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Calendar**President's Greetings**

Dear members of the National Associations participating in EFCA,
Dear interested professionals,

I have pleasure to make use of the present EFCA newsletter to invite you to come to Istanbul for the 4th International Symposium on AIR QUALITY MANAGEMENT at URBAN, REGIONAL and GLOBAL SCALES, 10-13 September 2012.

While the whole EURO zone is struggling with the EURO crisis, members of the scientific community are still looking forward according to the vision "one world – one atmosphere". It is time to leave the awful discussion about the financial burdens to others for a while and focus at European and international atmospheric challenges and problems.

With the third Policy Initiative "Black Carbon Particles" we started this process successfully. I would like to thank very much all the contributors to that common document. The first reactions from policymakers are there and we will be happy to proceed in consultation of them. Please present this document to your national government and distribute it among authorities and relevant institutions in your country.

In Istanbul we will proceed with a different topic: an EFCA special session on Transboundary Air Pollution in the Mediterranean Region on September 11th, 2013. I would like to thank the local organizer TUNCAP and Istanbul Technical University very much for this opportunity and EFCA's past president Giuseppe Fumarola for arranging and preparing this session. The main outcomes of the presentations and the open discussion will be summarized in a report and will be published on the EFCA's website.

EFCA's next activity will be the 4th Symposium about Ultrafine Particles in Brussels, May 16th-17th, 2013. The distribution of the Announcement and Call for Proceedings is foreseen in October this year. Details are to be found in this newsletter.

I would like to thank very much the Editor Joop van Ham for producing EFCA's newsletters. Please be so kind to send him your information, invitations, announcements, etc. to keep it as attractive and informative as possible. Many thanks for your assistance. From our side we will be happy if EFCA's activities will be of some help in your professional life.

I am looking forward to seeing you in Istanbul!

Thomas Reichert
EFCA President

Developments in EU policy

EU Carbon market

In 2003 the EU started the Emission Trading System (ETS) for carbon dioxide. Its essence was the notion that emission of CO₂ cannot be considered anymore as a free right and consequently should have a price. The ETS has been established to regulate this carbon market as laid down in the ETS Directive (2003/87/EC), most recently updated in 2011.

The EU ETS covers about 11,000 industrial installations and 45% of the EU's emissions. From 2012 aviation is also included in the EU ETS. In order to prevent disruptions in the economic system at large, existing emitters of CO₂ initially received allowances for free in the starting year. The ETS Directive, however, also specified certain reductions in subsequent years. Emitters would then have the choice to take measures to reduce their emissions or to buy allowances in the carbon market to make up for emissions which exceed their allowance. If their measures would result in a surplus of allowances they could sell these on the ETS-market.

An important condition for a proper functioning of the ETS is a sound economy creating a sufficient demand for allowances. That condition was fulfilled during the first auction period (2005-2007) when the carbon market worked as expected at a price of about €15/ton CO₂.

However, due to the economic and financial crisis which developed during the second trading period (2008-2012) an increasing surplus of allowances has become available. In response, prices dropped considerably; they now stand at about 8€/ton CO₂ which may not provide a strong incentive for industries to invest in energy conservation. Instead, industries could decide to cancel CO₂-emission reduction projects and buy the additionally needed allowances cheaply at the market. This trend is likely to persevere for some time during the third trading period (2013-2020).

Proposal

In an attempt to reverse this unwanted development the Commission sent a Proposal to Council and Parliament on 25 July which addresses the timing of the auctions volumes in the third trading period. Until now, volumes have been about equal in subsequent years. The Commission proposes to reduce the auction volumes in the early years of the third period and so support the price of the allowances. When the economic situation improves auction volumes may be increased and near the end of the period make up for the reductions in the first years.

Background: EU ETS and third period

In the third phase of the EU ETS (2013-2020), emissions from industrial installations have to be brought down 21% below 2005 levels. The main changes in the third trading phase are:

- Transition from caps set at Member State level to one single EU-wide cap per sector;
- Transition from mainly free allocation to more than half of the allowances being auctioned;
- Harmonisation of free allocation rules based on ambitious EU-wide benchmarks

More information: [proposal](#)

Australia to link with ETS

On 28 August the Australian Government and the European Commission announced to have reached an agreement over linking the two region's carbon markets. A full two-way link, by means of the mutual recognition of carbon units between the two cap and trade systems, is to commence no later than 1 July 2018. Under this arrangement, businesses will be allowed to use carbon units from the Australian emissions trading scheme or the European Union Emissions Trading System (EU ETS) for compliance under either system.

To facilitate linking, the Australian Government will make two changes to the design of the Australian carbon price. These are that:

- the price floor will not be implemented.
- a new sub-limit will apply to the use of eligible Kyoto units. While liable entities in Australia will still be able to meet up to 50 per cent of their liabilities through purchasing eligible international units, only 12.5 per cent of their liabilities will be able to be met by Kyoto units.

In recognition of these changes and while formal negotiations proceed towards a full two-way link, an interim link will be established, whereby Australian businesses will be able to use EU allowances to help meet liabilities under the Australian emissions trading scheme from 1 July 2015 until a full link is established.

In response to the Agreement the price of European carbon permits on 29 August went up by about 2% to €8.32/ton CO₂.

More information: [Press release](#)

CO₂ emissions from cars and vans

In the EU, CO₂ emissions from road transport have increased by 23 % since 1990, and are now responsible for approximately one fifth of the EU's total emissions. In order to cut greenhouse gas emissions from transport, carmakers have a collective target for the average car sold in the EU to emit a maximum of 130g CO₂/km by 2015 and 95g CO₂/km by 2020.

The EEA collects car sales sold in the Member States for subsequent years. A database is available from 2010 and the recent data for 2011 allowed to make an analysis of the trend in these first years. The data – which have to be checked against the figures of the European car producers – indicate that cars bought in 2011 were on average 3% more efficient than those bought in 2010. This corresponds to an

average emission of 135.7 g CO₂/km and is 4.6 g less than the average in 2010. In 2015 a target of 130g CO₂/km will become mandatory.

More information: [EEA-data](#)

CO₂ targets for cars and vans in 2020

The reduction of CO₂-emissions from cars and vans in the EU is a step-by-step process. Car industry has been given time for developing fuel-efficient technologies and the Commission has been careful to include all producers in this process and agreed on collective targets in target years. Successful innovations are being implemented already and provide comparative advantage for forerunners, forcing the complete branch to follow. Progress towards the collective targets will then allow making them legally mandatory.

For new cars the target of 130g CO₂/km on average will become mandatory in 2015; for new vans a target of 175g CO₂/km will become mandatory in 2017. New cars on average emitted 135.7g CO₂/km in 2011; new vans emitted 181.4g CO₂/km in 2010.

The target values for 2020 have been set at 90 g CO₂/km and those for vans at 147g CO₂/km. On 11th July the Commission has sent proposals to make also these target values mandatory. The proposals will amend two existing Regulations, EC/443/2009 for cars and EU/510/2011 on vans. The benefits of these measures have been assessed to be considerable. Annual fuel cost savings are estimated at €340 for cars and €400 for vans representing a total of €30 billion per year and prevent emission of 420 million ton CO₂. The process has further stimulated innovation and made the European automotive industry a global technology leader with substantial comparative advantage over competitors worldwide and has stimulated employment with subcontractors.

More information: [cars](#); [vans](#).

Convention on Long-range Transboundary Air Pollution

Gothenburg Protocol revised

In May 2012 the Parties to the 1999 Gothenburg Protocol to abate Acidification, Eutrophication and Ground-level Ozone under the UNECE Convention on Long-range Transboundary Air Pollution (CLRTAP) approved a revised Protocol. The Protocol now includes new national emission reduction commitments for the air pollutants previously covered (SO₂, NO_x, NH₃ and VOC) to be achieved in 2020 and beyond. In addition - for the first time - emission reduction commitments for fine particulate matter (PM_{2.5}) have been agreed.

Moreover, the Parties have broken new ground in international air pollution and climate change policy by specifically including the short-lived climate forcer black carbon (or soot), as a component of particulate matter. Black carbon is known as a short-lived climate forcer, because it has a strong warming effect but does not persist in the atmosphere as long as carbon dioxide (CO₂), the main focus of emissions-cutting targets until now. However, more recent research shows that black carbon is 680 times more heat trapping than CO₂. Thus, in particular in the global context of glacier melting, reduced ice mass at the Poles, with the knock-on effects on flora and fauna and sea level rise, curbing black carbon emissions is a critical objective in tackling climate change in the near future. Parties to the Protocol are encouraged to collect emission data, though voluntarily only, to prepare for future policies.

Present Members to the Gothenburg Protocol are the 27 member States of the European Union, as well as Belarus, Croatia, Norway and Switzerland. Other LRTAP Parties may decide to become also members of the revised Protocol, notably Canada and the United States, the Russian Federation and countries in

Southern and Eastern Europe, the Caucasus and Central Asia. They will then need to provide their respective 2005 data and commitments figures upon ratification of or accession to the amended Protocol.

EU as a whole is going to reduce its emissions of sulphur dioxide, nitrogen dioxide, ammonia, volatile organic compounds and PM_{2.5} by 59, 42, 6, 28 and 22%, respectively. The United States provisionally indicated that it is aiming for a level of ambition similar to that of the EU, with respect to its reduction commitments.

Climate Change is a global and long-term problem, but combating it can be also successfully done on shorter time scales and through implementing abatement policies on a regional scale first and then in other regions. Furthermore, with a membership that spans the planet surface — from Europe to the Russian Federation, from Central Asia to Canada and from the United States to Turkey — the new revisions to the UNECE Air Convention will have a major global impact.

One of the Convention's priorities is to provide assistance to countries in Southern and Eastern Europe, the Caucasus and Central Asia in ratifying and implementing various protocols under the Convention. The revised Gothenburg Protocol includes specific provisions on flexibilities to implement emission standards for these countries that should facilitate the ratifications and implementation of the Protocol. For example, a Party - a newcomer to the Protocol - may declare upon ratification of the amended Protocol that it will extend any or all of the specified timescales for application of the emission limit values. Depending on the emission source or pollutant, this so called *grace* period may be extended up to 5-15 years after the date of entry into force of the Protocol for the Party in question. For new stationary sources the application timescale will be one year.

Information: [Press release](#)

Health Effects of Black Carbon

A recent report presents the results of the first systematic review of evidence of the health effects of black carbon (BC) – an important component of fine particulate matter (PM_{2.5}) of which ambient air concentration notoriously exceed the WHO guidelines across the UNECE region.

Short-term epidemiological studies provide sufficient evidence for a link between daily variations in BC concentrations with short-term adverse health effects e.g. cardiopulmonary hospital admissions. Also, long-term average BC exposure has been directly linked to cardiopulmonary and all-cause mortality. BC may not be a major directly toxic component of PM_{2.5}, but it may operate as a universal carrier of a wide variety of chemicals of varying toxicity to the lungs, the body's major defence

cells and possibly the systemic blood circulation. Therefore, a reduction in exposure to PM_{2.5} containing BC and other combustion-related particulate matter material should lead to a reduction in the associated health effects. This was precisely one of the breakthroughs achieved in the revision of the Gothenburg Protocol adopted by the Parties to the Long-Range Transboundary Air Pollution Convention in May 2012 (see page 4).

This unique report has been elaborated by experts of the joint WHO/UNECE Task Force on Health Aspects of Air Pollutants under UNECE's Long-Range Transboundary Air Pollution Convention (LRTAP). The Task Force is chaired by the representative of the WHO European Centre for Environment and Health, Bonn, WHO Regional Office for Europe. The report which was published in May 2012 is available from UN-ECE's on-line bookshop. [Order a copy.](#)

European Leadership

One of the side effects of economic adversity is that, as production of goods and demand for services slows, emission levels of greenhouse gases and pollutants drop. Unfortunately, if this is good news, it stops here, because environmental objectives themselves may lose their urgency. Indeed climate negotiations in Bonn last May were rather disappointing with attempts to backtrack from what had been agreed in Durban at the end of last year. It is good to see then that Europe, including the Eurozone where the financial crisis is hitting hard, did not lower its ambition level and indeed took a lead in protecting the commitments the Parties made in Durban.

There is other evidence that Europe is still determined to make progress on environmental policies. In May this year, the Executive Body of the Convention on Long-range Transboundary Air Pollution of UN-ECE adopted a revised Gothenburg Protocol on the Abatement of Acidification, Eutrophication and Ground-level ozone (details are given in this Newsletter) and the European Commission is presently developing proposals for revisions of the Air Quality Directive and the National Emissions Ceilings Directive, due by the end of this year.

EFCA contributed in July with a Policy Initiative highlighting the benefits for climate as well as health protection of addressing Black Carbon as an independent pollutant and short-lived climate pollutant (SLCP). Climate policies in the EU resulted in substantial commitments on CO₂ reductions aimed at preventing serious impacts in the long-term. Actions that reduce emissions of Black Carbon (and other SLCPs), however, have an additional, immediate, effect in reducing global warming in the short term. It is also widely recognised now that Black Carbon is a more health- relevant indicator than the present-used PM₁₀ and PM_{2.5}.

EFCA, therefore, advocates an integrated European Policy on Black Carbon (BC). An assessment of existing and possible additional measures for controlling BC emissions would detail the level of a feasible medium term commitment, similar to the CO₂ commitment. It would be important also to monitor the effects this would have on air quality and to assess the benefits it would have for public health. This requires that BC is introduced as an additional indicator for particulate matter in the Air Quality Directive.

Climate and Clean Air Coalition

In February 2012 US Secretary of State Hillary Rodham Clinton announced the formation of the “Climate and Clean Air Coalition” which aims at reducing the emissions of short-lived climate forcers. The Coalition prefers the term short-lived climate pollutants (SLCPs) which summarises their two-fold atmospheric activity. Partners in the coalition are UNEP, the World Bank, the European Commission and many individual countries, among which the G7.

SLCPs, particularly black carbon, ozone and methane, account for almost as much climate warming as CO₂, but have a far shorter life-time in the atmosphere, so that mitigation can be effective much more quickly than in the case of CO₂. This opens the prospects for an ‘intermediate’ climate policy which could slow climate change and buy time until measures to mitigate CO₂ - which may show no effect until 2050 or beyond - can be effective. Equally

important, mitigation of SLCPs could yield enormous benefits for human health and food security.

It is worthwhile to mention here IUAPPA and the Global Air Pollution Forum, which have helped pioneer work in this area since 2004. Together with other organisations, including EFCA, they advocated the development of integrated policies which serve clean air and climate change objectives together. They were among the first organisations which pointed to the potential of policies which address emissions of SLCPs and suggested an authoritative assessment of the matter carried out later by UNEP and WMO. The “Integrated Assessment on Black Carbon and Ozone” was published in 2011 and effectively serves as the scientific justification for the Coalition.

More information: [Coalition](#)

EFCA on Black Carbon

EFCA Policy Initiative No. 3 published

In July of this year EFCA completed its third Policy Initiative addressing Black Carbon Particles. It aims to adapt EU legislation for the development of strong policies in the coming years with respect to pollutants which also behave as climate forcers: black carbon and ozone. Addressing these short-lived climate forcers (SLCFs) may reduce human health risks and contribute substantially to reduce global warming. In the domain of Climate Action the Commission did not so far propose an emission reduction target for black carbon like the one for CO₂. In the Environment domain source-oriented legislation such as the Industrial Pollution Directive and the Regulations for vehicle exhausts is likely to reduce their emissions, though not specified for

black carbon particles. A reliable assessment of possible benefits, however, requires an independent status of BC as pollutant, as well as regular monitoring data.

In this respect, the current revision of the EU’s Air Quality Directive provides an excellent opportunity. While tropospheric ozone is already included in the present Directive, black carbon is not. With two drivers calling for specific policies which address black carbon it is the right time to repair this legislative gap.

Several developments in recent years, to some of which EFCA, in cooperation with IUAPPA contributed, stood at the basis of EFCA’s Policy Initiative. They are discussed in the Policy document and provided the arguments for EFCA’s recommendation. In the Executive Summary the evidence is presented (see page 7). The complete [Policy Initiative No.3](#) can be downloaded from the EFCA website.

Distribution and response

EFCA has sent its Policy Initiative to José Manuel Barroso, president of the European Commission and to the Commissioners Janus Potocnik (Environment), Connie Hedegaard (Climate Action) and to vice-president Siim Kallas (Commissioner for Transport). In response, EFCA was invited already on behalf of the latter, to

discuss the implications of the advice for European transport policy.

The Initiative was also sent to a number of European stakeholders, including WHO Europe in relation to its REVIHAAP-project on revision of health aspects of air pollutants. In response, EFCA was invited to propose one or more experts who could review and comment the draft report of this project.

Black Carbon Particles

Opportunities to strengthen policies on Air Quality and Climate Change in Europe

Executive Summary of EFCA Policy Initiative No. 3

Within the European scientific community the conviction that Black Carbon Particles (BCP) could be a valuable additional indicator for monitoring health risk has recently gained support; in 2011 and 2012 it was discussed at several occasions.

BCP constitutes a fraction of particulate matter which has stronger correlation with health effects in comparison to PM₁₀ and PM_{2.5}, indicators which are currently being used in the EU and elsewhere. Because emission sources of BCP are well defined and quantified it would then be possible to develop more targeted policies for the protection of public health. In addition, the benefits of measures taken may be calculated more precise than those of measures on PM₁₀ and PM_{2.5}. A Joint Task Force of the CLRTAP and WHO concluded this year that such an approach would be useful in evaluating local actions aimed at the reduction of population exposure to combustion PM (e.g. from motorised traffic).

Also in 2011 an authoritative assessment on the part of the short-lived climate forcers (SLCFs) in global warming was published under responsibility of UNEP and WMO. Black Carbon, methane and ozone are important SLCFs. Measures which reduce the emissions of BC and methane between 2010 and 2030 could undo a major part of the present global mean temperature rise of 0.5 °C and even more in Europe and the Arctic region which is attributed to atmospheric BC. Such measures are essential to keep the global temperature rise within the margin of 2 °C until 2050, because measures to reduce just CO₂-emissions cannot achieve this.

In recent years a consensus has been reached on the need to integrate policies on clean air and climate change: both are atmospheric in character and several components play a role in both. An integrated approach is likely to create co-benefits and make environmental policies as a whole more cost-effective. This year the EU joined the global “Clean Air and Climate Coalition” which exactly intends to develop such co-benefits. In order to make the objectives of the Coalition operational the legislative activities of the EU seem most suitable and the regular revision processes of existing Directives with relevance for atmospheric issues provide an excellent opportunity.

In conclusion, the European Federation of Clean Air and Environmental Protection Associations,

- considering that BCP is the fraction of particulate matter which has the stronger health impact when compared with indicators of PM presently in use
- convinced of the need for a major reduction of the emissions of BC to slow down global warming in coming decades

- seeing the economic need to maximise cost-effectiveness of environmental policy and aware of the consensus that integration of related policies with differing objectives could achieve this
- feeling that, different from PM₁₀/PM_{2.5} regulation, regulation on BCP will provide an instrument at de-central levels for the development of effective operational policies which will make a successful implementation of the Air Quality Directive more likely

strongly recommends to include in the present revision of the Air Quality Directive Black Carbon Particles as an additional indicator for particulate matter.

Air Quality Management at Urban, Regional and Global Scales AQM2012 Istanbul, Turkey - 10-13 September



Aerial view of the 'Golden Horn'

AQM 2012 is the fourth delivery in a series of conferences, started in 1997 at the initiative of our Turkish Member TUNCAP, in cooperation with Istanbul Technical University. The series is now well established. Sponsored by EFCA, IUAPPA, WMO and local partners it promises to be again an event for Southern Europe, the Middle East and Central Asia which is hard to be equalled in the coming years. The superb setting and multicultural treasures of the megacity Istanbul will only support to the outreach of the conference.

The programme which lists some 175 presentations includes an Opening session with state-of-the-art overviews on the most relevant topics for the policy agenda on clean air and climate change, including its integrative approach. A second plenary session, convened by EFCA, is focussing at Transboundary Air Pollution in the Mediterranean region (see next page). A plenary Closing session focusses at still unresolved issues

in Atmospheric Science and Policy; among these are Biofuels and International cooperation which may also throw light on the ambitions and prospects of the new Climate and Clean Air Coalition.

The organisers have made all efforts to make participation an unforgettable experience by offering a Welcome reception at the historic grounds of the Technical University and a conference dinner at a restaurant overlooking the Bosphorus.

For further details, registration and hotel accommodation we refer to the conference website: www.aqm2012.itu.edu.tr .



The Blue Mosque

Transboundary Air Pollution in the Mediterranean Region EFCA Special Session, 11 September 2012

Chair : Giuseppe Fumarola, CSIA/ATI – Italy, past-president EFCA
Co-Chair : Vladimira Vadjic, CAPPa - Croatia, vice-president EFCA

- 14.00 **Opening Address**, Giuseppe Fumarola
- 14.00 **Natural and anthropogenic aerosols in the Mediterranean Region and Middle East: Patterns and impacts** - George Kallos, University of Athens, Greece
- 14.35 **Shipborne observations of air pollutants over the Western Mediterranean** - Jens et al., Joint Research Centre, Ispra
- 15.05 **Quantification of Saharian Dust on Northwestern Anatolian peninsula via RAQMS Modeling**, Alper Unal et al., Istanbul Technical University, Turkey
- 15.35 **Air Pollution in the Northern Adriatic Coastal Area - Evidence of Long-Range Transport**, Ana Alebic-Juretic, Institute of Public Health, Faculty of Medicine, University of Rijeka, Croatia
- 16.05 Coffee Break
- 16.20 **Regional and global scale transport patterns of persistent atmospheric pollutants: the need for a global observation system**, Nicola Pirrone, CNR-Institute of Atmospheric Pollution Research, Rome, Italy
- 16.40 **Roundtable – Open Discussion**
- Chair : Thomas Reichert, GUS – Germany, President EFCA
Co-Chair : Sehalattin Incecik, TUNCAP, Turkey
Panelists : George Kallos, Jens Hjorth, Ana Alebic-Juretic, Alper Unal, Nicola Pirrone

The main outcomes of the presentations and the open discussion will be summarized in a Report edited by the Chairman and the Co-Chairman and will be published on the EFCA's website.



News on EFCA and its members

EFCA Assembly meeting

On 12 September EFCA's Assembly will have its annual meeting in Istanbul, Turkey, within the context of AQM2012, the 4th edition of the conference on Air Quality Management at Urban, Regional and Global Scales of which EFCA is one of the sponsors. The Assembly will have to decide on EFCA's Strategy in the period 2012-2016 for which a final draft is ready for approval; it will also consider the Workplan in the coming years.

Delegates have further the opportunity to discuss the interactions with policymakers in Europe, evaluate the impact of EFCA's recent Policy Initiative on Black Carbon and identify issues where scientific progress is generating new insights with potential consequence for policy. Members will, obviously, evaluate EFCA's past events and consider proposals for activities to be organised in 2013 and beyond. Some preliminary information is presented below.

GUS and KIT: announcing UFP-4

EFCA's German Member Gesellschaft für Umweltsimulation (GUS e.V.) and the Karlsruhe Institute of Technology (KIT) have started planning and preparing the next Ultrafine Particles Symposium in Brussels, May 16th -17th 2013. The venue will be the State Representation at the EU of the State Baden-Württemberg.

The president of GUS and chairman of the UFP-3 symposium, Karl-Friedrich Ziegahn, handed over the chairmanship for the symposium to Prof.

Thomas Leisner, director of the Institute for Meteorology and Climate Research (IMK) at KIT. Thomas Leisner was with us in the scientific committee of the former UFPs and his focus is on climate aspects of Ultrafines.

The Organizing Committee will be chaired by Thomas Reichert (GUS) and Mrs. Biserka Mathes (KIT) will be in charge of the secretariat. Further members of the Committee are Joop van Ham (EFCA SG), Klara Langer (KII), Holger Saathoff (KIT), and Angela Richter (Helmholtz Office Brussels). The Announcement and Call for Papers will be distributed in October this year.

IUAPPA World Clean Air Congress

There is slightly more than one year left before the International Union will convene in South Africa for its three-annual event. NACA, the South African host organisation invites the atmospheric community to exchange and discuss their new

results between 29 September and 4 October in Cape Town under the motto: "Many nations – One Atmosphere: Plotting the Path to Sustainability". Details on the programme and the time schedule for the Call for Papers will be revealed at IUAPPA's International Board meeting in Istanbul next week and published at the EFCA website soon.

Calendar

CfP = Deadline Call for Papers

Air Quality Management at Urban, Regional and Global scales (AQM2012)

10-13 September 2012, Istanbul, Turkey. International EFCA symposium and IUAPPA Regional Conference, hosted by TUNCAP and ITU (<http://aqm2012.itu.edu.tr>)

2nd Global Geothermal Energy Summit 2012

19-20 September 2012, Reykjavik, Iceland

(<http://www.wplgroup.com/aci/conferences/eu-egt2.asp>)

16th International Conference on Heavy Metals in the Environment

23-27 September 2012, Rome, Italy

(<http://ichmet16.ia.cnr.it>)

3rd International Symposium on Oceans in a High Carbon Dioxide World.

24-27 September 2012, Monterey (Ca), USA

(www.highco2-iii.org)

Messung und Minderung von Quecksilber-Emissionen

26-27 September 2012, Heidelberg, Germany.

www.vdi.de/quecksilber

6th International Workshop on Biomonitoring of Atmospheric Pollution (BIOMAP)

15-19 October 2012, Izmir, Turkey

(<http://www.biomap2012.org>)

European Electric Vehicle Congress

19-22 October 2012, Brussels, Belgium (www.eevc.eu)

CfP: 20-05-12

Worlds within Reach: from Science to Policy. IIASA 40th Anniversary Conference

24-26 October 2012, Vienna/Laxenburg, Austria

(www.iiasa.ac.at/conference2012)

19th Transport and Air Pollution Conference

26-27 November 2012, Thessaloniki, Greece.

(www.TAPconference.org)

4th International EFCA-symposium on Ultrafine Particles

Brussels, 16-17 May 2013. Hosted by GUS and KIT

(www.efca.net)

Environment and Health – Bridging South, North, East and West. Conference of ISEE, ISES and ISIAQ

19-23 August 2013, Basel, Switzerland

(<http://www.ehbasel13.org>). CfP: 01-02-2013

33rd NATO/SPS ITM on Air Pollution Modelling and its Application

26-30 August 2013, Miami, USA (www.int-tech-mtng.org).

CfP: 30-11-12

16th IUAPPA World Clean Air Congress

29 September -4 October 2013, Cape Town, South Africa, hosted by NACA

Published 31 August 2012

EFCA

President	Thomas Reichert (GUS e.V., Germany)
Vice-president	Vladimira Vadjic (CAPP, Croatia)
Past-president	Giuseppe Fumarola (CSIA, Italy)
Secretary-general	Joop van Ham (VVM-CLAN, The Netherlands)

Newsletter

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