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## EFCA elected new President

During the year 2017 the second period from EFCA president Thomas Reichert ended. Thomas representing the German member association GUS.

The president proposed to have in future a more planned change in presidency; preferably, the next association delivering the president is to be identified and announced with the election of the new president whose association could then, prepare for the presidency phase.

The president proposed to the EFCA Assembly to elect **Dr Andrzej Jagusiewicz** as the new president. Referring to his CV, he summarised his long professional career and his several top-positions in international bodies and at national level. The *president* expects from his election a reestablishment of contacts to these bodies which are partly lost due to the retirement of former contacts.

The president further suggested that the EFCA member associations should prepare in time candidates for the next presidency phases to strengthen on the international level the network of the associations and to progress on the European level to increase the network to the eastern and south eastern countries in Europe.

The ballot process was finalized on 31<sup>st</sup> July 2017 and the member associations elected unanimously Andrzej Jagusiewicz as the new president. A formal handover of the presidency will be with the next EFCA board meeting in Primosten, Croatia, on October 4<sup>th</sup> 2017.

Congratulation to Andrzej

Thomas Reichert

## News

From Euractiv News:

### Emissions collusion dampened EU spark

After the Volkswagen diesel emissions scandal broke in late 2015, it quickly became apparent that the German giant was not the only car company with dirty secrets to hide...

Studies showed that almost all carmakers exceeded legal emissions limits, with VW far from the worst offender.

So somehow it was no big surprise to learn this week that the big names of Germany's automotive industry had probably been illegally in cahoots since the 1990s.

Some of Europe's best-known car brands now stand accused of forming secret working groups on everything from costs and supplies to how to deal with tough emissions standards.

According to sources close to the car industry, manufacturers have spent decades pressuring governments to water down regulation and ignore their emissions infringements. Terrified of being seen as anti-business, leaders in export-driven economies like Germany have consistently caved in.

European authorities were even told about VW's emissions test cheating years ago but chose to do nothing.

But recent signals from some EU countries suggest change is on the horizon. France this month unveiled plans to ban the sale of petrol and diesel-powered cars by 2040. The UK followed suit yesterday.

2040 still feels like a long way off, giving carmakers plenty of time to adapt. But some forward-thinking companies have already plotted a much shorter course to an electrified future.

Volvo has said it will produce only electric and hybrid vehicles from 2019 onwards and BMW this week made a cryptic

announcement about the electric drive chains in its new Mini.

With air pollution killing 400,000 Europeans and costing the continent more than €1.3trn every year, it is clear that urgent action is needed. And such government pledges are a good start for an industry that needs certainty to plan for the future.

Yet the real wake-up call is coming from the East, and many of Europe's internal combustion behemoths may still come to regret the years they spent conspiring to bypass pollution regulations rather than developing competitive clean technologies.

A surge in ambition and technological know-how in both India and China, two of the world's biggest, fastest-growing markets, has caught the European incumbents napping.

India said it would aim to fully electrify its road transport sector by 2030, while China reckons it can boost electric car sales to 20% of its total by 2025.

If either country even comes close to these goals, the gains made by their domestic car producers would allow them not only to penetrate the European market but also to undercut and outperform Europe's exporters.

Change will come whether European companies are part of it or not: they can either evolve or face extinction. This is at last the kind of language the established European carmakers should be able to understand.

<http://www.euractiv.com/section/transport/news/the-brief-emissions-collusion-dampened-eu-spark/>

## Air pollution prevention experts from all over Europe discuss in Espoo

On 16 and 17 May 2017 CEN/TC “Air Quality” met for its annual plenary meeting at the invitation of VTT Technical Research Centre of Finland in Espoo near Helsinki. Nearly 40 experts from eight European countries attended the two days’ meeting and discussed the state of the art and the future key aspects of air quality standardisation.



Currently, almost 30 working groups of CEN/TC 264 are dealing with over 50 standardisation projects.

A focal point of the first meeting day was the co-operation with ISO/TC 146 “Air Quality”. For the mutual processing of standardisation projects for which TC 264 received an EC/EFTA mandate the co-operation is challenged by the strict timelines fixed in the mandate. This is especially the case for ISO project lead which is also possible for mandated projects falling under the Vienna Agreement. For a better progress of the co-operation with ISO/TC 146 a vivid communication between the TC chairmen and also a regular information exchange on current standards and projects between both technical committees was agreed.

The second meeting day started with a convenors’ workshop. At the beginning new rules and requirements in European standardisation, e.g. reduction of standard development time, activation of preliminary work items or changed internal regulations for standard preparation, were discussed. An intensive discussion took place on conformity assessment requirements in European Standards. The neutrality principle stipulates that the content of the standard shall not state a preference for one form or one type of assessment over another. TC 264 saw a need to check its standards respectively. Possibly some amendments have to be prepared.

Also new items were discussed intensively. Prior to the meeting the TC 264 secretariat had circulated a list of potential new standardisation topics that was checked at the plenary meeting. This list also includes topics from EC DG Environment. The following new projects are of special interest to EC: emission measurements of gaseous mercury, of formaldehyde and of dioxins (PCDD/PCDF).

A corresponding mandate proposal is already in preparation.

The start of the new standardisation project “Emission test benches” performed under Italian convenorship in WG 45 was based on the results of a JRC/CEN workshop held in January 2017 in Ispra.

The successful two days’ meeting was terminated by the new Chair of CEN/TC 264, Rod Robinson, with thanks to all participants for the intensive and fruitful discussions. The next plenary meeting will take place on 29 and 30 May 2018 in Seville, kindly initiated by the new Vice-Chair, Annette Borowiak.

## Annual meeting 2017 of TFTEI

The 3<sup>rd</sup> annual meeting 2017 of TFTEI (Task Force on Techno-Economic Issues) jointly organized by Italy (ENEA) and France (CITEPA-ADEME) will take place in Rome , on October 20, 2017 at the headquarters of the Italian Agency for New Technologies, Energy and Sustainable Development (ENEA). A slot is scheduled in the Agenda for EFCA President to report on the Brussels Symposium on Ultrafine Particles. The day before, October 19, the Technical meeting of TFTEI Clearing House will also take place in Rome.

For more information (Draft Agenda & Registration) please contact one of the two Co-chairs [tiziano.pignatelli@enea.it](mailto:tiziano.pignatelli@enea.it) or [jean-guy.bartaire@citepa.org](mailto:jean-guy.bartaire@citepa.org) before the 30th of September 2017.

No registration fees are required.

## Clean Air Forum 2017, Paris

Clean air is essential for healthy living. The European Union is working to ensure that every citizen can breathe without risking their well-being. Progress has been made over the past decades, but more needs to be done still.

For now, air pollution remains to be the number one environmental cause of premature deaths in the European Union. Estimates show that air pollution is causing more than 400 000 premature deaths each year. Besides this, millions of Europeans suffer from respiratory and cardiovascular diseases caused by air pollution. The economic costs of air pollution in the EU are well over €20 billion a year.

The European Commission is committed to address air this, and to achieve levels of air pollution which do not give rise to significant negative impacts on or risks to on human health and the environment.

However, tackling air pollution is a complex and systemic challenge that requires concerted action across societal actors and economic sectors, including the energy sector and industrial activities, transport, agricultural production systems, as well as households' heating and consumption. A Clean Air 'leaflet' provides a brief overview: [download leaflet](#).

The European Clean Air Forum will provide a basis for structured dialogues, exchange of knowledge and good practices, and to enhance capacity of relevant stakeholders to improve air quality. It aims to reflect on the development of policies, projects and programmes in the context of air pollution and air quality, and facilitate the implementation of European, national and local air policies.

The Clean Air Forum will focus on three themes: air quality in cities; agriculture and air quality and clean air business opportunities. The conference itself will thus bring together experts on the above topics as well as decision-makers and stakeholders in a two-day conference.

For more information on the conference and registration, please see the conference website:

<https://www.euconf.eu/clean-air/>

## Ultrafine Particles

### Summary of the EFCA Symposium on Ultrafine Particles– Brussels May 10th - 11th, 2017

Seventy experts from more than 12 different European countries participated in the 6th symposium on ultrafine particles (UFP) to discuss aerosol related health effects indoors and outdoors, urban air pollution on different scales, engineered nanoparticles in ambient air, airborne aerosol measurements, emission reduction, and abatement strategies in 11

sessions. The symposium was completed by a panel discussion on emissions and abatement strategies for ultrafine particles.

UFP especially from vehicle exhaust are associated with cardiovascular morbidity and mortality by multiple mechanisms. Also cognitive decline could be associated with particulate air pollution but it was pointed out how rare and demanding useful epidemiological studies are. The initial response of lung cells on combustion aerosols include oxidative stress, inflammation and apoptosis. For lung cells the overall biological response-strength differs considerably for different aerosol sources and is not well correlated with the deposited particle mass. The health risk of the use of fuel additives, the estimation of the toxicity with integrated dose monitoring techniques and the relationship of indoor to outdoor ultrafine particle levels were described, as well as the challenges for science and regulation. The potential release and atmospheric fate of engineered nanoparticles bares still significant uncertainties. Ultrafine particle number concentrations observed near and downwind of big airports like Amsterdam or Frankfurt reach very high peak values. A pattern between the mortality risk and the distance to the airport was not clearly visible but it cannot be excluded that the UFP contribution of air traffic can lead to an excess mortality risk or impact on morbidity.

UFP have a significant climate impact. New particle formation generates half of the cloud condensation nuclei in the Earth atmosphere with highly oxidized organic compounds from the biosphere having a substantial influence on particle formation and growths. Airborne measurements of UFP showed their global distribution and the importance of vertical mixing for their concentration variations especially in urban areas.

Air quality in Europe did improve significantly over the past years as shown by available trends and the assessments performed under the Convention on Long Range Transboundary air pollution (CLRTAP) and the EU Thematic Strategy on Air Pollution (TSAP). As a consequence, transboundary transport gains increasing importance which can clearly be seen e.g. in low emission zones like Leipzig. However, particulate mass is still a health issue: concentrations decrease slowly, and further exceedances of limit values can be expected especially for urban areas. Particles filters are considered a substantial success with significant positive health effects especially in abatement of Diesel engine emissions. Modern gasoline engines now emit more particles compared to Diesel engines with filters. Particle number limits are now required as metric to reach next levels in air pollution reduction e.g. to define meaningful values for low emission zones. Jet turbines emit UFP less agglomerated, more compact, and smaller than e.g. Diesel soot; with increasing thrust primary particle size grows and internal particle structure changes from amorphous to semi-crystalline. Regulatory developments for future non-volatile particle mass and number emissions regulation are ongoing as well as airport initiatives for scientifically robust and improved UFP monitoring and health studies focusing on aircraft gas turbine emissions.

While primary sources of UFP are rather well known and mitigation options are available this is much less well known for secondary sources. An abatement strategy for traffic could be dedicated mobility concepts and e-mobility. New standards for air traffic are on the way, however, air traffic is increasing strongly and thus requires accelerated research for the effects of UFP related with jet engines. The final discussion about emissions and abatement strategies led to the

conclusions that it is the responsibility of policy to set emission limits especially for pollutants which are linked like NO<sub>x</sub> and UFP. A limit value for NO<sub>2</sub> was adopted in 1999, came into force in 2010, and is still not complied to everywhere. Public awareness is needed and an initiative for UFP limits as well. Ultrafine secondary organic aerosols and their health effects deserve special attention, in particular those from man-made precursors. Aircraft engine emissions are a special case since they are regulated by global standards. Better air quality standards related to health effects are needed suitable not only for toxicology but also for epidemiology. Abatement measures for UFP should take into account their health costs and the importance of long range transport.

## News from Members



Environmental Protection Scotland (EPS) have recently issued their "Introduction to land contamination and development management" guidance for public consultation. The guide is to provide developers, planning agents and consultants with advice on what information is required in relation to land contamination to allow the Local Authority to discharge its statutory responsibility relating to planning applications and building warrants. The consultation opened on the 20th April and closed on the 21st June.

Roslyn McIntosh, Chair of EPS' Land Quality Expert Advisory Group, said "I would like to thank all those who responded to our consultation and we are delighted that it was received in such a positive manner. The Steering Group will be meeting in the coming weeks to finalise

the document and we aim to have the guidance available on the EPS website by the autumn."

EPS would like to thank Dr Iain McLellan (University of the West of Scotland), Kirstie Ogilvie (South Lanarkshire Council), Dr Laura Toal (Renfrewshire Council), Sarah Hamill (West Dunbartonshire Council) and Roslyn McIntosh (Inverclyde Council and Chair of EPS' Land Quality Expert Advisory Group) for the preparation of the guidance document.

For more information on EPS please visit our website ([www.ep-scotland.org.uk](http://www.ep-scotland.org.uk)), follow us on Twitter (@EPScotland) or e-mail [admin@ep-scotland.org.uk](mailto:admin@ep-scotland.org.uk)



This year will be crucial for the future of the UK environment. The Government plans a Great Repeal Bill, intended to bring all existing EU legislation, including environmental legislation, into UK law. However, there are dangers that this may weaken environmental protection in the UK; fast track repeal powers may be used to remove regulations seen as burdensome red tape. We in EPUK consider it essential that attempts to weaken current laws that protect our environment are resisted and that every opportunity is taken to strengthen them as they become part of UK law.

At our National Conference, to be held on November 9th at Aston University, our President, Lord Whitty, will address these concerns in his opening speech, assessing how we might deliver a better environment in the current political climate, with consequent improvements in health and wellbeing for all of the UK.

<http://www.environmental-protection.org.uk/events/epuk-events/autumn-conference-2017/>

This summer the Government is to publish its new National Plans for NO<sub>2</sub>, which we expect to be heavily focused on provisions for Clean Air Zones. The draft plans produced so far have been subject to much court action over the last year, as a result of challenges brought by ClientEarth, and the UK Supreme Court is warning that the final plan could well be open to legal challenge if it does not deal with concerns expressed about the effectiveness of measures and the timetable for achieving compliance with EU norms.

<https://www.clientearth.org/high-court-judgment-air-pollution-shot-across-bows-government/>

Signs are promising: the Government Announced on 26th July that it would seek to ban all new internal combustion engines, diesel and petrol by 2040, in line with announcements by President Macron of France.

<https://www.theguardian.com/politics/2017/jul/25/britain-to-ban-sale-of-all-diesel-and-petrol-cars-and-vans-from-2040>

However, for the short terms, the plans still place the burden of delivering solutions to local air pollution on local authorities, our main membership group. The key to success will be adequate funding and we await proposals to ensure there is provision for this in the new plan. This year's conference will review the action around this Plan, the measures it proposes, funding and the work of the national government, cities and others to implement it to deliver better air quality.



**Prof. Hiltmar Schubert**

Prof. Hiltmar Schubert celebrated his 90<sup>th</sup> birthday on July 24<sup>th</sup>, 2017. In 1978 Hiltmar was elected as president of the German Society of Environmental Engineering (Gesellschaft für Umweltsimulation – GUS), and was re-elected every year until 2006, when he stepped down shortly before his 80<sup>th</sup> birthday.

During his presidency the link from GUS to the Commission on Air Pollution Prevention of VDI and DIN Standards Committee (KRdL) was established to strengthen the synergies of these associations.

Together with partner organizations in other European countries he founded the Confederation of European Environmental Engineering Societies (CEEES) in 1984, serving as its president from 1988 to 1990. In acknowledgement of his outstanding commitment to the improvement of relations between the USA and Europe, he was honored in 1997 as a “Fellow of the Institute of Environmental Sciences” (USA).

## Calendar

**29<sup>th</sup> Conference of the International Society for Environmental Epidemiology,**  
24-28 September 2017, Sydney, Australia  
<http://www.iseepi.org/Conferences/future.htm>

**Air Protection 2017** - 10th Scientific and Professional Conference,  
3-7 October 2017, Primosten, Croatia.  
<http://www.huzz.hr/>

**Annual meeting 2017 of TFTEI**  
Rome, October 20, 2017

**UN-ECE convention on long range transboundary air pollution**  
3rd TFTEI Annual Meeting,  
Rome, October, 20, 2017  
Info: [tiziano.pignatelli@enea.it](mailto:tiziano.pignatelli@enea.it) or [jean-guy.bartaire@citepa.org](mailto:jean-guy.bartaire@citepa.org) before 30th of September 2017

**Green pharmacy conference**  
October 27, 2017 ; UMC Utrecht  
<https://www.vvm.info/greenpharmacy>

**National symposium in the field of air pollution control,** HKK 2017, TUNCAP  
1-3 November 2017; Antalya-Lara, Turkey  
<http://hkk2017.akdeniz.edu.tr/>

**Clean Air Forum**  
16 and 17 November 2017, Paris, France  
<https://www.euconf.eu/clean-air/index.html>

**VDI/DIN-Kommission Reinhaltung der Luft (KRdL)-Veranstaltungsplanung 2017/2018**  
<https://www.vdi.de/technik/fachthemen/reinhaltung-der-luft/expertenforen-und-tagungen/>

**Beneluxconferentie 2017; Leren leven binnen de grenzen van onze Aarde**  
Van 22 t/m 24 november a.s. vindt in Nederland (provincie Zeeland)  
<https://www.vvm.info/beneluxconferentie>

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### EFCA

|                               |  |
|-------------------------------|--|
| <b>President</b>              | Thomas Reichert (GUS, Germany)   |
| <b>Vice-presidents</b>        | Vladimira Vadjic (CAPP, Croatia)<br>John Murlis (EPUK, UK)<br>Andrzej Jagusiewicz (PIGE, Poland) |
| <b>Past-president</b>         | Giuseppe Fumarola (CSIA, Italy)  |
| <b>Treasurer</b>              | Joop van Ham (VVM-CLAN, The Netherlands)   |
| <b>Administrative Officer</b> | Sabine Aref (GUS), Germany   |

### Newsletter

**Editor** Thomas Reichert (on behalf of the executive committee)

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