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Editorial

Some of you may have missed EFCA's Newsletters during this year. Indeed, Newsletter no. 25 of December 2015, distributed in the beginning of this year was EFCA's last one.

25 issues is a round number and in fact my time to leave as Editor had come. Already during 2015 I have been looking for a successor to take over from the beginning of this year. Unfortunately, in our present society, where governments require more and more voluntary contributions from their citizens, the capacity for such work is sinking and makes people more reluctant: I did not find a new editor.

Having announced to continue for one, though final year as editor, personal circumstances since the beginning of 2016 required me to set different priorities and break my promise. That is the reason why EFCA's Newsletter did not appear this year.

Recently, EFCA's Executive Committee has taken responsibility for the continuation of the Newsletter in 2017 and

- is about to install an Editorial Committee
- welcomes correspondents in EFCA countries who are willing to report national news on Climate and Clean Air
- invites guest authors from EFCA countries to send contributions to EFCA's Editorial Committee

Response is welcome at info@efca.net.

The present issue does not focus on recent developments in Europe but rather on the highlights of climate and clean air policy during 2016, in particular their substance in favour of the goals to maximally avert global warming and cleaning the air which Europeans have to breath.

Having delivered my last Newsletter I would like to thank our readers for their interest and for the friendly responses I received during past years.

Joop van Ham, editor

European Developments in 2016

Three major policy developments can be considered as characteristic for the year 2016.

- The ratification and follow-up of the Paris Agreement. At COP-22 in Marrakech Parties kept their promise and set further steps towards the implementation of their intentions. The Trump-election did not make a change.
- More details on 'Dieselgate' became known and together had a serious impact. The depth of the scandal and the political reaction in the EU, re-echoed in the way the NEC Directive was finally brought to a conclusion are without precedent in the history of the Union.
- 2016 is the year of the Energy Union, concluded by sending the Clean Energy Package to Parliament and Council.

Climate

Paris Agreement

With the much-praised Climate Agreement in Paris last year the Parties in UNFCCC had given themselves an ambitious assignment. Their next challenge was to have the set of intentions in the Agreement implemented.

On 22 April this year the final text of the Agreement was signed by the Parties at a ceremony in New York. To enter into force the Paris Agreement required that 55 countries, together accounting for more than 55% of global emissions, had ratified it. In a fast procedure, a big majority of the European Parliament voted in favour of ratification in July of this year; soon after the Council agreed. The EU vote was made in October and actually entered the Paris Agreement into force in November.

Implementation in the EU

In preparing for COP22 in Marrakech the Commission sought additional support with Member States on the commitments which had been agreed. In July it presented a proposal how to share limiting of the emissions of the non-ETS sectors (buildings, transport and agriculture) with 30% in the period 2021-2030. It amounted to revision of the Effort Sharing Decision for binding greenhouse gas emissions reductions for Member States. In the new structure the share of Member States is made proportional to their GDP per capita. New flexibilities are introduced to keep countries with CO₂-intensive economies aboard. Member States are allowed to credit emissions reductions from their land-use sector against their non-ETS targets. The target for the EU as a

whole, a reduction of 30% below the emissions in 2005 in 2030 remains the binding commitment.

The Commission also presented a package with additional measures to accelerate the transition to low-carbon emissions in all sectors of the economy. Important elements are proposals for a more effective Emissions Trading System and a strategy to further low-emissions mobility, with a focus on the road. Having so prepared its homework and having its measures well anchored in the Energy Union and the Clean Energy Package which was about to be presented the Commission was ready for the COP22 in Marrakech.

Marrakech

The near to 200 Parties at the COP22 in Marrakech have kept their promise. They reconfirmed the commitments made in Paris, agreed on a roadmap to bring these into practice and made good progress on the elements of the Paris rule book which will guide the implementation, in particular with respect to transparency and the five-year ambition cycle. They confirmed that the rule book has to be ready by 2018. They also made additional progress with the financial paragraph of the Paris Agreement.

Even if there is a long way to go, in a world with regional instabilities and economic uncertainties the joint approach on climate change is a very welcome and formidable performance. The involvement in Marrakech of the private sector, cities and voluntary initiatives contributed to a

positive and constructive spirit of the conference. The concern on the position of the US, whose president-elected Donald Trump had called the climate problem a ‘hoax’, was neutralised by US Secretary of State John Kerry: “No one has a right to make decisions that affect billions of people based on solely ideology or without proper input”.

http://europa.eu/rapid/press-release_IP-16-3841_en.htm

Marrakech Proclamation

The Parties are well aware that the momentum, though presently there, has to be kept. To that end the Marrakech Conference produced a strong Action Proclamation which calls for the highest political commitment to combat climate change, as a matter of urgency.

They repeat their assignment to eradicate poverty, ensure food security and to deal with climate change challenges in agriculture.

They reconfirm the commitments of Paris on the financial instruments and their replenishment.

They state that the implementation phase and further action confirm their resolve to inspire solidarity, hope and opportunity for current and future generations.

[Marrakech Action Proclamation](#)

Aviation

2016 also saw a landmark deal on the CO₂-emissions from aviation. In October the International Civil Aviation Organisation (ICAO) adopted a Global Market-based Measure (GMBM) to reduce international aviation emissions. The GMBM will oblige airlines to offset the growth of their CO₂ emissions post-2020. To do so airlines will buy “emission units” generated by projects reducing CO₂ emissions in other sectors of the economy, e.g. renewable energies. In a first phase (2021-2026) 65 countries, including all EU Member States, will participate; among these are 18 of the 20 top states with the largest international civil aviation activity. In its second phase (2027-2035) participation is mandatory, except for those exempted (countries with small aviation activities). This means that



80% of emissions above 2020 level will be offset between 2021 and 2035.

http://europa.eu/rapid/press-release_IP-16-3326_en.htm

Energy Union

Clean Energy for all

In historic perspective energy production has been the enemy of a clean environment and it still is. In Europe, however, the forces to resolve this situation have in recent years become stronger at a fast rate. Energy and Climate Action have found each other in a joint energy policy of which Climate Change and Energy Security are the drivers.

On 30 November the Commission presented under the title “Clean Energy for All Europeans” a package of measures which would allow a reduction of at least 40% in 2030. When preparing for Marrakech the Commission had seen that it was about to lose its position of leadership in the fight against global warming. In view of the changing global energy markets it prefers to lead the clean air transition above adapting to it. This ambition is driven by the conviction that such a policy will bring a modernisation of the EU’s economy and will deliver jobs and growth for all European citizens.

While the Climate and Energy Package from 2009 had focused on renewable energy and CCS, in the present package energy efficiency is placed on top of the list. This finally completes the ensemble of measures that together must make Europe’s energy transition possible. Initiatives which should further energy efficiency include a

new *Ecodesign Working Plan* and an investment initiative *Smart Finance for Smart Buildings*. The initiatives require revision of the Energy Efficiency Directive and the European Performance of Buildings Directive.

A further intention of the new package is to bring consumers 'a fair deal' through increased transparency and smart solutions. This means that citizens will be entitled to generate electricity for either their own consumption, store it, share it and consume it or to sell it back to the market. It includes the access to smart metering to be rolled out within EU-countries.

An additional intention is to increase transparency of the electricity market allowing citizens to find the best deals.

http://europa.eu/rapid/press-release_IP-16-4009_en.htm

Air quality

Shipping emissions

In October this year the International Maritime Organisation (IMO) agreed a world-wide restriction for the sulphur content of shipping fuels to 0.5% from 2020.



Shipping contributes about 12% of global SO₂-emissions; the decision will cut these emissions by 80%. An additional benefit of the decision is the simultaneous reduction of the PM-emissions of shipping by 50%. Together the measure is estimated to prevent 100,000 premature deaths per year. A proposal for this agreement had been on the agenda for many years. In 2008 a decision had been postponed because of uncertainty on the availability of sufficient low-sulphur fuel.

Recent studies had resolved that the capacity of the oil industry would be sufficient timely.

Europeans will benefit less directly from the decision because stricter standards for sulphur content already apply to shipping in the Baltic and North Sea. Benefits will be distributed over the Asia Pacific, African and Latin American regions.

A second agreement was reached on designating the Baltic Sea and the North Sea as NO_x Emission Control Areas (NECA). The stricter Tier III NO_x emission standard will apply to new ships built in or after 2021. A lengthy period of fleet renewal is needed before the regulation will show full effect, however.

<http://www.imo.org/en/MediaCentre/PressBriefings/Pages/MEPC-70-2020sulphur.aspx>

NEC Directive

The proposal for the revision of the National Emissions Ceilings Directive – which dates from 2003 - was sent to Parliament and Council in December 2013 for negotiations on the text and proposed amendments. At the end of the next year the new Commission Juncker found that the Parliament's ENVI Committee and the Council had taken positions which were too wide apart to allow an agreement on a final proposal. A pause in the negotiations was necessary; at the end of 2015 a new round of negotiations between Council, Parliament and Commission started. After five sessions this resulted in June of this year in a proposal that would pass voting in plenary Parliament.

The compromise was a much weaker version of the original Commission proposal; being completely deprived from its ambition it was strongly criticised by environmentalists. In 2030 the projected numbers of premature death will be higher than they would have been in the original proposal (see EFCA Newsletter no. 19 for details). The proposal to reduce methane emissions was – following pressure from the agricultural sector – completely removed. It will now be more difficult to control the formation of ozone and organic aerosols; it is also a blow to effective climate policies on the short-lived climate pollutants.

A further weakening regards the increased flexibility in the Directive which allows exceptions for Member States in exceptional circumstances and even claims on higher ceilings for countries which appear to have higher emissions than presently reported.

Source: Newsletter Environment Committee Eur. Parliament, July 2016



Comment

'Dieselgate' revisited

During 2016 it became clearer that Dieselgate is not just a problem of the Volkswagen-concern with NO_x-emissions. Throughout the automobile industry practices with different devices or constructions have been introduced in prototype cars which enabled the producers of new models to pass the driving tests. While some misrepresented NO_x-emissions other did so for CO₂-emissions. The common feature of these practices was that they were violating the law.

In a comment in EFCA Newsletter no. 25, one year ago, the question was put whether the Council would follow the example of the US authorities which made clear that such behaviour requires punishment. Or would they conclude that the automobile industry in Europe is 'too big to fail'. We now know the answer: it is. The producers have four years respite to improve their technology and have it comply with the

EUROVI/Euro6 regulation. During this period they can bring new models at the market which still fail to be clean under real driving conditions. Preventing potential loss of jobs and economic damage were considered more important; approaching elections in Italy, France and Germany sealed the deal.

Such a 'solution' may be considered as politically smart. In a political climate which is more and more shaped by tweets, however, it is not without risk. Populists question democracy and even the constitutional state when it suits them. Providing the proof that the law can be bent indeed is the last what leaders should do. The European population is still feeling the results of the financial crisis. Deals like this undermine the necessary confidence in politics because justice has been compromised again. Ultimately, affairs like this affect the diminishing social basis for the European Union itself.

A sign of such a development was heard, when the Mayors of Paris, Madrid, Athens and Mexico City made the promise to interdict the use of all diesel vehicles from their roads by 2025. It was made at the C40 Summit of the biggest capitals and cities in the world in December this year. In other capitals, similar, though less rigorous measures have been announced.

'Dieselgate' also re-echoes in the compromise on the NEC Directive. It is certain that national emissions of NO_x and possible other pollutants reported to EU and UNEP have to be corrected. The basis of such data includes actual emissions of traffic. Such data are being calculated from the number of registered vehicles, taking into account their age, EURO/Euro category and national sales of their fuels. In addition, the projected emissions for future years which have been used to estimate the ceiling levels for future years (having a higher percentage of the higher EURO/Euro categories) will be too low. It has been suggested that the flexibility introduced in the NEC Directive was required to accommodate increased NO_x-emissions due to Dieselgate.

EEA reports

[Trends and projections in Europe 2016 - Tracking progress towards Europe's climate and energy targets](#)

EEA Report No 29/2016 - Published 01 Dec 2016

The 2016 edition of the annual EEA report, Trends and projections in Europe, provides an updated assessment of the progress of the EU and European countries towards their climate mitigation and energy targets.

Air quality in Europe — 2016 report

Published 23 Nov 2016

This report presents an updated overview and analysis of air quality in Europe. It is focused on the air quality state in 2014 and the development from 2000 to 2014. It reviews progress towards meeting the requirements of the air quality directives. An overview of the latest findings and estimates of the trends in concentrations, the effects of air pollution on health and its impacts on ecosystems are also given.

[Approximated EU GHG inventory: proxy GHG estimates for 2015](#)

EEA Report No 23/2016 - Published 08 Nov 2016

This report provides estimates of greenhouse gas (GHG) emissions in the European Union and its Member States for 2015, covering the full GHG inventory (all sectors, except land use, land-use change and forestry (LULUCF), and all gases). These estimates are also referred to as approximated ('proxy') estimates or inventories in this report as they cover the year for which no official GHG inventories have been prepared yet. The proxy inventories in this report are based on GHG emission estimates reported by Member States to the European Commission under existing EU legislation and on calculations made by the European Environment Agency's (EEA) European Topic Centre on Air Pollution and Climate Change Mitigation (ETC/ACM) using activity and/or emission data at country level. The official submission of 2015 inventories to the United Nations Framework Convention on Climate Change (UNFCCC) will take place in 2017.

The proxy estimates greatly improve the timeliness of information on GHG emissions and are used for analysis of emission trends and progress towards EU climate targets.

[Trends and projections in the EU ETS in 2016 — The EU Emissions Trading System in numbers](#)

EEA Report No 24/2016 - Published 17 Oct 2016

The report provides an analysis of past, present and future emissions trends under the EU ETS, based on the latest data and information available from the European Commission and Member States. It also analyses the balance between supply and demand of allowances in the market. The report's annexes provide extensive material describing the functioning, scope and cap of the EU ETS.

[EMEP/EEA air pollutant emission inventory guidebook - 2016](#)

EEA Report No 21/2016 - Published 30 Sep 2016

Technical guidance to prepare national emission inventories. The joint EMEP/EEA air pollutant emission inventory guidebook supports the reporting of emissions data under the UNECE Convention on Long-range Transboundary Air Pollution (CLRTAP) and the EU National Emission Ceilings Directive. It provides expert guidance on how to compile an atmospheric emissions inventory. The Guidebook is published by the EEA; the CLRTAP Task Force on Emission Inventories and Projections is responsible for the technical content of the chapters.

[Ozone-depleting substances 2015](#)

EEA Report No 19/2016 - Published 16 Sep 2016

This report summarises the data reported by undertakings in accordance with the ODS Regulation for 2015 and looks at the major trends since 2006. Aggregated data reported by companies on the import, export, production, destruction, and feedstock and process agent use of ozone-depleting substances in the European Union.

[Environment and climate policy evaluation](#)

EEA Report No 18/2016 - Published 05 Sep 2016

The intended audience of this European Environment Agency (EEA) publication is the professional environmental evaluation community, that is, evaluators of European environment and climate policies, the EEA's networks and interested evaluation professionals, including those that are active in the European Environmental Evaluators Network (EEEN). The

publication aims to facilitate a dialogue on policy evaluation, by clearly setting out the EEA's views on some of the challenges that evaluators encounter in the areas of environment and climate policy.

From the president

Joop van Ham honoured

At a meeting of the Assembly in Berlin the Assembly elected Joop van Ham as Honorary member of EFCA for his outstanding contribution to the development of EFCA. At the end of this year Joop will stand back as EFCA's secretary-general, an office he has held since the foundation of EFCA, 20 years ago. In fact his involvement dates from 1989, the year that Joop's association, the Society for Clean Air in The Netherlands (CLAN), hosted IUAPPA's 8th World Clean Air Congress in The Hague.

A few years before a group of European countries had agreed that their environmental problems had to be solved at the European scale. Between the delegates of CLAN, president Louis Clarenburg and Joop, then CLAN's SG and KRdL's delegate Klaus Grefen the notion had risen that a science based organisation which could have an interaction with the European policy developments could be mutually valuable. At the invitation of IUAPPA's president, Louis Clarenburg, the European IUAPPA Members discussed the idea and agreed to found EFCA. The next year Statutes were approved though EFCA was not registered: EFCA's budget was zero and two years later it still was. In 1992 it was agreed to lower the ambitions to "encouraging professional activity in Europe" and change the name into TESEP, The European Symposium on Environmental Protection. The existing cooperation between KRdL and CLAN on joint international conferences was continued, now within a European context.

The first event of TESEP was CLAN's first conference on Non-CO₂ Greenhouse Gases, coordinated by Joop and more events were to

follow. In 1995 the minds were ready to agree on the original intentions and in 1996 associations in France, Germany, Italy, The Netherlands and the UK committed themselves to a basic budget and founded EFCA. Louis Clarenburg was elected as its president.



In the first years the Federation did not change much: conferences remained the major focus. Membership increased gradually, however, and more associations started with organising international EFCA events. Gradually this created

a position for EFCA for interaction with the European policymaking process. Some highlights during the last 20 years are summarized below.

The president thanked Joop for his tremendous work and outstanding contribution to the development of EFCA. Joop in fact was the motor and the fuel for the “EFCA Vehicle” and in most cases held the steering wheel. He will stand back now for most of his duties, but will still be linked to the executive committee as the treasurer.

With a big applause from the Assembly and warm words the president handed over the certificate

for the honorary membership. Joop took the opportunity to thank all Assembly participants online and present for their valuable cooperation during these 20 years.

The German member GUS will now overtake the “motor” part, encouraging all Member associations to deliver the “fuel” by their inputs to EFCA. Additional supporters from the Member associations are already identified to help steering EFCA into the next 20 years period.

20 years Secretary General highlights

2001 Giuseppe Fumarola succeeded Louis Clarenburg as president and gave EFCA its first website. Providing and enlarging the content became a new and major job.

2004 Contact with Matti Vainio, coordinator of the policy development on air pollution in Brussels resulted in an invitation for a joint workshop of DG Environment, EEA and EFCA. After interaction with NSCA – the UK traditionally opposed having (European) air quality limit values in ambient air - EFCA speakers had the opportunity to present their problems with implementation of such policies and discuss alternatives.

2005 EFCA was invited an Observer seat in the CAFE Steering Group which was discussing in particular the outlines of a revised Air Quality Directive. EFCA pleaded in its first Policy Initiative for a policy not just focussing on limit values at hot spots but invest in a population-weighted exposure as preferred criterion.

2006 EFCA discussed and approved its first Strategy document (2006-2010).

2007 As agreed in the new Strategy EFCA published its first EFCA Newsletter. It involved a new house style and a routine for categories of its content, much of which was produced by the Editor who distributed its 25 issues among EFCA Members and within a group of some 200 European stakeholders. In the same year EFCA found a webmaster who designed a new website in line with the new house style which invited to new content categories and improvement of the presentation .

2007 A cooperation was started with KIT and GUS for a first EFCA-symposium on UFP. A seat in the Organising Committee made EFCA’s experience with conference management available for the series; EFCA also provided facilities at its website.

2009 Jean-Marie Rambaud succeeded Giuseppe Fumarola. His simultaneous involvement in IUAPPA furthered the attention for the interaction, in science as well - potentially – in policy between climate and clean air and the development of an EFCA position on the integration of both domains at a conference in Lille. At that occasion EFCA *framed* the “**One Atmosphere**” philosophy – which it shares with IUAPPA – in Europe.

2010 EFCA published its 2nd Policy Initiative on “Linking Air Pollution and Climate Change – a challenge for European legislation” and brought it to the attention of EC-president Barroso and several of his Commissioners.

At IUAPPA’s World Congress in Vancouver EFCA arranged a major session on this topic where it reported on its action.

2011 At the third UFP-symposium the scientific community asked specific attention for Black Carbon in AQ policy. EFCA started a discussion on the Forum at its website as a first test of the idea which seemed to compete with the approach to develop a policy for atmospheric particle numbers.

2012 In its 3rd Policy Initiative EFCA reconciled the both approaches and linked the Black Carbon issue with its role as Short-lived Climate Forcer as

argument for selecting BC as an additional indicator of particulate matter.

2013 The Year of Air prompted EFCA's part in several Public Hearings of the Commission in relation to the revision of legislation. EFCA also mastered the logistics of manning a stand during the Green Week in Brussels. At that occasion Commissioner Potocnik told the audience that he had well understood that attention for Black Carbon was urgent. EFCA extended its focus within UFP-science to the organic fraction within UFP, POA and SOA. The need to consider these potentially highly toxic fractions was *framed* by introducing the term '**Fraction-by-fraction**' approach.

In the same year EFCA was invited to present a contribution on its activities at the ETH-conference on Combustion-generated Nanoparticles in Zurich.

2014 In this year EFCA was invited to write the Editorial of a special issue of Pollution Atmosphérique at the occasion of the closure of the EU's Year of Air and ask attention for the Fraction-by-fraction approach. At VVM's 6th Non-CO₂ Greenhouse Gases symposium, later that year EFCA arranged a special session on the organic fraction of UFP and contributed with an overview of existing knowledge, with respect to air quality as well as climate forcing (brown carbon).

National news

Norway

It seems quite possible that Norway will prohibit the sale of new fossil fuel cars by 2015. Four of the most important parties have reached an agreement on such a move which comprises new gasoline and diesel powered cars. It is in line with the nation's strategy to turn into one of the most ecologically progressive countries in the world. In Norway electric cars already have a share of 24% of the market.

Norway is also Europe's biggest petroleum producer. This year the country offered 10 new licences for oil exploration in the Arctic.

www.energymarketprice.com

Scotland

In October the Scottish Government decided, following the publication of a report on its potential environmental impacts, to block underground coal gasification (UCG).

News from EFCA and its Members

EFCA news

In November EFCA delegates came to Berlin for the Assembly meeting. Though 2016 counted one scientific event only, the year presented new challenges: EFCA's SG and Newsletter Editor was unexpectedly forced to considerably reduce his activities for EFCA, ahead of his agreed retirement at the end of the year.

This year's event was IUAPPA's World Clean Air Congress in Korea, organised as a joint activity with the Better Air Quality Conference of Clean Air Asia. The Congress attracted 1100 participants and was a great success. EFCA contributed with a

special session on Fine Particulate Matter which had a lively discussion, chaired by president Thomas Reichert who expressed his gratitude to the speakers for their input.

In Berlin the Assembly meeting considered the arrangements for EFCA's secretariat in the new situation and agreed on the proposals made.

The Executive Committee has been extended with PIGE's delegate, **Dr Andrzej Jagusiewicz**, who was elected as Vice-President of EFCA.

In January 2017 EFCA's secretariat will be moved to the GUS secretariat in Pfinztal, Germany. GUS

secretary, Ms **Sabine Aref**, becomes EFCA's Administrative Officer and will take care of EFCA's administrative affairs and handle calls and incoming mail at info@efca.net.

By the end of 2016 the office of Secretary-General will remain unattended. The EC has taken responsibility for initiating EFCA's scientific and policy-oriented activity and arrange activities as PR/communication and Newsletter.

The Assembly had a lively discussion on the scope of its interests with respect to European policies. The need to connect the fields of air pollution and climate change was stressed by some delegates while others pointed to EFCA's air pollution roots. It was reminded, with a reference to Short-lived Climate Pollutants, that clean air interests when integrated with climate policies can have co-benefits for both. The matter will be dealt with in the EFCA-strategy 2017-2021.



From right to left: Thomas Reichert, Klaus Grefen, Andrzej Jagusiewicz, Giuseppe Fumarola, Gordana Pehnc, Krzystof Zareba, Joop van Ham, Tinus Pulles, Selahattin Incecik and John Murlis

EFCA Executive Committee

President : Dr Thomas Reichert, GUS
 Vice-Presidents : Dr Vladimira Vadjic, CAPP
 : Prof. John Murlis, EPUK
 : Dr Andrzej Jagusiewicz, PIGE
 : Prof. Giuseppe Fumarola,
 Past-President CSIA/ATI
 Treasurer : Dr Joop van Ham, VVM
 Supported by:
 Administrative Officer : Ms Sabine Aref, GUS
 Policy Officer : Mr Jean-Guy Bartaire, APPA
 Scientific Officer : Ms Geeta Puri, EPS

Postal Address from January 2017

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News from Members

CSIA-ATI

After several silent years EFCA's Italian Member is preparing for a revival. CSIA is known as the Air Pollution Study Committee of ATI (Associazione Termotecnica Italiana), an association whose members are primarily involved in energy-related activities. **Giuseppe Fumarola** seized the opportunity to discuss the place of the Committee within ATI with the new president of ATI. It was agreed to change the name into "Committee for Air Pollution Study and Research" and to direct its programming more to the relation with energy. After formal endorsement of the restart by ATI's Board, the Committee will resume to arrange regular activities at the national scale. A first activity on Green Procurement in spring 2017 will display options for improving energy efficiency, focussing on the Building sector.

APPA

In the fall of 2015 APPA elected a new vice-president, **Jean-Guy Bartaire**. Jean-Guy has expressed his intention to represent his association within EFCA. Jean-Guy is retired from EDF. Since many years he serves EGTEI, the Expert Group on Technical and Economic Issues with respect to mitigation of air pollutants under the CRLTAP. He is also the president of CITEPA.

PIGE

In the beginning of 2016 PIGE informed EFCA that **Andrzej Jagusiewicz** had been recommitted as PIGE's International Liaison and could resume his role as observer on behalf of EFCA at meetings of active bodies under the Convention on Long-Range Transboundary Air Pollution of UNECE. The message was obviously welcomed.

FAPPS

In April 2016 EFCA was informed that FAPPS had elected a new president. Kaarle Kupiainen transferred the presidency to **Katja Lovén**. Katja is connected to the Finnish Meteorological Institute where she heads the Air Quality and Energy Expert Services Department. Because project commitments in Azerbaijan during more than two years will prevent her to effectively serve her

office **Ms Anu Kousa** will replace her during that period.

Cercl'Air

In July 2016 Cercl'Air informed EFCA that it had elected **Mr Andrea von Känel** as its new president. He succeeds Hans Gygax after 6 years of presidency. Andrea serves the Cantons of Basel-Landschaft and Basel-Stadt as Head Air Quality Control.

EPS

Air Quality in Scotland – Environmental Protection Scotland Update

This year has been a busy one for air quality after the launch of the Cleaner Air for Scotland (CAFS) Strategy in November 2015. The Scottish Government has been busy implementing many of the actions and in particular the commitment to establish Scotland's first Low Emission Zone by 2018.

Ongoing work on the National Low Emissions Framework and National Modelling Framework is progressing well.

EPS is involved in several of these activities through its Expert Advisory Group on Air Quality. The Group provided technical support, both to the Scottish Government regarding the CAFS strategy and to Local Authorities, the latter in terms of training to prepare them for reporting on PM_{2.5}.

EPS will be publishing a new guidance document on air quality and planning in January 2017 which was drafted jointly with the Royal Town Planning Institute (Scotland). This is a key deliverable of the CAFS strategy, and will be supported by providing a training event in February 2017 on evaluating air quality impact assessment reports, as submitted by developers as part of the environmental impact assessment report for planning permission.

EPS has also put forward a couple of suggestions for EFCA special sessions at conferences of its Members, to consider running next year:

- a review of health studies and the reliability of statistical measures of air pollution impacts on mortality/morbidity

- a session, given the Brexit result, on the future options/scenarios for air quality policy and reporting for Scotland could be interesting!

Dr Geeta Puri, international liaison EPS

EPUK

EPUK's annual National Conference was held in Aston on November 10th with the title "Enhancing health through environmental quality: opportunities or threats from Brexit". This was an opportunity to consider how the protection of the UK environment will progress in future. EPUK has a diverse membership of environmental protection and local government bodies, environmental industries, consultancies and individuals but at the core of its membership are the local authorities. EPUK covers the three main areas of environmental protection that, in the UK, are the responsibility of local authorities. These are air quality, noise and land quality (the assessment, remediation and reuse of contaminated land). In the UK, air quality has now become one of the top public health risk factors, with estimates of over 40,000 deaths brought forward each year by air pollution. Noise, long known as a threat to wellbeing, is now emerging as a direct challenge to health. Policy on land quality aims to prevent harm from industrial contamination as land is developed for human use. However, the resources available to local authorities have been reduced and there are concerns about their ability to deliver their duties as agents of local environmental protection.

This concern was highlighted in an address from Professor Frank Kelly (Kings College London) who showed that, despite progress, many people in the UK are still suffering from unhealthy air and that considerable reductions in emission of air pollutants, notably from road vehicles would be needed to reduce the health burden of air pollution, especially in cities.

Other speakers in the air quality session at Conference covered the challenges in assessing future air quality posed by the great difference between the regulation levels of pollution from cars and their in-service emissions. Professor Helen ApSimon (Imperial College London) said that the differences measured made it difficult to predict the effect of measures taken to improve air quality, since current official emission models assumed emissions were as regulations required.

On more positive notes, the ambitious air quality plans of the new Mayor of London, including an ultralow emission zone for London by 2020, were described and there was an excellent update on plans for introducing low carbon and low air pollution vehicles into public transport fleets in the UK. The presentations from the EPUK National Conference are available at <http://www.environmental-protection.org.uk/2016acpresentations/>

The context for our discussion was provided by the successful prosecution of the UK Government for failure to make satisfactory and timely plans for reducing air pollution. In a case brought by Client Earth, a public interest legal practice, the UK Supreme court ruled that the Government had acted illegally by failing to enact EU legislation on health protection against air pollution. This is considered a land mark case and the ruling has been accepted by the Government, with the Prime Minister, Teresa May, committing to the development of a compliant plan. This is also considered an example of the protection UK citizens enjoy under EU law and that will have to be guarded rigorously in future.

For more information on the UK Supreme Court decision on the Government's air quality plans see: <http://www.clientearth.org/major-victory-health-uk-high-court-government-inaction-air-pollution/>

John Murlis, president EPUK

Activities 2017
6th EFCA Symposium on Ultrafine Particles – Air Quality and Climate (UFP-6)
Brussels, 10-11 May 2017



Call for Papers

Conference topics in ultrafine particles research and abatement strategies include:

Sources:	Emission, inventories, nucleation and growth of ambient ultrafine particles
Characterization:	Particle size, volume, shape, particle size distribution, chemical composition, oxidative capacity
Air quality:	Measurement and methods; modelling atmospheric transformation of particles; monitoring approaches and data; equipment
Climate effects:	Role of ultrafine particles in cloud formation and stimulating climate effects; regional aspects
Epidemiology:	Epidemiological and human clinical studies with size differentiation of small particles
Health effects and mechanisms:	In vivo and in vitro toxicity, transport in the body; relevant research techniques
Abatement strategies and policies:	Policy studies on UFP; cost-effective mitigation of PM; Decision finding: public hearings, citizen tables



Submission of Abstracts

Please send abstracts (max. 300 words) to:

Karlsruhe Institute of Technology
Mrs. Klara Langer
klara.langer@kit.edu
not later than **January 15th, 2015**. The abstract should be a pdf-file. Authors will be informed about acceptance of the paper by February 8th, 2015.

Keynote speakers include:

Mark R. Miller, University of Edinburgh, UK
The cardiovascular effects of ultrafine particles in vehicle exhaust

Ian Mudway, King's College, London,
UK Air pollution and cognitive decline

Laurence Rouil, INERIS, France

Environmental modelling and decision making (tbc)

André Zuber, European Commission
NEC Directive on Ultrafine Particles

Ralf Zimmermann, HMGU Munich, Germany
Composition and health effects of aerosol particles from different combustion source

The complete flyer and registration information can be found at ufp.efca.net.

AQM2017

Air Quality Management at Urban, Regional and Global Scales Antalya, Turkey, September 2017



AQM 2017 is the fifth delivery in a series of conferences, started in 1997 at the initiative of our Turkish Member TUNCAP. The series is now well established. Sponsored by EFCA, IUAPPA, WMO and local partners it is a valued event for Southern Europe, the Middle East and Central Asia which is hard to be equalled in the coming years.



Air Protection 2017

Tenth Croatian scientific and professional Conference with international participation Primosten, Croatia, 3-7 October 2017

The Call for Papers includes the following topics:

- Managing air quality – inspection and control
- Atmospheric emissions of pollutants
- Monitoring ambient air pollution
- Developing and testing measuring methods
- Estimating exposure to air pollutants and impact on health and the environment
- Asbestos in the air
- EFCA session

Further details can be found in a First Announcement that will be available in January at www.huzz.hr.

Calendar

CfP = Deadline Call for Papers

VDI-Konferenz 2017: Anpassung der TA Luft
14–15 February 2017, Cologne, Germany. www.vdi-wissensforum.de/taluft

6th EFCA symposium on Ultrafine Particles
10-11 May 2017, Brussels. <http://ufp.efca.net> (CfP: 15-1-2017)

19th International Conference on Modelling,
Monitoring and management of Air Pollution
25-26 May 2017, London, UK.
<http://waset.org/conference/2017/05/london/ICAPC>

21st ETH- Conference on Combustion Generated
Nanoparticles

19-22 June 2017, Zurich, Switzerland.
www.nanoparticles.ethz.ch (CfP: 3-4-2017)

5th Air Quality Management Conference
September 2017, Antalya, Turkey.

29th Conference of the International Society for
Environmental Epidemiology
24-28 September 2017, Sydney, Australia.
<http://www.iseepi.org/Conferences/future.htm> (CfP:
23-2-2017)

Air Protection 2017 - 10th Scientific and Professional
Conference
3-7 October 2017, Primosten, Croatia. www.huzz.hr.

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Newsletter

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