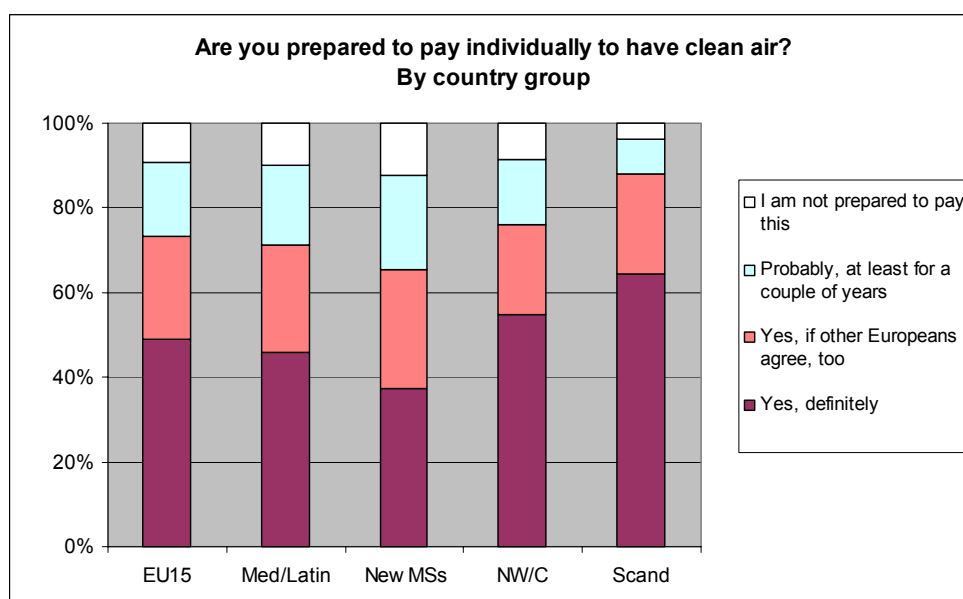


Figure 38 Willingness to pay individually to improve air quality, by country group.

3.7 Additional comments by the respondents (Question 17)

Question 17, the last and open question, provided the opportunity to give additional comments to the Commission. Of the total of 11587 respondents, 3556 (31%) gave

such a comment, message or position in their own words. In view of the limited time and resources available, we have surveyed a selection of about 1000 replies, largely English, German, French and Dutch, in order to provide a global overview for the purpose of this report.

Most respondents answered in their own languages; about 20% of the respondents from non-English speaking countries answered in English.

Most of the comments were concisely expressed in one or a few sentences. Many respondents gave a single comment, while many others addressed several issues.

Table 6 shows that representatives of NGOs and trade unions, experts from research and “others” were more than individuals inclined to give additional comments. Of the representatives of organisations, some expressed views with an official character, many others gave their comments more informally.

Representatives from business, NGOs, trade unions and experts from public authorities were given the opportunity to include their names and addresses if they wished. These are listed in Annex D.

Table 6 Number and frequency of additional comments by type of respondent.

Type of respondent	All	Individual	Repres. of business	Repres. of NGO	Expert from public authority	Expert from re-search	Rep-res. of trade union	Other
Number of additional comments	3556	3066	80	94	96	164	8	48
Percentage giving additional comments	31%	30%	32%	52%	31%	42%	62%	46%

Most respondents encouraged or urged the Commission to take measures or act in other ways to reduce air pollution. Action at the international level was mentioned more often than at the national level.

Enforcement and more harmonised implementation of existing legislation was mentioned as an important goal for the Commission. Some (but hardly individuals) recommended to better integrate air pollution policy with other policy fields.

Many expressed their concern about exposure to air pollution and health problems and about particulate matter (only a few respondents, mainly coming from business, wrote that air pollution was not a problem).

In many cases the recommended measures concerned traffic. Some recommendations were not more specific than just naming traffic as a target for action. Many

wrote that measures should aim at reducing traffic or mobility, not so much by reducing the number of cars, but rather by keeping traffic away from populated or sensitive areas or by having goods locally/nationally produced and distributed, thus reducing transport needs. Respondents pointed out that air pollution abatement should be integrated in traffic management and spatial planning. Especially experts from public authorities and representatives of NGOs felt that measures to reduce air pollution by freight transport were needed. Measures to make cars cleaner were advocated, particularly by representatives from business. Other types of measures mentioned were promoting public transport (mentioned more frequently by individuals than by others) and cycling. Reducing air pollution due to air traffic was also recommended.

Industry was also mentioned as an important target for action. Stimulation of renewable energy was recommended. Clean technology was advocated, particularly by representatives of business.

“The polluter should pay” was a recurring theme in the comments. Many suggested to make buying clean products or using clean technology should be made more attractive.

Some respondents (with relatively many experts from research), pointed at long range transport of air pollution and the need to involve also other large countries in the world. The relation with climate change was brought forward, particularly by representatives from business.

Many recommendations pointed at the need of better education on air pollution issues and further action to raise public awareness.

Finally, there were comments about the public consultation. Some were positive, thanking the Commission for organising the consultation. Others were negative; some thought that there was only an English version; some regarded the questions as biased. There were also some specific comments about shortcomings within the questionnaire, e.g. the fact that the ‘own neighbourhood’ is undefined for an association.

4. Conclusions

The Public Consultation attracted a large number of responses. The vast majority (89%) of respondents replied as individual citizens, among which a small minority (6%) regarded themselves as experts. 4% percent of the respondents represented an organisation, in particular business or NGO. From the consultation several lessons can be drawn.

4.1 Lessons for the Thematic Strategy on Air Pollution

Public information

Most of the individuals who responded did not feel well informed about air quality and its implications. Also the fact that four out of five people thought that air quality has not improved in the last 5 to 10 year, in spite of the overall tendency for air quality in Europe to improve, illustrates that many citizens are not well informed. In view of the high concerns among citizens about air pollution, this should encourage the Commission to continue its policy of making air quality information widely available to the public.

Concerns to be addressed

Very many people expressed their concerns about the impacts of current air quality, in particular about the impacts to the environment and to health. This is in line with focus of CAFE, addressing both issues explicitly in the development of particularly the air quality directives and the national emission ceilings directive. The concerns about buildings, cultural heritage sites and other damage like visibility loss were clearly less, but with one-third of the respondents being very concerned and another one-third somewhat concerned, the consultation identifies also these issues as important matters.

Priority and ambition level for air quality

Air quality was regarded by the vast majority as equally or more important than a selection of other important societal issues. The majority of the respondents preferred the Commission to aim at a very low risk by air quality, similar to the risk of drinking tap water – this is far below the current risk level. Most respondents also considered it very important to spend substantial funds on reducing the risks of air pollution; the importance for the environment was somewhat higher than for health.

Level of competence for action

The international and European level were rated highest as the preferred level of competence for taking measures, and also the other levels were mentioned by many (national, local/municipal, individual and regional, in decreasing order).

Actions to be taken

A large majority indicated industrial production and existing traffic as sources for which further action is needed. For industry, the response did not result in clear differences in priority of possible actions; all actions listed were marked as priority by a (sometimes small) majority. For traffic, there were more differences, with urban transport plans rated highest – as this is a responsibility at the local level, this encourages the Commission to stimulate the integration of air quality in urban transport planning.

Individual action

The majority of the respondents were positive about taking action as individuals to promote clean air, including paying 5 to 10 euros monthly for cleaner products.

4.2 Lessons for future public consultations

There is a fundamental difference between a poll, aiming to fully represent the opinions of the entire population, and a public consultation, inviting the population to give advice and comments if they wish. Hence, a public consultation does not need to be fully representative for the entire population. For such a consultation, it is more important to achieve that citizens who might be willing to participate are indeed able to do so: they should, in the first place, know about the consultation and secondly they should be able to answer, in this case have access to the internet tool. Obviously, this ideal goal has not been attained, the high response notwithstanding.

The inability to participate for those without access internet is a very serious limitation, but it is difficult to see a way to solve this. One may invert this point and argue that without internet this consultation would not have been possible at all.

There are more possibilities for dealing with the other shortcoming, i.e. the fact that many – probably most – citizens were not aware of the consultation. A longer preparation time would allow to work out in the CAFE Steering Group a common dissemination strategy in Member States (learning from the success in Portugal) and more publicity by the Commission (press conference, visibility on its web pages, extensive announcement by email). Advertising the consultation in newspapers would be very effective – this would require a special budget. Keeping the consultation open for a longer period would probably help to make the public more aware of the consultation.

The IPM tool was considered easy to use for designing the questionnaire, for responding to the questions, and for analysing the responses.

5. Authentication

Name and address of the principal:

European Commission,
Directorate-General Environment,
Directorate C – Air and Chemicals
Contact person Michel Sponar

Names and functions of the cooperators:

Dick van den Hout
Jef van Dongen
Marian Ruys-Keyzer

Names and establishments to which part of the research was put out to contract:

-

Date upon which, or period in which, the research took place:

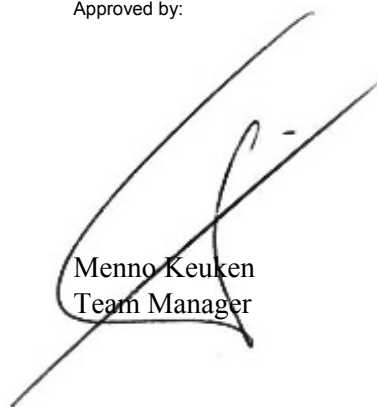
February – April 2005

Signature:



Dick van den Hout
Project Leader

Approved by:



Menno Keuken
Team Manager

Annex A Overview of the questionnaire and results in total and by type of respondent

Table A2 below lists the questions and the results. The columns labelled ‘All’ list the total number of responses and the percentage of the total number of responses to the questionnaire. The table also distinguishes the responses per type of respondent according to table A1.

Table A1 Types of respondents.

Abbreviated title below	Response to: ‘I am answering as...’	Number of responses
Indiv.	An individual	10341
Business	A representative of an industry association and/or private business	248
NGO	A representative of a Non Governmental Organization (NGO)	182
Public Auth.	An expert working in a public authority	308
Other expert	Another expert (university, research body, etc)	390
Trade union	A representative of a trade union	13
Other	Other	105

Table A2 Overview of the questionnaire and results in total and by type of respondent.

Question 1. Please rate the present situation of air quality in the following areas									
	All	All	Indiv.	Business	NGO	Public Auth.	Other expert	Trade union ¹⁾	Other
<i>Air quality in your neighbourhood</i>									
Very good	1655	14%	14%	21%	7%	16%	12%	8%	14%
Satisfactory	6029	52%	52%	56%	37%	53%	50%	69%	38%
Poor	2765	24%	24%	18%	39%	22%	29%	15%	29%
Very poor	995	9%	9%	4%	15%	8%	9%	8%	18%
No opinion	84	1%	1%	0%	1%	0%	0%	0%	1%
<i>Air quality in your city or in the nearest city</i>									
Very good	585	5%	5%	15%	2%	5%	4%	8%	8%
Satisfactory	4547	39%	39%	49%	23%	52%	38%	54%	31%
Poor	4428	38%	38%	27%	53%	32%	38%	39%	39%
Very poor	1870	16%	16%	8%	21%	11%	21%	0%	21%
No opinion	101	1%	1%	0%	1%	0%	0%	0%	1%
<i>Air quality in your country</i>									
Very good	848	7%	7%	28%	3%	11%	7%	31%	7%
Satisfactory	6721	58%	59%	50%	42%	62%	55%	23%	48%
Poor	3175	27%	27%	18%	43%	23%	32%	39%	35%
Very poor	465	4%	4%	2%	9%	3%	5%	0%	5%
No opinion	275	2%	3%	0%	1%	0%	1%	8%	3%
Question 2. In your view, has air quality improved in your neighbourhood in the past 5 to 10 years?									
Please tick the most appropriate answer:									
	All	All	Indiv.	Business	NGO	Public Auth.	Other expert	Trade union ¹⁾	Other
Yes, significantly	414	4%	3%	20%	6%	16%	7%	8%	7%
Yes, somewhat	1823	16%	13%	34%	31%	46%	33%	39%	23%
No change	3727	32%	33%	24%	19%	21%	25%	15%	25%
Become worse	5467	47%	49%	21%	43%	16%	34%	39%	44%

Question 3. How much do you know about air quality and its implications?									
	All	All	Indiv.	Business	NGO	Public Auth.	Other expert	Trade union ¹⁾	Other
<i>Air quality in your neighbourhood</i>									
Well informed	1985	17%	13%	47%	42%	65%	52%	31%	31%
Somewhat informed	4922	43%	44%	36%	37%	25%	32%	39%	41%
Not enough informed	4627	40%	43%	16%	21%	9%	16%	31%	28%
<i>Peaks of air pollution</i>									
Well informed	1972	17%	14%	34%	35%	62%	48%	39%	30%
Somewhat informed	4380	38%	38%	43%	35%	26%	30%	31%	37%
Not enough informed	5156	45%	47%	21%	29%	10%	22%	31%	31%
<i>Emissions of air pollutants in your neighbourhood</i>									
Well informed	1588	14%	11%	34%	23%	55%	40%	23%	29%
Somewhat informed	3767	33%	32%	40%	42%	31%	32%	31%	32%
Not enough informed	6119	53%	56%	25%	34%	14%	28%	39%	38%
<i>Health impact of poor air quality</i>									
Well informed	3907	34%	31%	57%	56%	63%	61%	46%	36%
Somewhat informed	5048	44%	45%	32%	24%	28%	27%	39%	33%
Not enough informed	2543	22%	23%	11%	19%	8%	12%	15%	29%
<i>Impact on ecosystems (forests, vegetation) of poor air quality</i>									
Well informed	3920	34%	31%	55%	52%	55%	59%	31%	40%
Somewhat informed	4981	43%	44%	32%	32%	34%	26%	62%	34%
Not enough informed	2603	23%	24%	12%	16%	11%	15%	8%	25%
Question 4. How many people do you think are affected by poor air quality?									
Please tick one or more of the following proposals:									
	All	All	Indiv.	Business	NGO	Public Auth.	Other expert	Trade union ¹⁾	Other
Everyone, everywhere, all the time	5758	50%	51%	34%	53%	26%	37%	54%	43%
Everyone living in polluted areas	5574	48%	47%	45%	45%	60%	58%	54%	57%
Only people at risk (children, the elderly, people with breathing problems)	723	6%	6%	9%	6%	19%	12%	8%	11%
Everyone, during times of peak pollution	2510	22%	21%	26%	23%	32%	29%	23%	31%
Nobody	21	0%	0%	1%	0%	1%	0%	0%	0%

Question 5. How concerned are you about the following impacts of air pollution?									
	All	All	Indiv.	Business	NGO	Public Auth.	Other expert	Trade union ¹⁾	Other
Your health and the health of your family									
Very concerned	6379	55%	56%	38%	67%	38%	56%	69%	54%
Somewhat concerned	3833	33%	33%	37%	21%	40%	33%	23%	32%
Slightly concerned	1102	10%	9%	13%	9%	16%	9%	8%	8%
Not concerned at all	226	2%	2%	11%	2%	6%	2%	0%	5%
Damage to environment like acid rain and nitrogen deposition in forests, lakes, soils									
Very concerned	7685	66%	68%	44%	80%	46%	61%	54%	59%
Somewhat concerned	2958	26%	25%	25%	17%	37%	28%	39%	31%
Slightly concerned	785	7%	6%	29%	4%	14%	8%	8%	7%
Not concerned at all	105	1%	1%	1%	0%	3%	2%	0%	2%
Damage to buildings and cultural heritage sites (for instance, erosion of stone)									
Very concerned	3646	32%	32%	22%	39%	21%	33%	39%	32%
Somewhat concerned	5137	44%	45%	35%	46%	45%	43%	39%	43%
Slightly concerned	2297	20%	19%	38%	12%	28%	20%	23%	18%
Not concerned at all	402	4%	3%	4%	3%	6%	3%	0%	6%
Other damage like loss of visibility (eg smog obscuring the landscape)									
Very concerned	4117	36%	36%	21%	41%	19%	32%	46%	34%
Somewhat concerned	4498	39%	39%	33%	34%	34%	39%	31%	39%
Slightly concerned	2208	19%	19%	17%	21%	30%	21%	23%	19%
Not concerned at all	674	6%	5%	28%	4%	16%	7%	0%	6%
Question 6. Do you think that improving air quality is...									
	All	All	Indiv.	Business	NGO	Public Auth.	Other expert	Trade union ¹⁾	Other
Taking action to reduce the risk of climate change?									
More important	2514	22%	22%	21%	18%	22%	21%	39%	28%
Equally important	8320	72%	72%	61%	78%	65%	72%	62%	68%
Less important	703	6%	6%	16%	5%	13%	7%	0%	4%
Improving the water quality in rivers, lakes and seas?									
More important	2093	18%	18%	18%	16%	17%	17%	23%	30%
Equally important	8930	77%	77%	69%	81%	78%	80%	77%	67%
Less important	495	4%	4%	11%	2%	5%	3%	0%	3%

<i>Taking measures to reduce noise in your neighbourhood?</i>										
More important	5318	46%	47%	43%	38%	34%	45%	23%		44%
Equally important	5019	43%	43%	36%	57%	54%	44%	54%		45%
Less important	1172	10%	10%	19%	5%	13%	10%	23%		11%
<i>Improving road safety?</i>										
More important	4030	35%	35%	26%	42%	31%	36%	15%		45%
Equally important	5827	50%	51%	41%	48%	49%	44%	69%		41%
Less important	1620	14%	13%	32%	10%	21%	19%	8%		13%
<i>Generating jobs and reducing unemployment?</i>										
More important	3530	31%	30%	24%	56%	30%	30%	31%		41%
Equally important	6082	53%	53%	50%	34%	47%	51%	69%		44%
Less important	1879	16%	16%	24%	8%	22%	19%	0%		15%
<i>Fighting against terrorism?</i>										
More important	4669	40%	40%	29%	56%	36%	46%	31%		43%
Equally important	4463	39%	39%	38%	27%	33%	28%	54%		41%
Less important	2353	20%	20%	31%	15%	31%	25%	15%		16%
Question 7. How important would you consider measures to increase life expectancy via improved air quality?										
Please tick the most appropriate answer:										
	All	All	Indiv.	Business	NGO	Public Auth.	Other expert	Trade union ¹⁾	Other	
Very important, we should spend substantial funds to improve the situation	8269	71%	73%	40%	79%	58%	69%	85%		71%
Somewhat important, we should spend some funds to improve the situation	2950	26%	25%	45%	18%	38%	29%	15%		26%
Not at all important, we should not spend any additional funds to improve the situation	243	2%	2%	8%	2%	4%	2%	0%		2%

Question 8. What level of risk are you prepared to accept as a result of breathing poor air quality?									
The future acceptable level of risk associated with air quality will be defined in the action plan. This will determine the ambition level of the measures to be taken. Please tick one answer in the following list:									
	All	All	Indiv.	Business	NGO	Public Auth.	Other expert	Trade union ¹⁾	Other
Low level of risk like drinking tap water		6801	59%	43%	76%	67%	62%	77%	55%
Moderate level of risk like breathing cigarette smoke from others		2273	20%	30%	6%	20%	20%	8%	18%
Moderately high level of risk like driving a car or cycling on road		1407	12%	19%	7%	7%	11%	8%	13%
High level of risk like smoking		1271	11%	8%	14%	6%	7%	15%	14%
Question 9. In your view, is it important to take measures to reduce risks for the environment?									
Please tick the most appropriate answer:									
	All	All	Indiv.	Business	NGO	Public Auth.	Other expert	Trade union ¹⁾	Other
Very important, we should spend substantial funds to improve the situation		9695	84%	50%	87%	66%	80%	92%	76%
Somewhat important, we should spend some funds to improve the situation		1678	15%	42%	12%	33%	19%	8%	22%
Not at all important, we should not spend any additional funds to improve the situation		74	1%	2%	0%	2%	1%	0%	0%
Question 10. In general, how would you rate the following approaches to improve air quality?									
Establish new stricter limits for the concentration of pollutants in the air that people breathe?									
	All	All	Indiv.	Business	NGO	Public Auth.	Other expert	Trade union ¹⁾	Other
To be done as soon as possible		7085	61%	34%	70%	36%	49%	77%	67%
Interesting		3429	30%	28%	26%	43%	40%	23%	21%
Not so interesting		640	6%	12%	3%	13%	8%	0%	8%
Not a good approach at all		301	3%	24%	0%	8%	3%	0%	4%
Establish new stricter limits for the amount of pollution that is allowed from sources such as cars, industry, domestic heating, etc.									
To be done as soon as possible		8071	70%	42%	79%	65%	69%	77%	73%
Interesting		2877	25%	25%	20%	28%	24%	23%	18%
Not so interesting		364	3%	21%	1%	5%	5%	0%	6%
Not a good approach at all		154	1%	10%	0%	2%	1%	0%	2%

<i>Increase prices of polluting goods and services</i>											
To be done as soon as possible	4515	39%	38%	23%	70%	45%	49%	46%	46%		
Interesting	4419	38%	39%	36%	23%	39%	35%	39%	34%		
Not so interesting	1590	14%	14%	27%	3%	9%	12%	15%	11%		
Not a good approach at all	932	8%	8%	12%	4%	6%	4%	0%	5%		
<i>Establish financial incentives (such as subsidies or tax reductions) for less polluting activities</i>											
To be done as soon as possible	7425	64%	64%	48%	73%	65%	61%	77%	65%		
Interesting	3430	30%	30%	43%	21%	29%	30%	15%	24%		
Not so interesting	409	4%	3%	4%	5%	4%	5%	8%	7%		
Not a good approach at all	199	2%	2%	4%	1%	2%	3%	0%	4%		
<i>Promote less polluting behaviour through information campaigns</i>											
To be done as soon as possible	6969	60%	61%	60%	62%	49%	60%	54%	64%		
Interesting	3465	30%	30%	29%	28%	38%	29%	39%	29%		
Not so interesting	826	7%	7%	8%	9%	9%	10%	0%	4%		
Not a good approach at all	191	2%	2%	1%	1%	4%	1%	8%	1%		
<i>Promote energy efficiency</i>											
To be done as soon as possible	9006	78%	78%	71%	88%	73%	80%	77%	73%		
Interesting	2214	19%	19%	17%	10%	24%	17%	23%	26%		
Not so interesting	180	2%	1%	9%	1%	2%	1%	0%	1%		
Not a good approach at all	45	0%	0%	0%	0%	1%	0%	0%	0%		
Question 11. In your view, at what level should air pollution measures be taken to make them most effective?											
Please tick one or more levels of competence:											
	All	All	Indiv.	Business	NGO	Public Auth.	Other expert	Trade union ¹⁾	Other		
International		8099	70%	71%	69%	57%	60%	54%	65%		
European		5999	52%	51%	56%	74%	62%	54%	51%		
National		5208	45%	45%	35%	55%	47%	23%	44%		
Regional		3439	30%	29%	23%	33%	36%	15%	31%		
Local/Municipal		4970	43%	43%	26%	43%	51%	39%	43%		
Individual		4267	37%	38%	18%	30%	35%	23%	40%		

Question 12. What are the priority sources of air pollution for which further action is required?

Please tick the sources/sectors that you would consider as priorities:

	All	All	Indiv.	Business	NGO	Public Auth.	Other expert	Trade union ¹⁾	Other
Existing cars, trucks, buses	9062	78%	78%	67%	88%	78%	79%	69%	75%
Shipping	2356	20%	20%	16%	23%	26%	24%	39%	27%
Industrial production	9226	80%	82%	44%	73%	60%	71%	62%	65%
New cars, trucks, buses	5060	44%	43%	48%	55%	51%	49%	15%	35%
Agriculture	2512	22%	21%	38%	29%	25%	26%	15%	24%
Domestic heating	3087	27%	25%	37%	43%	45%	39%	39%	39%
Aviation	4873	42%	41%	48%	63%	43%	45%	54%	44%
Energy production	6140	53%	53%	39%	62%	54%	62%	39%	59%
Other domestic sources (use of paints, solvents)	2727	24%	24%	25%	23%	17%	20%	54%	28%

Question 13. In the transport sector, what do you consider the priorities for future action?

Please tick one or more actions:

	All	All	Indiv.	Business	NGO	Public Auth.	Other expert	Trade union ¹⁾	Other
Establish stricter emission standards for new vehicles/engines		66%	66%	63%	71%	63%	61%	54%	65%
Establish stricter emission standards for existing vehicles/engines		43%	43%	32%	51%	41%	42%	39%	46%
Ban the most polluting vehicles/engines in some areas such as polluted city centres or mountain valleys		54%	54%	38%	68%	58%	56%	54%	51%
Ban the most polluting vehicles/engines during times of peak pollution		33%	33%	25%	47%	33%	31%	31%	31%
Make the most polluting transport modes pay for their pollution		49%	48%	36%	67%	55%	56%	39%	50%
Promote the use of less polluting vehicles or transport modes using subsidies or lower taxes		73%	74%	70%	65%	67%	66%	92%	70%
Urban transport plans supporting e.g. walking, cycling, parking policy and public transport		79%	80%	59%	86%	71%	78%	85%	71%

Question 14. In the field of Industry, what are the priority actions to be achieved?										
Please tick the actions that you consider as priorities:										
	All	All	Indiv.	Business	NGO	Public Auth.	Other expert	Trade union ¹⁾	Other	
Establish stricter emission standards for polluting industries	8043	69%	71%	41%	75%	58%	57%	62%	66%	
Make industry pay for the pollution emitted	6523	56%	57%	30%	69%	48%	62%	54%	53%	
Promote clean processes and products through subsidies	6624	57%	57%	69%	54%	56%	55%	62%	57%	
Always require the cleanest means of production	6448	56%	57%	29%	58%	47%	50%	31%	52%	
Ban specific polluting products if an alternative is available, even if it is more expensive	7129	62%	63%	30%	72%	46%	60%	77%	65%	
Question 15. As an individual, what are you prepared to do in order to improve air quality?										
	All	All	Indiv.	Business	NGO	Public Auth.	Other expert	Trade union ¹⁾	Other	
<i>Use public transport or walk/cycle more frequently</i>										
Yes	8019	69%	69%	48%	90%	72%	79%	69%		70%
Maybe	2456	21%	22%	29%	6%	19%	14%	23%		17%
Only if this is mandatory	413	4%	4%	6%	1%	2%	3%	0%		3%
No	295	3%	3%	4%	1%	2%	2%	0%		3%
Not relevant for me	273	2%	2%	4%	3%	4%	1%	8%		6%
<i>Not use my car in the city centre and/or during times of peak pollution</i>										
Yes	8031	69%	69%	50%	81%	71%	74%	54%		75%
Maybe	1875	16%	16%	25%	8%	14%	11%	23%		15%
Only if this is mandatory	687	6%	6%	9%	2%	6%	8%	8%		4%
No	282	2%	3%	4%	1%	3%	2%	8%		1%
Not relevant for me	569	5%	5%	5%	7%	6%	5%	8%		3%
<i>Pay more for products and services if they are produced and transported in a less polluting way</i>										
Yes	4704	41%	40%	29%	60%	47%	56%	46%		43%
Maybe	4251	37%	37%	39%	31%	32%	27%	46%		34%
Only if I have no choice	1409	12%	12%	12%	3%	15%	11%	0%		10%
No	1032	9%	9%	11%	4%	6%	5%	8%		13%

Replace/improve my heating installation and/or house insulation										
Yes	5957	51%	52%	34%	53%	52%	56%	54%	57%	
Maybe	3060	26%	27%	30%	20%	24%	23%	23%	23%	
Only if this is mandatory	647	6%	5%	9%	4%	10%	7%	0%	3%	
No	252	2%	2%	4%	0%	2%	2%	0%	3%	
Not relevant for me	1465	13%	13%	13%	22%	12%	10%	23%	13%	
Question 16. As an individual, how much would you be prepared to pay every month to have clean air?										
Please choose the most appropriate answer in the following list. Click here to get the corresponding range in other currencies:										
	All	All	Indiv.	Business	NGO	Public Auth.	Other expert	Trade union ¹⁾	Other	
Yes, definitely										
Probably, at least for a couple of years	5503	48%	47%	31%	68%	47%	55%	31%	51%	
Yes, if other Europeans agree, too	2010	17%	18%	19%	14%	12%	12%	15%	17%	
I am not prepared to pay this	2814	24%	24%	23%	12%	29%	24%	39%	20%	
	1094	9%	9%	19%	6%	11%	7%	15%	11%	
Question 16a. [If you are not prepared to pay this:] Why are you not prepared to pay to improve the air quality? Please tick the most appropriate reason:										
	All	All	Indiv.	Business	NGO	Public Auth.	Other expert	Trade union ¹⁾	Other	
Air quality is already good enough	51	0%	0%	7%	0%	1%	0%	0%	1%	
The government or the industry should pay for this	343	3%	3%	2%	3%	4%	3%	8%	1%	
Prices are already too high	203	2%	2%	3%	0%	2%	1%	0%	1%	
I already pay too much taxes	358	3%	3%	4%	1%	4%	3%	0%	5%	
Some other reason	107	1%	1%	2%	2%	0%	1%	8%	1%	

¹⁾ The number of responses of representatives of trade unions was only 13.

Annex B Responses by country for a selection of questions

This annex presents the distribution of responses per country is given for a selection of questions.

Question 1. Please rate the present situation of air quality in the following areas															
	Air quality in your neighbourhood					Air quality in your city or nearest city					Air quality in your country				
	Very poor	Poor	Satis- factory	Very good	No opinion	Very poor	Poor	Satis- factory	Very good	No opinion	Very poor	Poor	Satis- factory	Very good	No opinion
Austria	15%	23%	45%	17%	0%	20%	31%	40%	8%	1%	4%	13%	47%	35%	1%
Belgium	19%	33%	39%	7%	2%	29%	44%	24%	2%	1%	15%	47%	35%	1%	3%
Bulgaria	0%	60%	40%	0%	0%	20%	80%	0%	0%	0%	0%	60%	40%	0%	0%
Switzerland	0%	29%	50%	21%	0%	0%	42%	50%	8%	0%	0%	22%	65%	11%	3%
Cyprus	10%	11%	42%	36%	0%	6%	27%	58%	8%	1%	1%	11%	74%	13%	1%
Czech Republic	18%	46%	29%	7%	0%	32%	39%	25%	0%	4%	4%	57%	36%	0%	4%
Germany	7%	22%	51%	20%	0%	9%	33%	47%	10%	1%	2%	22%	64%	10%	2%
Denmark	5%	29%	46%	18%	1%	9%	39%	40%	10%	1%	3%	25%	62%	8%	2%
Estonia	4%	13%	51%	32%	0%	8%	27%	51%	14%	0%	1%	9%	71%	18%	1%
Greece	8%	39%	41%	12%	0%	36%	47%	14%	3%	0%	2%	23%	67%	8%	2%
Spain	11%	33%	50%	6%	1%	20%	48%	29%	1%	1%	6%	48%	36%	2%	8%
Finland	2%	15%	65%	18%	0%	5%	23%	64%	8%	0%	0%	4%	54%	42%	1%
France	17%	36%	41%	5%	1%	30%	41%	26%	2%	1%	5%	53%	37%	1%	3%
Hungary	12%	27%	55%	6%	0%	26%	49%	24%	1%	0%	5%	23%	66%	2%	4%
Ireland	6%	18%	47%	28%	0%	13%	27%	52%	8%	0%	1%	12%	62%	24%	1%
Iceland	0%	21%	46%	33%	0%	0%	21%	58%	21%	0%	0%	4%	30%	65%	0%
Italy	26%	32%	36%	6%	0%	35%	46%	17%	2%	0%	8%	64%	21%	4%	4%
Liechten- stein	17%	17%	50%	0%	17%	33%	33%	33%	0%	0%	0%	33%	67%	0%	0%
Lithuania	0%	33%	58%	8%	0%	17%	42%	42%	0%	0%	0%	33%	58%	8%	0%
Luxembourg	0%	15%	46%	38%	0%	8%	8%	62%	23%	0%	0%	8%	54%	38%	0%
Latvia	2%	17%	69%	12%	0%	9%	31%	53%	7%	0%	2%	2%	83%	12%	2%
Malta	5%	5%	90%	0%	0%	10%	19%	71%	0%	0%	10%	14%	67%	5%	5%
Netherlands	12%	31%	49%	7%	0%	19%	47%	32%	2%	0%	15%	48%	35%	1%	1%
Norway	4%	15%	45%	36%	0%	12%	30%	49%	9%	0%	1%	6%	47%	47%	0%
Poland	6%	24%	50%	18%	2%	13%	31%	56%	0%	0%	2%	27%	65%	5%	2%
Portugal	6%	22%	57%	14%	1%	14%	40%	41%	5%	1%	3%	25%	65%	5%	2%
Romania	23%	15%	54%	8%	0%	38%	15%	38%	8%	0%	0%	31%	62%	8%	0%
Sweden	5%	16%	59%	18%	1%	8%	41%	44%	7%	1%	1%	16%	62%	18%	2%

Question 1. Please rate the present situation of air quality in the following areas

	Air quality in your neighbourhood					Air quality in your city or nearest city					Air quality in your country				
	Very poor	Poor	Satisfactory	Very good	No opinion	Very poor	Poor	Satisfactory	Very good	No opinion	Very poor	Poor	Satisfactory	Very good	No opinion
Slovenia	9%	23%	52%	15%	1%	15%	37%	43%	4%	1%	3%	21%	71%	4%	1%
Slovak Republic	6%	34%	49%	6%	5%	12%	35%	45%	3%	5%	5%	23%	65%	3%	5%
Turkey	20%	20%	40%	20%	0%	40%	40%	20%	0%	0%	20%	20%	0%	40%	20%
United Kingdom	7%	24%	53%	15%	0%	18%	35%	42%	4%	0%	3%	36%	54%	4%	2%
Other	20%	28%	38%	14%	0%	22%	29%	35%	12%	2%	14%	34%	40%	10%	2%

Question 2. In your view, has air quality improved in your neighbourhood in the past 5 to 10 years?

	Become worse	No change	Yes, somewhat	Yes, significantly
Austria	46%	23%	24%	7%
Belgium	50%	33%	15%	1%
Bulgaria	60%	20%	20%	0%
Switzerland	29%	39%	26%	5%
Cyprus	45%	35%	10%	10%
Czech Republic	32%	21%	36%	11%
Germany	19%	29%	37%	15%
Denmark	24%	46%	24%	5%
Estonia	27%	22%	38%	13%
Greece	48%	30%	12%	9%
Spain	45%	34%	18%	3%
Finland	24%	51%	23%	2%
France	49%	32%	16%	3%
Hungary	36%	32%	32%	0%
Ireland	29%	37%	28%	7%
Iceland	29%	46%	25%	0%
Italy	49%	35%	14%	3%

Question 3. How much do you know about air quality and its implications?

	Air quality in your neighbourhood				Peaks of air pollution				Emissions of air pollutants in your neighbourhood				Health impact of poor air quality				Impact on ecosystems of poor air quality			
	Not enough informed	Somewhat informed	Well informed		Not enough informed	Somewhat informed	Well informed		Not enough informed	Somewhat informed	Well informed		Not enough informed	Somewhat informed	Well informed		Not enough informed	Somewhat informed	Well informed	
Austria	10%	47%	43%	19%	48%	34%	22%	49%	29%	11%	32%	57%	11%	34%	55%		11%	34%	55%	
Belgium	49%	35%	16%	34%	42%	24%	62%	29%	9%	37%	34%	29%	35%	38%	27%		35%	38%	27%	
Bulgaria	40%	20%	40%	40%	20%	40%	40%	20%	40%	40%	40%	60%	20%	40%	40%		20%	40%	40%	
Switzerland	16%	39%	45%	21%	42%	37%	34%	34%	32%	13%	26%	61%	18%	29%	53%		18%	29%	53%	
Cyprus	30%	36%	33%	31%	38%	31%	44%	27%	28%	11%	35%	54%	10%	44%	45%		10%	44%	45%	
Czech Republic	25%	43%	32%	29%	32%	39%	39%	32%	29%	29%	32%	32%	29%	25%	46%		29%	25%	46%	
Germany	20%	46%	33%	30%	41%	29%	34%	41%	25%	12%	39%	50%	8%	37%	55%		8%	37%	55%	
Denmark	31%	46%	23%	34%	45%	21%	45%	38%	17%	17%	38%	44%	16%	32%	52%		16%	32%	52%	
Estonia	47%	41%	11%	59%	34%	7%	64%	27%	8%	19%	52%	28%	15%	54%	31%		15%	54%	31%	
Greece	35%	32%	33%	39%	36%	24%	48%	32%	20%	11%	35%	54%	11%	41%	48%		11%	41%	48%	
Spain	49%	31%	20%	47%	33%	20%	61%	23%	16%	25%	36%	40%	23%	33%	44%		23%	33%	44%	
Finland	16%	47%	38%	20%	46%	34%	31%	39%	30%	15%	33%	52%	12%	33%	54%		12%	33%	54%	
France	49%	34%	17%	31%	38%	31%	67%	20%	13%	45%	29%	25%	51%	26%	22%		51%	26%	22%	
Hungary	20%	52%	28%	24%	50%	26%	33%	41%	26%	16%	43%	41%	16%	43%	41%		16%	43%	41%	
Ireland	35%	38%	27%	43%	28%	29%	51%	23%	26%	23%	38%	39%	35%	34%	31%		35%	34%	31%	
Iceland	13%	38%	50%	21%	42%	38%	21%	42%	38%	13%	46%	42%	17%	42%	42%		17%	42%	42%	
Italy	28%	40%	33%	28%	33%	39%	41%	34%	24%	23%	35%	42%	31%	37%	32%		31%	37%	32%	
Liechtenstein	67%	17%	17%	50%	50%	0%	50%	50%	0%	33%	50%	17%	50%	17%	33%		50%	17%	33%	
Lithuania	50%	33%	17%	42%	42%	17%	58%	25%	17%	42%	50%	8%	33%	50%	17%		33%	50%	17%	
Luxembourg	38%	54%	8%	38%	38%	23%	69%	31%	0%	38%	38%	23%	38%	38%	23%		38%	38%	23%	
Latvia	30%	53%	18%	46%	34%	20%	32%	52%	16%	18%	47%	35%	16%	43%	41%		16%	43%	41%	
Malta	14%	73%	14%	32%	59%	9%	29%	57%	14%	14%	19%	67%	27%	14%	59%		27%	14%	59%	
Netherlands	25%	39%	36%	31%	41%	28%	36%	34%	30%	16%	35%	49%	17%	39%	45%		17%	39%	45%	
Norway	16%	40%	43%	25%	34%	41%	31%	37%	33%	10%	34%	56%	15%	33%	52%		15%	33%	52%	
Poland	13%	35%	52%	21%	34%	45%	18%	23%	58%	6%	37%	56%	11%	26%	63%		11%	26%	63%	
Portugal	47%	45%	8%	56%	37%	8%	60%	32%	8%	22%	51%	27%	22%	50%	27%		22%	50%	27%	
Romania	15%	46%	38%	38%	31%	31%	31%	46%	23%	31%	38%	31%	31%	46%	23%		31%	46%	23%	

	Air quality in your neighbourhood			Peaks of air pollution			Emissions of air pollutants in your neighbourhood			Health impact of poor air quality			Impact on ecosystems of poor air quality		
	Not enough informed	Somewhat informed	Well informed	Not enough informed	Somewhat informed	Well informed	Not enough informed	Somewhat informed	Well informed	Not enough informed	Somewhat informed	Well informed	Not enough informed	Somewhat informed	Well informed
Sweden	23%	36%	40%	37%	32%	31%	34%	32%	33%	6%	38%	56%	9%	34%	57%
Slovenia	33%	47%	20%	37%	43%	20%	44%	41%	15%	19%	40%	40%	18%	40%	42%
Slovak Republic	19%	22%	59%	25%	23%	52%	19%	31%	50%	13%	38%	49%	9%	42%	48%
Turkey	40%	0%	60%	40%	0%	60%	20%	60%	20%	0%	60%	40%	0%	60%	40%
United Kingdom	30%	38%	32%	40%	32%	28%	47%	30%	23%	23%	36%	40%	25%	38%	37%
Other	25%	49%	25%	43%	39%	18%	51%	29%	20%	18%	35%	47%	20%	40%	40%

Question 5. How concerned are you about the following impacts of air pollution?

	Your health and health of family				Damage to environment like acid rain and nitrogen deposition in forests				Damage to buildings and cultural heritage sites				Other damage like loss of visibility (smog)			
	Not at all	Slightly	Somewhat	Very	Not at all	Slightly	Somewhat	Very	Not at all	Slightly	Somewhat	Very	Not at all	Slightly	Somewhat	Very
Austria	5%	11%	37%	47%	3%	17%	30%	49%	11%	38%	36%	15%	20%	26%	35%	20%
Belgium	1%	5%	22%	72%	1%	6%	24%	69%	3%	17%	43%	37%	5%	17%	41%	38%
Bulgaria	0%	20%	20%	60%	0%	20%	0%	80%	0%	20%	40%	40%	0%	0%	80%	20%
Switzerland	3%	18%	37%	42%	0%	8%	26%	66%	11%	24%	45%	21%	5%	42%	32%	21%
Cyprus	0%	2%	11%	87%	0%	4%	17%	79%	1%	9%	35%	55%	1%	11%	33%	55%
Czech Republic	0%	4%	29%	68%	0%	11%	22%	67%	0%	19%	63%	19%	0%	18%	57%	25%
Germany	7%	15%	36%	42%	2%	9%	22%	67%	7%	26%	41%	25%	17%	28%	36%	19%
Denmark	3%	17%	40%	40%	1%	8%	35%	56%	5%	23%	43%	29%	11%	38%	33%	18%
Estonia	12%	26%	34%	28%	4%	17%	38%	41%	11%	31%	40%	18%	19%	26%	36%	19%
Greece	2%	3%	26%	70%	2%	5%	17%	77%	2%	14%	36%	48%	8%	22%	35%	35%
Spain	2%	12%	40%	46%	2%	9%	38%	51%	4%	33%	43%	20%	9%	25%	40%	26%
Finland	3%	22%	48%	27%	0%	9%	28%	62%	8%	33%	47%	12%	17%	33%	36%	13%
France	0%	6%	20%	74%	1%	5%	18%	76%	2%	11%	44%	43%	4%	13%	40%	44%
Hungary	2%	13%	34%	50%	7%	22%	35%	35%	2%	22%	48%	28%	11%	27%	38%	24%
Ireland	1%	13%	27%	59%	1%	5%	33%	60%	4%	13%	45%	38%	5%	14%	35%	45%
Iceland	4%	21%	46%	29%	13%	13%	38%	38%	17%	33%	33%	17%	4%	42%	29%	25%

	Your health and health of family				Damage to environment like acid rain and nitrogen deposition in forests				Damage to buildings and cultural heritage sites				Other damage like loss of visibility (smog)			
	Not at all	Slightly	Somewhat	Very	Not at all	Slightly	Somewhat	Very	Not at all	Slightly	Somewhat	Very	Not at all	Slightly	Somewhat	Very
Italy	3%	3%	18%	76%	1%	6%	26%	67%	1%	14%	39%	45%	3%	21%	35%	42%
Liechtenstein	0%	17%	67%	17%	0%	17%	33%	50%	0%	17%	67%	17%	0%	40%	60%	0%
Lithuania	0%	25%	25%	50%	0%	0%	42%	58%	0%	33%	33%	33%	0%	25%	42%	33%
Luxembourg	0%	8%	23%	69%	0%	8%	8%	85%	8%	15%	38%	38%	8%	8%	46%	38%
Latvia	3%	16%	40%	41%	0%	21%	29%	50%	5%	29%	50%	16%	7%	17%	53%	22%
Malta	0%	5%	23%	73%	0%	14%	23%	64%	0%	18%	23%	59%	0%	33%	24%	43%
Netherlands	5%	15%	44%	36%	0%	11%	35%	54%	4%	28%	48%	20%	8%	34%	39%	19%
Norway	7%	19%	49%	26%	1%	11%	39%	49%	7%	28%	41%	25%	28%	30%	28%	15%
Poland	10%	10%	48%	32%	0%	13%	50%	37%	0%	23%	55%	23%	7%	20%	44%	30%
Portugal	0%	7%	34%	58%	0%	4%	24%	71%	2%	17%	47%	34%	2%	16%	40%	42%
Romania	0%	0%	38%	62%	0%	8%	23%	69%	0%	0%	62%	38%	0%	15%	38%	46%
Sweden	3%	11%	34%	51%	0%	1%	22%	77%	3%	15%	44%	38%	9%	17%	37%	37%
Slovenia	7%	25%	41%	27%	2%	15%	41%	41%	11%	34%	40%	16%	8%	25%	46%	21%
Slovak Republic	0%	13%	22%	66%	2%	11%	30%	58%	3%	23%	52%	22%	6%	13%	34%	47%
Turkey	20%	20%	0%	60%	20%	20%	20%	40%	25%	25%	25%	25%	20%	0%	40%	40%
United Kingdom	3%	15%	35%	47%	2%	9%	27%	62%	4%	25%	44%	27%	7%	23%	40%	31%
Other	0%	4%	25%	71%	2%	0%	29%	69%	2%	12%	35%	51%	4%	10%	35%	51%

Annex C Type of respondents by country

The table below gives an overview of the type of respondents and the proportion between individuals and others (representatives of business and NGOs, experts from public authorities and research). The response from individuals in relation to the representatives and experts and in total number is relatively high in Portugal, Belgium and Slovenia; these countries also had a high response in comparison with their population.

Country	Total number of responses	Answering as		
		Individual	Non-individual	Ratio I/Non-I
Austria	382	298	84	3.5
Belgium	694	627	67	9.4
Bulgaria	5	2	3	(0.3)
Switzerland	38	24	14	1.7
Cyprus	106	77	29	2.7
Czech Republic	28	21	7	3
Germany	918	741	177	4.2
Denmark	171	149	22	6.8
Estonia	229	191	38	5
Greece	66	47	19	2.5
Spain	247	197	50	3.9
Finland	174	147	27	5.4
France	781	690	91	7.6
Hungary	82	58	24	2.4
Ireland	78	65	13	5
Iceland	24	18	6	3
Italy	142	97	45	2.2
Liechtenstein	6	6	0	-
Lithuania	12	7	5	(1.4)
Luxembourg	13	11	2	(5.5)
Latvia	59	48	11	4.4
Malta	22	21	1	(1)
Netherlands	164	106	58	1.8
Norway	105	82	23	3.6
Poland	63	46	17	2.7
Portugal	6023	5819	204	28.5
Romania	13	3	10	(0.3)
Sweden	154	120	34	3.5
Slovenia	363	328	35	9.4
Slovak Republic	65	37	28	1.3
Turkey	5	5	0	-
United Kingdom	295	211	84	2.5
Other	51	36	15	2.4
Total	11582	10335	1247	

Annex D Sectors, names and addresses of respondents from organisations

Respondents to the questionnaire were not asked to identify themselves, so the vast majority of the respondents were anonymous. However, for representatives of business, NGOs and trade unions and for experts from public authorities the possibility of giving their names and addresses was given. Tables D1-D4 list these names, and also the number of employees/members in the organisation where appropriate and the sectors of activity of the respondents.

Table D1 Representatives of an industry association and/or private business.

Sector(s)	Number of employees/ members in organisation	Name and address of organisation	Country
Agricultural sector	1-9	Jorge Ignacio Garcia Anastasio. ecophyton@yahoo.es. C/ Venezuela,7 Local Posterior 28820-Coslada-Madrid-España.	Spain
Energy industry	500+	German Electricity Association (VDEW e.V.) D - 10115 Berlin Robert-Koch-Platz 4	Germany
	50-249	Karlshamn Kraft AB, Box 65, 374 21 Karlshamn, Sweden bengt.norman@sydkraft.se	Sweden
Energy industry; Manufacturing industry (automotive and suppliers); Manufacturing industry (non-automotive)	10-49	e-Traction Europe B.V. Vissenstraat 36 7324 AL Apeldoorn email ajheinen@e-Traction.com internet WWW.e-Traction.com Tel. +31 55 521 1111 fax. +31 55 522 2366	Poland ¹⁾
Energy industry; Process Industry	10-49	Fachverband der Mineralölindustrie Wirtschaftskammer Österreich Wiedner Hauptstraße 63 A-1045 Wien email: doloszeski@fcio.wko.at	Austria
	1-9	Ecameter Limited 70 Ditchling Road Brighton david.hirst@Ecameter.co.uk	United Kingdom
Health care	1-9	medicacem@mail.telepac.pt	Portugal
Health care; Manufacturing industry (automotive and suppliers); Manufacturing industry (non-automotive); Other; Process Industry; Service sector (not in the transport sector); Transport sector	500+	Wirtschaftskammer Österreich Abteilung für Umwelt- und Energiepolitik Wiedner Hauptstraße 63 A-1045 Wien E-Mail: axel.steinsberg@wko.at	Austria

Sector(s)	Number of employees/ members in organisation	Name and address of organisation	Country
Manufacturing industry (automotive and suppliers)	500+	MAHLE France (Head Quarter in Germany) 75.000 empl.	France
	500+	Rhodia E&C 21 av Georges Pompidou 69 486 Lyon cedex 03, France	France
	500+	BASF Coatings, S.A. luis.carbonero- zalduegui@coatings.basf.org fernando.montil- jimenez@coatings.basf.org C/. Cristóbal Colón, s/nº Polígono Ind. El Henares E-19004 Marchamalo (Guadalajara)	Spain
	1-9	AUTOECOLOGIA CENTRO ESPECIAL MONTAGENS AUTO AUTOECOLOGIA@.PT TELF.214263950 TM 937301558	Slovak Re- public ¹⁾
Manufacturing industry (automotive and suppliers); Manufacturing industry (non-automotive); Service sector (not in the transport sector)	500+	Landesinnung Wien der Bauhilfsgewerbe A- 1030 Wien, Rudolf Sallinger Platz 1 bauhilfsgewerbe@kwk.at	Austria
Manufacturing industry (automotive and suppliers); Process Industry	1-9	VECTOR Advanced Surface Technologies 11- 13, rue Claude BLOCH F-14000 CAEN vec- tor.ast@wanadoo.fr	France
Manufacturing industry (non-automotive)	500+	Solzaima, Lda. rua dos Outarelos 3750-362 Belazaima do Chão_Águeda_Portugal e-mail: solzaima@mail.telepac.pt	Portugal
	500+	BASF Coatings AG, 48136 Münster, Germany Site Manager udo.vorbeck@coatings.basf.org	Germany
	500+	BASF Coatings AG Umweltschutz + Sicherheit Europa Dr. Peter Bachhausen Glasuritstraße 1 D 48165 Münster – Hilstrup peter.bachhausen@coatings.basf.org	Germany
	500+	Verband der Chemischen Industrie e.V. Karlstrasse 21 D-60329 Frankfurt	Germany
	250-499	ARCONT d.d. Ljutomerska cesta 29 SI-9253 Gornja Radgona E-mail: anton.mercnik@arcont.si	Slovenia
	250-499	NeoResins www.neoresins.com Sluisweg 12 NL-5145 PE WAALWIJK	Netherlands
	50-249	Rhenania Coatings GmbH, Grevenbroich, Ger- many, info@rhenania-gmbh.com	Germany
	10-49	European Fuel Oxygenates Association Avenue E. van Nieuwenhuyse 4 B-1160 Brussels Bel- gium graeme.wallace@efoa.org	Belgium

Sector(s)	Number of employees/ members in organisation	Name and address of organisation	Country
	10-49	Solzaima, equipamentos para energias renováveis, Lda. Rua dos Outarelos 3750-362 Belazaima do Chão_Portugal e-mail: solzaima@mail.telepac.pt	Portugal
	10-49	Trandéfil, S.A. Rua de Trandes, 16 - Fermentões - Apartado 442 - 4801-913 Guimarães trandefil@trandefil.pt	Portugal
	10-49	European Resin Manufacturers Association jim-hemmings@erma.org.uk 8 Waldegrave Road Teddington, Middlesex, TW11 8LD UK	United Kingdom
	10-49	Tischlerei Zeibich GmbH. A-1160 Wien, Seeböckgasse 39 michael.sonnek@zeibich.at	Austria
	1-9	Up-To-Date Umwelttechnik AG, CH-8868 Oberurnen http://www.up-to-date.ch/umwelttechnik	Switzerland
Manufacturing industry (non-automotive); Process Industry	250-499	Fachverband der Chemischen Industrie Österreichs Wirtschaftskammer Österreich Wiedner Hauptstraße 63 A-1045 Wien Austria email: doloszeski@fcio.wko.at	Austria
Manufacturing industry (non-automotive); Service sector (not in the transport sector)	500+	Landesinnung Wien der Maler, Lackierer und Schilderhersteller A-1030 Wien, Rudolf Sallinger Platz 1 maler@wkw.at	Austria
	500+	Bayer Industry Services GmbH & Co. OHG D - 51368 Leverkusen Germany	Germany
	50-249	Landesinnung Wien der Dachdecker A-1030 Wien, Rudolf Sallinger Platz 1 dachdecker@wkw.at	Austria
	50-249	Landesinnung Wien der Glaser A-1030 Wien, Rudolf Sallinger Platz 1 glaser@wkw.at	Austria
	50-249	Landesinnung Wien der Zimmermeister A-1030 Wien, Rudolf Sallinger Platz 1 zimmermeister@wkw.at	Austria
Manufacturing industry (non-automotive); Transport sector	1-9	sun+cycle GmbH Hauptstrasse 7 D-82054 Altkirchen Germany info@sun-cycle.com	Germany
Other	50-249	E-NET d.o.o.	Iceland
	10-49	Ferreira Activa - Movimento Associativo de Ferreira do Alentejo	Portugal
	10-49	környzetvédelmi ipar, ipari szennyvíztisztítás, kármentesítések	Hungary
	1-9	stella@euroenvironmentalcontainers.co.uk	Other

Sector(s)	Number of employees/ members in organisation	Name and address of organisation	Country
	1-9	MECACYL Nederland Ambachtweg 28d 2841 LZ Moordrecht NL info@mecacyl.nl	Netherlands
	1-9	Verband Österreichischer Entsorgungsbetriebe (VÖEB) Lothringer Strasse 12 A-1030 Wien bichler@voeb.at	Austria
	1-9	FVU Unternehmenssicherheit franz.vogl@fvu- online.de	Germany
	1-9	PAAV , Lda. Rua Gomes Freire n.º 380 R/C Dto. 3880-229 Ovar PAAV.LDA@sapo.pt	Portugal
	1-9	ConBio AS Østre Solørveg 26 2211 Kongs- vinger Norway knute.foss@conbio.no	Norway
	1-9	Århus tekniske skole.	
Process Industry	500+	Dr. Wolfgang Volkhausen ThyssenKrupp Stahl AG Kaiser-Wilhelm-Str. 100 D-47166 Duisburg wolfgang.volkhausen@tks-cs.thyssenkrupp.com	Germany
	500+	Naintsch Mineralwerke GmbH, Statteggerstrasse 60, 8045 Graz e-mail: bernhard.gutternigg@europa.luzenac.com	Austria
	500+	IMA-Europe Blv. S. Dupuis 233 box 124 1070 Brussels	Belgium
	10-49	Damaco SA Avenue du commerce N° 2 7850 Enghien. berebere51@hotmail.com	Belgium
	1-9	Adriana Trifan am working at: Fotometric In- struments, SRL, Bucharest, Romania	Romania
Service sector (not in the transport sector)	50-249	Ingenieros Asesores S.A.	Lithuania
	10-49	SCPC, s.r.o. Pionierska 15 83102 Bratislava, Slovensko tel.: +421 2 4445 4328 email: scpc@scpc.sk	Slovak Re- public
	1-9	MEDIVERD MEDITERRÁNEA CONSULTING, s.l.u. pmoreno@mediverd.com	Spain
	1-9	Ecolo - Ecology and Communication Parkallee 14 D-28209 Bremen info@ecolo-bremen.de	Germany
	1-9	ENVIRO, Engenharia e Gestão Ambiental Lda Rua dos 3 Vales, 85 B - Alcaniça 2825-162 CAPARICA geral@enviro.pt	Portugal
Transport sector	500+	Arriva plc mortoni@arriva.co.uk 5 Dominus Way Meridian Business Park Leicester LE19 1RP UK	United Kingdom
	500+	STIB 15 Toison D'or 1050 Bruxelles	Belgium

Sector(s)	Number of employees/ members in organisation	Name and address of organisation	Country
	500+	TUI UK Danielle.chapman@uk.britanniaairways.com Industry Affairs Britannia House London Luton Airport Luton Beds LU2 9ND	United Kingdom
	500+	pda-uk.org truckersworld.co.uk	United Kingdom
	500+	wien energie gasnetz gmbh 1080 Wien, Josefstädter Straße 10-12 gerhard.kunit@wienenergie-gasnetz.at	Austria
	50-249	Verband Deutscher Verkehrsunternehmen Ulrich Weber Avenue de la Renaissance 1 B-1000 Bruxelles weber@vdv.de	Belgium ¹⁾
	10-49	assoenvirovndieres@yahoo.fr	France
	1-9	L C T : Le Comptoir de la Technologie j.martinat@wanadoo.fr 3 rue Berthelot - 69300 CALUIRE	France
	1-9	Portuguese Natural Gas Vehicle Association Rua Carlos Mardel, 2 - 2nd. floor 1900-122 Lisbon apvgn@apvgn.pt	Portugal

¹⁾ The country indicated by the respondent is in a few cases not consistent with the address and language.

Table D2 Representatives of a Non Governmental Organisation.

Number of employees/ members in organisation	Name and address of organisation	Country
>1000	assoutenti lombardia assoutenti.mi@libero.it milan, italy	Italy
	Eco Counselling Europe A 1060 Mariahilferstrasse 89/22 www.ecocounselling-europe.org ecocounselling-europe@nexta.at	Austria
	parlam. Bürgerinitiative B305 Kapellerfeld (parliamentary peoples initiative B305 Kapellerfeld) aron.vrtala@ap.univie.ac.at	Austria
	Milieudefensie Friends of the Earth Netherlands evert@milieudefensie.nl www.milieudefensie.nl	Netherlands
	GEOTA - Grupo de Estudos de Ordenamento do Território e Ambiente National-wide environmental NGO specialized in environmental policy and environment and development issues e-mail: geota.sec@netcabo.pt homepage: http://www.geota.pt Endereço/Address: Travessa do Moinho de Vento, Nº 17, CV. Dta. 1200-727 LISBOA - PORTUGAL Tel/phone: +351 21 395 61 20 - Tel/Fax: +351 21 395 53 16 - Telemóvel (cell phone): 96 260 26 80	Portugal

Number of employees/ members in organisation	Name and address of organisation	Country
	Dansk cyklist Forbund, Rømersgade 5, 1362 København K, Denmark e-mail: dcf@dcf.dk	Denmark
	BundJugend bundjugend@bundjugend.de Am Köllnischen Park 1 a Berlin-Mitte	Germany
	Stop Stansted Expansion PO Box 311, Takeley, Bishop's Stortford, CM22 6PY	United Kingdom
	Bündnis lebenswerte Stadt, c/o Bund Naturschutz, Endterstraße 14, 90459 Nürnberg, www.buendnis-lebenswerte-stadt.de, buendnis-lebenswerte-stadt.de	Germany
	Associação de profissionais de Serviço Social - Delegação Regional do Centro apss-drc@interacesso.pt	Portugal
	Buergerinitiative "B 244 -Wernigerode ohne Schwehrlastverkehr" Ansprechpartner: Frau B.Tannert Schoene Ecke 40 38855 Wernigerode E-Mail: info@koenig-kilian.de Unser Ziel: Einsatz für Ortsumgehung Wernigerode seit 2000, wegen massiver Laerm und Luftverschmutzung	Germany
	BUND Landesverband Bremen Am Dobben 44 D-28203 Bremen info@bund-bremen.net Peter Müller Verkehrsreferent	Germany
	Bund für Umwelt und Naturschutz Deutschland e.V. (BUND) Bundesarbeitskreis Immissionsschutz wilfried.kuehling@bund.net Prof. Dr. Wilfried Kühling Heisterkamp 18 a 44265 Dortmund	Germany
	Fietzersbond vzw , info@fietzersbond.be , boomgaardstraat 22 bus 57 2600 Berchem	Belgium
	Allgemeiner Deutscher Fahrrad-Club Kreisverband München e.V. Karin Hoffmann Platenstraße 4 80336 München	Germany
	Asociación de Vecinos San Julian de Somio-Gijon-Asturias-España Camino de las Begonias,71 33203-Somio-Gijón avsomio@telefonica.net	Spain
	Nei til atomvåpen Storg. 22 N-0184 Oslo Norway srodmyr@yahoo.no	Norway
	Self-Determination for Gbraltar Group, sdgg@gibraltar.gi P.O. Box 134, Gibraltar (Europe)	United Kingdom
	QUERCUS-Ilha Terceira	Portugal
	QUERCUS ANCN - www.quercus.pt	Portugal
	Grüne Liga Sachsen Holger Seidemann - Mitglied des Landessprecherrates Bernhard-Göring-Straße 152 04277 Leipzig Germany	Estonia ¹⁾
	Youth and Environment Europe	Czech Republic
	Christian Farrar-Hockley European Public Health Alliance - Environment Network Info@env-health.org 39-41 Rue D'Arlon, Brussels 1000.	Belgium
	BUND, Ortsgruppe Adresse: Winkel 14, 88090 Immenstaad, Deutschland k.lindemann@csonline.de	Germany
	CNE- Escutismo Junta Regional de Leiria	Portugal
	Umweltforum Düsseldorf www.umweltforum-duesseldorf.de Merowingerstraße 88 40622 Düsseldorf	Germany

Number of employees/ members in organisation	Name and address of organisation	Country
	Waldviertler Energie-Stammtisch energiestammtisch@utanet.at	Austria
	Dublin 15 Community Council, contact at ck@dna.ie	Ireland
	Bund für Umwelt und Naturschutz Deutschland tilmann.heuser@bund.net	Germany
	Thomas Schmarda, Alpenverein Südtirol - AVS, Referat für Natur und Umwelt, natur-umwelt@alpenverein.it, Vintlerdurchgang 16, I - 39100 Bozen	Luxembourg ¹⁾
	Landesarbeitskreis Abfall des BUND NRW eV Merowingwestr. 88 40225 Düsseldorf	Germany
101-1000	BUND Rostock Ulrich Söffker Gerberbruch 32 18055 Rostock bund.rostock@bund.net	Germany
	Association Democratie Ecologie Solidarité, 10 rue Voltaire Grenoble 38000 presidency.ades@free.fr	France
	terre.bleue@libertysurf.fr TERRE BLEUE - 60, avenue Emile Bieckert - F 06000 NICE	France
	Lithuanian Cyclists' Community PO Box 190, LT-91001 Klaipeda info@bicycle.lt	Lithuania
	Verkehrsclub Deutschland Kreisverband Heidenheim e. V., heidenheim@vcd.org, Adr.: Lange Str. 66/4 in D89542 Herbrechtingen	Germany
	ÄrztInnen für eine gesunde Umwelt www.aegu.net, info@aegu.net Große Mohrengasse 39, 1020 Vienna	Austria
	prolocomontesarchio@virgilio.it	Italy
	The Hemiplegic Foundation / foundation@hemiplegia.net / P.O. Box 360302 / San Juan / Puerto Rico / 00936-0302 / USA	Other
	Merseyside Cycling Campaign, Liverpool	United Kingdom
	Allgemeiner Deutscher Fahrradclub (ADFC), Kreisverband Goslar Joachim Sachs Goslarsche Strasse 8 DE-38678 Clausthal-Zellerfeld E-mail: adfc_clz@gmx.net	Germany
	Grupo Flamingo, Associação de Defesa do Ambiente grupoflamingo@sapo.pt Alameda Vinte e Cinco de Abril, nº 11 Miratejo 2855-211 Corroios	Portugal
	The Swedish Association of Environmental Health Professionals, www.ymh.se	Sweden
	Graham Stocks, Chairman of the Leicestershire Branch of the Campaign to Protect Rural England, 63 Barrow Road, Quorn, Leicestershire, LE12 8DH.	United Kingdom
	AMIAMA-Associação dos Amigos dos Animais e do Ambiente da Amadora amiama@netcabo.pt Rua Prof. Egas Moniz, 18 R/C Drt 2610-149 BURACA	Portugal
	Säästva Eesti Instituut; seit@seit.ee; Box 160, 10502 Tallinn, Eesti;	Estonia
	East Leicestershire Villages Against Airspace / elvaa.org please do not hesitate to contact me ...Steve Charlish Chairman of ELVAA ELVAA, PO box 7848, Kings Norton, Leicestershire. UK LE7 9WX	United Kingdom
	Association pour la Prévention de la Pollution Atmosphérique 21 rue Pierre Brossolette 94270 Le Kremlin Bicêtre jean-marie.rambaud@appa.asso.fr	France

Number of employees/ members in organisation	Name and address of organisation	Country
	Verein zum Schutz der Erholungslandschaft Osttirol, Postfach 166, A-9900 Lienz schutzverein.osttirol@utanet.at	Germany
	Verein zum Schutz der Erholungslandschaft Osttirol, Postfach 166, A-9900 Lienz schutzverein.osttirol@utanet.at	Austria
	Associação Comunidade Verde www.acv.org.pt Lg. Ana de Castro Osório, 13, B Alfovelos 2650-390 Amadora	Portugal
	adace@mail.pt	Portugal
	Environmental Safety Group, Mailbox Centre POBox 561 Suite 223, Imossi House Irish Town, Gibraltar	Other
	Delegação do Alentejo da Associação 25 de Abril GRÂNDOLA VILA MORENA, TERRA DA FRATERNIDADE, O POVO É QUEM MAIS ORDENA DENTRO DE TI, HÓ CIDADE. Pessoa colectiva de utilidade pública (Declaração n.º 104/2002, DR - II Série, n.º 91 de 18 de Abril) Contribuinte n.º 501 323 414 Bairro da Esperança Edf. 2 – Bloco 3 . Loja r/c Dtº 7570 – 145 GRANDOLA Telef: 269451822 Tm: 968027406 E-mail: a25a.del- lentejo@25abril.org	Portugal
	U.C.P.ANS-Ste-Marie. cam.cel@skynet.be rue de Poperinghe, 4051 VAUX- Sous-Chèvremont.	Belgium
	Uudenmaan ympäristönsuojelupiiri, Kotkankatu 9, 00510 Helsinki, Suomi, uusimaa@sll.fi	Finland
	Projecto Palhota Viva palhotaviva@iol.pt 2070-502 PORTUGAL	Portugal
	Tagis - Centro de Conservação das Borboletas de Portugal www.tagis.net	Portugal
	ADFC Kresverband Rosenheim, Felix Kupferschmidt, Waldeckweg 1a, 83026 Rosenheim, felix.kupferschmidt@rosenheimer-radwege.de	Germany
	EEB - European Environmental Bureau vd de Waterloo, 34 1000 Brussels - Belgium E-mail: info@eeb.org Website: www.eeb.org	Belgium
	autofrei leben! Regionalgruppe Hamburg Udo Schuldt Traberweg 34 E 22159 Hamburg	Germany
	Atomstopp International Plattform gegen Atomgefahr Oberösterreich	Austria
	Alpentransit Ausserfern Danielstraße 9 a-6631 Lermoos	Austria
51-100	Societatea Ecologista NOUA ALIANTA Giurgiu ROMANIA	Romania
	Legambiente Modena lambmo@comune.modena.it, via casellina 29 41100 Modena	Italy
	DEVELOPMENT & RESEARCH PERUVIAN INSTITUTE ipidperu@yahoo.es M.Segura 353 Dpto A Santa Beatriz, Lima 1, Peru	Other
	marseille.fubicy.org	France
	aah, núcleo do Porto. aahistoria@megamail.pt faria guimarães, 705/707 2º E, 4200-291 PORTO	Slovak Republic ¹⁾

Number of employees/ members in organisation	Name and address of organisation	Country
	Reform Party of Gibraltar, info@reformpartygib.com, http://www.reformpartygib.com Note : Our comments refer only to Gibraltar and its hinterland and NOT mainland UK areas.	United Kingdom
	NECTAR_ Nucleo de estudos de ciencias e tecnologias do ambiente nectar@mail.pt	Portugal
	Association AndréSy = Qualité Pour Tous ! 48 rue du Gal Leclerc F78570 ANDRESY ANDREQUAL@aol.com	France
	European Landowners' Organisation 67 Rue de trèves 1040 Bruxelles environ- ment@elo.org	Belgium
<50	EUROGI - European Umbrella Organisation for Geographic Information	Sweden
	brushkov@hotmail.bg	Bulgaria
	Natuur en Milieu Overijssel m.berg@natuurmilieu.nl Stationsweg 3 8011 CZ Zwolle	Netherlands
	Vitra Cerknica, Cesta 4. maja 51, 1380 Cerknica, vitra@guest.arnes.si	Slovenia
	URTP - Uniunea Romana de Transport Public (Romanian Union of Public Transport), Romania, Bucharest, Sector 1, Blvd. Gh. Magheru no. 6-8, 6th floor, rooms 15/16, doina.anastase@urtp.ro	Romania
	Ogólnopolskie Towarzystwo Zagospodarowania Odpadów "3R" ul. Zbyd- niowicka 12, 30-698 Krakow tel./fax: (12) 654 99 86 http://www.otzo.most.org.pl	Poland
	Mainzer Bürgerinitiative gegen den Ausbau des Frankfurter Flughafens 55128 Mainz Sattlerweg 50 Germany	Germany
	Gelderse Milieufederatie info@gmf.milieu.net postbus 1085 6801 BB Arnhem	Netherlands
	Focus Association for Sustainable Development info@focus-ngo.org Cesta na Roglo 17c, SI-3214 Zreče	Slovenia
	ForMe21 : "Forum Media pour l'environnement et le Développement durable" forme21@club-internet.fr 25 Allée des Chevaux-Rû 78400 CHATOU FRANCE	France
	Name: Nürnberger Energiewendebündnis Mail: energie-wende@web.de Location: Nürnberg, Germany	Germany
	Association Astarac Vivant 32300 Clermont-Pouyguillès France chan- tal.gibbs@wanadoo.fr	France
	Associazione PERCORSI - presidente@associazionepercorsi.it Via Cornelio Filone 15/A - 91026 - Mazara del Vallo (Tp) - Italia Telefono: +39 0923 909270 - Fax: +39 0923 670091	Italy
	webmaster@pro-herten.de www.pro-herten.de	Germany
	http://pro.wanadoo.fr/capdebleu cap de bleu	France
	Association Auxilia didier.bergeret@auxilia.asso.fr 4 boulevard Pasteur 75015 Paris	France
	Liga Portuguesa dos Direitos do Animal	Portugal

Number of employees/ members in organisation	Name and address of organisation	Country
	Ecologistas en acción Axarquía, Atalayanatural, 29719 El Trapiche, Vélez Málaga Málaga, España Atalayanatural@hotmail.com	Spain
	Union de quartier Petite Tronche Péage 20 ch ST Jean 38700 La Tronche d.morardlacroix@wanadoo.fr	France
	"A Nossa Terra" Monchique, Portugal	Portugal
	FAPAS - Fundo para a Protecção dos Animais Selvagens fapas@esoterica.pt Rua Alexandre Herculano, 371 4º Tra 4000 Porto	Slovak Republic ¹⁾
	Ambiconsultores@racsa.co.cr malfarog@costarricense.cr	Other
	AOOAY (Association 1901) rah@aooy.org 13, rue Monteneau 37120 CHAMPIGNY SUR VEUDE FRANCE	France
	Inter-Environnement Wallonie 6, Bd du Nord - 5000 Namur njle-cuyer@iewonline.be	Belgium
	Side By Side Gibraltar email: elucas@gibtelecom.net	Spain
	d15comcoun@eircom.net DUBLIN 15 COMMUNITY COUNCIL CLONSILLA HALL, CLONSILLA ROAD, CLONSILLA, DUBLIN 15	Ireland
	AEGPL aegpl@wanadoo.fr 6 rue Galilée 75782 Paris France	France
Not specified	ADFC KV Regensburg, Dr.-Johann-Maier-Straße 4, 93049 Regensburg, verkehr@adfc-r.de	Germany
	Platform Duurzaam Leidschendam-Voorburg	Netherlands
	ADFC NRW U.Syberg@ADFC-NRW.de	Germany
	Malta Tourism Society PO Box 58 Bkara Malta info@maltatourismsociety.org.mt	Malta

¹⁾ The country indicated by the respondent is in a few cases not consistent with the address and language.

Table D3 Experts working in a public authority.

Kind of public authority	Name and address of organisation	Country
National/Federal Authority	Environment & Food Agency of Iceland	Norway ¹⁾
	Saxon State Agency for Environment and Geology (Sächsisches Landesamt für Umwelt und Geologie), Postfach 800132, 01101 Dresden, www.umwelt.sachsen.de	Germany
	UMEG, Großoberfeld 3 76135 Karlsruhe valet@umeg.de	Germany
	REGULATORY AUTHORITY FOR ENERGY, michalena@hotmail.com Panepistimiou 69 & Eolou, 105 64 Athens	Greece
	MOP	Slovenia
	Agencija RS za okolje, Vojkova 1b, SI-1000 Ljubljana anton.planinsek@gov.si	Slovenia
	MOP-ARSO, Vojkova 1b, 1000 Ljubljana, mirko.bizjak@gov.si	Slovenia

Kind of public authority	Name and address of organisation	Country
	Department of Labour Inspection CY-1493 Nicosia-Cyprus Inico-laides@dli.mlsi.gov.cy	Cyprus
	DDASS de la Drôme	France
	maxime.jean@equipement.gouv.fr	France
	Instituto de Meteorologia - Portugal luis.nunes@meteo.pt	Portugal
	keskkonnainspeksioon oleg.bolotov@kki.ee Kopli 76, Tallinn	Estonia
	princova.helena@enviro.gov.sk Ministerstvo životného prostredia SR	Slovak Republic
	Slovenský hydrometeorologický ústav Jeséniova 17 833 15 Bratislava	Slovak Republic
	Országos Környezetvédelmi, Természetvédelmi és Vízügyi Főigazgatóság	Hungary
	http://www.sizp.sk	Slovak Republic
	Ministero dell'Ambiente e della Tutela del Territorio -Direzioe generale per la salvaguardia ambientale- Via Cristoforo Colombo 44 00147 Roma	Italy
	Ministry of Labor and Social Insurance	Cyprus
	Ente Parco nazionale Foreste Casentinesi	Italy
Regional Authority	Rural Regeneration Cumbria, james@ruralcumbria.co.uk	United Kingdom
	Lucy Sadler, Greater London Authority, Lucy.Sadler@london.gov.uk	United Kingdom
	Länsstyrelsen i Västerbottens län eva.mikaelsson@ac.lst.se	Sweden
	Région Nord Pas de Calais f.lerique@nordpasdecals.fr 45 rue de Tournai 59555 LILLE cedex FRANCE	France
	Sussex Air Quality Steering Group nigel.jenkins@lewes.gov.uk	United Kingdom
	Provincie Limburg PO box 5700 6202 MA Maastricht NL pj.levels@prvlimburg.nl	Netherlands
	Regierung von Oberfranken Ludwigstraße 20 95444 Bayreuth poststelle@reg-ofr.bayern.de	Germany
	Regionalverband Ruhr, beckeoege@rvr-online.de, Kronprinzenstr. 35, 45128 Essen	Germany
	Pääkaupunkiseudun yhteistyövaltuuskunta, ympäristötoimisto Opastinsilta 6 A, 00520 Helsinki	Finland
	GLCT REGIO PAMINA plate-forme douanière 67630 SCHEIBENHARD ar-naud.schwartz@cg67.fr	France
	Günther Kerschbaumer Landesagentur für Umwelt Amba Alagistraße 5 I - 39100 Bozen guenther.kerschbaumer@provinz.bz.it	Italy

Kind of public authority	Name and address of organisation	Country
	ministere de la région de bruxelles capitale - administation de l'équipement et des déplacements - département infrastructures des transports publics - département équipements	Belgium
	guna@dobelesrp.lv	Latvia
	public health physician working in scools and administration i local community	Denmark
	Arbeitskammer des Saarlandes Fritz-Dobisch-Str. 6-8 66111 Saarbrücken juergen.meyer@arbeitskammer.de	Germany
	Diputació de Barcelona. Servei de Medi Ambient C/ comte d'urgell 187 08036 Barcelona correo electrónico: fuentesbs@diba.es	Spain
	Centro Regional de Saúde Pública do Algarve; crspalgarve@arsalgarve.min-saude.pt; Rua Brites de Almeida, n.º 6, 3º Dto. 8000-234 FARO	Portugal
	prednosta@ba.kuzp.sk	Slovak Republic
	avozim@hotmail.ee 68203 Valga, Puiestee 8 Valga Piikonna Keskkonnakeskus	Estonia
	Provincie groningen j.p.van.zweeden@provinciegroningen.nl NL-9700 AP Groningen	Netherlands
	Institut Bruxellois pour la gestion de l'Environnement (IBGE) Guelledelle 100 B-1200 Bruxelles Jean-Pierre Hannequart, Directeur Général jph@ibgebim.be	Belgium
	Michael von Koch beim Regierungspräsidium Stuttgart, Ruppmannstr.21, 70565 Stuttgart	Germany
	SIŽP IŽP IOO Žilina, legionárska 5, 012 05 Žilina tkac@sizp.sk	Slovak Republic
	Liepaja Regional Environmental Board	Latvia
	INSPEKCJA OCHRONY ŚRODOWISKA - WOJEWÓDZKI INSPEKTORAT OCHRONY ŚRODOWISKA W SZCZECINIE ul. Wały Chrobrego 4 70-5-2 Szczecin wios@wios.szczecin.pl	Poland
	WIOŚ	Poland
Local Authority- agglomeration >250.000 inhabitants	provincie Gelderland, postbus 9090 6800 GX Arnhem	Netherlands
	Gemeente Den Haag c.vandenberg@dsb.denhaag.nl postbus 12651 2500 DP Den Haag	Netherlands
	City of Wakefield Metropolitan District Council sdouglas@wakefield.gov.uk Environmental Health Services Newton Bar Wakefield WF1 2TX	United Kingdom
	Freie Hansestadt Bremen Der Senator für Bau, Umwelt und Verkehr -20-30-Ansgaritorstr. 2 D 28195 Bremen michael.glott-richter@umwelt.bremen.de	Germany
	Sheffield City Council bernd.hoermann@sheffield.gov.uk Environmental Protection Service 2-10 Carbrook Hall Road Sheffield S9 2DB UK	United Kingdom
	STIB maryjm@stib.irisnet.be 15, avenue de la Toison d'Or B-1050 Bruxelles	Belgium
	Public Works Rotterdam gemeentewerken@gw.rotterdam.nl P.O. Box 6633, 3002 AP Rotterdam NL	Netherlands

Kind of public authority	Name and address of organisation	Country
	Havant Borough Council, Civic Offices Civic Centre Road, Havant, Hampshire, PO9 2AX. Direct Dial: 02392 44 66 72 (ask for Jonathan Driver) Email: ippc@havant.gov.uk	United Kingdom
	Dr. Jānis Kleperis Rīgas domes Vides departaments Environmental Department of Riga City Council Gaisa aizsardzības nodaļa Air Protection Division 1 Basteja Blv. Riga, LV-1050 LATVIA Tel.: +371-7012989 Fax: +371-7012984 E mail: Janis.Kleperis@vide.rcc.lv http://www.agenda21riga.lv	Latvia
	Berliner Stadtreinigungsbetriebe A.ö.R.	Germany
	South Dublin County Council, County Hall Tallaght, Dublin 24, Ireland	Italy
	Staatliche Hochbauverwaltung Bayern.	Germany
	Reno syv post@renosyv.dk	Denmark
	Jorge Tristany Parque de Material e Oficinas III Estrada da Pontinha 1600-584 LISBOA Metropolitano de Lisboa, E.P. GIEI-Instalações Especiais e Energia Tel.: 21 7101049 Ext. 5321 Tlm.: 919058185	Portugal
	Latvian Environment, Geology and Meteorology Agency, epoc@meteo.lv , 165, Maskavas str., Riga Latvia	Latvia
Local Authority- agglomeration <250.000 inhabitants	Sylvain FAYET - Ingénieur ETUDES AIRMARAIX 67-69 avenue du Prado - 13286 Marseille Cedex 06 Tél. : 04 91 32 38 23 - Fax : 04 91 32 38 29 mail-to: s-fayet@airmaraix.com pages web : http://www.airmaraix.com	France
	City and County of Swansea Environment dept. The Guildhall, Swansea SA1 4PE UK huw.morgan@swansea.gov.uk	United Kingdom
	Mohl Miklós, mohl.m@polghiv.szeged.hu	Hungary
	Valkeakosken kaupunki ympäristöpalvelut Särpimäenkatu 27 37600 VLK jorma.kytola@vlk.fi	Finland
	Comune di Assago- Liana Castaldo- servizio.ecologia@comune.assago.mi.it	Italy
	Pärnu Linnavalitsus, olav@lv.parnu.ee , Kuninga 24, Pärnu 80010	Estonia
	Chichester District Council East Pallant House 1 East Pallant Chichester West Sussex PO19 1TY England	United Kingdom
	Santa Casa da Misericórdia de Barcelos	Portugal
	Meath Co. Council	Ireland
	Stockholm City viviann.gunnarsson@stadshuset.stockholm.se	Sweden
Not specified	Marktgemeinde Lustenau Umweltabteilung Rathausstraße 1 A-6890 Lustenau ru.alge@lustenau.at	Austria
	Provincie Gelderland, Pb 9090, NL6800GX ARNHEM Nederland gland-man@prv.gelderland.nl	Netherlands
	Miljørettet helsevern i Indre Østfold IKS	Norway

¹⁾ The country indicated by the respondent is in a few cases not consistent with the address and language.

Table D4 Representatives of a trade union.

Sector	Number of employees/ members	Name and address of organisation	Country
Service sector (not in the transport sector)	500+	VMM	Belgium
	1-9	Tretton Gmbh office@tretton.at Oberlaaerstr 98/1 A 1100 WIEN	Austria
Transport sector	500+	Gewerkschaft TRANSNET Transport Policy Armin Duttiné Chausseestraße 84 10115 Berlin Germany	Germany
Other	500+	The Library. Trinity College, College Street Dublin 2 Ireland <mhat-ton@tcd.ie>	Ireland
	500+	Stal Sindicato Nacional da Administração Local. lanca@stal.pt	Portugal
	10-49	Lega Consumatori	Italy