

EUROPEAN FEDERATION OF CLEAN AIR AND  
ENVIRONMENTAL PROTECTION ASSOCIATIONS  
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## OFFICIAL CONCLUSIONS *OF THE EUROPEAN SYMPOSIUM*

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### HOW TO FIGHT AIR POLLUTION AND CLIMATE CHANGE EFFECTIVELY TOGETHER IN EUROPE?

These conclusions have been drawn from the presentations, debates, reports of each session of the symposium, and from the conclusion session, chaired by EFCA president and IUAPPA secretary general, with the contribution of representatives of the European Commission and the European Parliament.

They have been submitted to all session chairs and rapporteurs and approved by the EFCA executive committee. They are meant to be presented to policy makers at international, European and national levels.

More detailed reports, as well as the summaries and slides of presentations made by the invited experts can be found on the symposium website: <http://www.efcasymposium.eu/>

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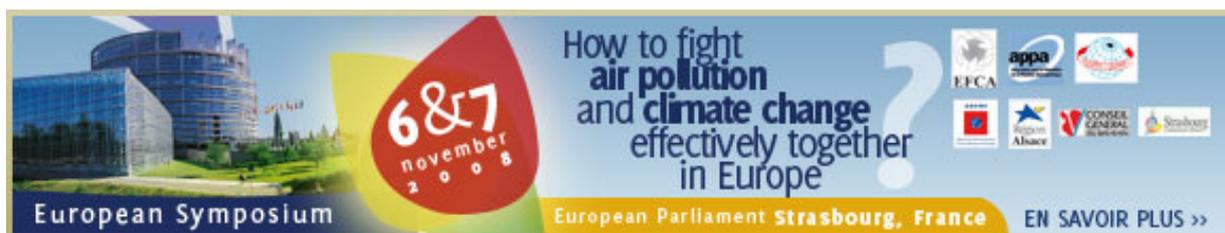
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## MAIN CONCLUSIONS

1. Despite the evidence that air pollution (AP) and climate change (CC) phenomena are closely intertwined, with both **synergetic and antagonistic effects**, the two challenges have not yet been addressed in an integrated manner. Developing **more structured frameworks** may foster coordinated policies that will avoid trade-offs, target co-benefits, and result in cost-effective strategies and solutions. Such frameworks will be supportive at local, national, regional and global levels.
2. Though the observed complex physico-chemical interactions between air pollution and climate change phenomena are non-linear and still subject to some degrees of uncertainty, **the present level of knowledge is sufficient to inform policy making** in a meaningful way. Uncertainties must not prevent that important decisions are being made now.
3. On the short term, air quality (AQ) policies aimed at reducing **methane, ozone** (through its precursors) and **black carbon** will have immediate benefits on climate.
4. Greenhouse gas (GHG) mitigation strategies may have substantial co-benefits on the health of humans (and eco-systems) if they reduce the emissions of other air pollutants as well. This is valid, e.g., for strategies which reduce the use of fossil fuels. However, some popular GHG mitigation measures exhibit **clear trade-offs**. Measures to achieve air quality goals may result in the reduction of GHG, but may also increase the emission of GHG. In order to harvest the co-benefits for maximal cost-effectiveness and to avoid trade-offs where possible **the two problems should not be considered in isolation**.
5. Separately, AP and CC policies are insufficient to reach both targets, but can deliver substantial **co-benefits when combined**. Attention must be given though to short and mid-term adverse implications. Some stand-alone air pollution policies, notably aimed at abating sulphur oxides and secondary aerosols, will bring stronger warming because the present masking effect of these aerosols diminishes; this will require an intensification of reduction policies for the reduction of emissions of GHGs to avoid long term warming.
6. There is still a need for closer links between scientific communities, so as to structure a **“one atmosphere” approach**. Robust tools already allow assessment of cost-effective measures and identification of possible trade-offs. But attention should be given to where further work is required, notably in **Life Cycle Analysis** and integrated modelling capacities. There is also a need for **integrated indicators**.
7. There is a need not only for environmental impact assessment of individual projects but also for strategic impact assessment concerning large policy sectors such as biomass for

example. The geographic scale of our assessments must be enlarged and include impacts in other parts of the world in order to get the entire footprint of the policy. Their time scales must enable to **compare** and relate **short term** air pollution and **long term** climate change problems.

8. There is an opportunity to integrate some of the time frames and targets for the two areas of AP and CC. A **long term goal** could be set for air pollutant emissions for say 2050 which embodies the energy and transport changes implicit in the GHG goal. International organisations/instruments could set the framework, maintaining the flexibility for national solutions.
9. In the energy sector combined heat and power from biomass burning is currently the most popular choice, and may be more cost effective than other renewable technologies such as wind turbines and solar panels. But a lot of countries should not have jumped on this supposed “climate friendly” policy of **wood burning** without enough consideration to possible impacts on air quality and health, notably from the spreading of small scale plants and individual wood stoves.
10. **Bio-fuels** development deserves a careful **Life-Cycle Analysis**, and complete assessment of environmental, economic and social concerns.
11. Further encouragement to using more diesel should take care not to lead to a simple win-lose policy, notably with a **well to wheel analysis** taking into account the refinery emissions, the black carbon increasing radiative forcing effect and specific health effects that should be accounted in the global balance.
12. The **European Strategic Energy Technology (SET) Plan** provides a common tool to pave the path for technological progress and future more efficient energies. It shows the expected share of improvement for each type of technology on the time frame, from wind to fusion.
13. The “low hanging fruits” of **energy efficiency, energy conservation** and **energy demand management** must be collected as soon and completely as possible. Energy efficiency must be sought in end-use applications too and a change in the **consumers' behaviour**. Renewables usually have less impact than fossil fuels, but there are still concerns on the **environmental sustainability of bio-fuels**.
14. In the near future, **the Climate and Energy Package (CEP) will be the main instrument** to further AQ co-benefits in the European Community. The **political priority** is so high on CC that more integrated package with co-measures on CC and AP is unlikely the next few years. On the longer term, the international conventions on AP and on CC will have to meet, discuss and study the stakes and effects on a common ground. While awaiting a framework for coordinating the two policies we recommend to use existing legislation where possible to further integrated approaches and the identification of co-benefit options.
15. There is a need to find, in each world region, the right mix of technical and non-technical control measures, which not only aims at reducing the effects of air pollution and avoid dangerous climate change, but be socially equitable, cost effective, and allow for development and poverty reduction. It also is **a cultural challenge**, impacting all sectors of economy and society, with another approach of urban development, mobility, technological progress, production and consumption, and finally of everyday life.