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Air pollution and climate change are phenomena with many interconnections, with both synergetic and antagonistic effects. This is well documented in the scientific literature and presented to policymakers, e.g. in reports of the European Environmental Agency. Policies on clean air and climate change should recognise these interconnections, but the different histories of policy development for the two phenomena do not automatically favour an integrated approach.

Science based air pollution policies were established in developed countries from the sixties and seventies of last century. The international coordination took shape when countries in the UN Economic Commission for Europe agreed in 1979 to a Convention on Long Range Transboundary Air Pollution, and the decision to develop a common policy in the European Union some years later.

In comparison, the climate change problem has only recently entered the policy cycle. The uncertainties are still high and the progress is marginal because of the political complexity of a global problem. The very recent sense of urgency now results in dedicated policies in Europe. However, an integrated approach towards optimised cost-effectiveness for clean air and climate change targets is still being missed.

In order to further the latter approach EFCA has taken the initiative for a symposium under the title:

How to fight Air Pollution and Climate Change effectively together in Europe?

Its aim is to provide a forum for debate, focussing on the need for integration, the required knowledge on interconnections, and the available options for delivering on a science-to-policy process basis. It will examine potential barriers and help to identify solutions to the problem, including questions of the implementation, effectiveness and enforcement of potential future policies.

Our French hosts hope to welcome many delegates in Strasburg on 6 and 7 November of this year.

*Building of the European Parliament
Venue of EFCA-symposium*



European developments

New Air Quality Directive approved

In a press release on 14th April this year, the European Commission announced the adoption of the new EU Air Quality Directive. Details of the compromise on the Directive reached in December were discussed in the EFCA Newsletter No 2 in February. Publication of the Directive in the EU's Official Journal, expected in May 2008, had not been made yet at the 28th May.

Fund against climate change

On 28th March the Commission announced the launch of the Global Energy Efficiency and Renewable Energy Fund (GEEREF). It is meant to mobilise private investment into energy efficiency and renewable energy generation in developing countries and economies in transition. The fund reflects the commitment of the Commission to fight climate change and transfer clean technologies to developing countries and is particularly targeted at small-scale projects. For the years 2007-2010 the Commission intends to put 80 million Euros into GEEREF; together with initial funding from public and commercial sources the initiative is expected to mobilise in the order of € 300 million.

More information:

<http://europa.eu/rapid/pressReleasesAction.do?reference=IP/08/473&format=HTML&aged=0&language=EN&guiLanguage=en>

European Parliament

Proposed legislation by the European Commission (in a co-decision with the European Parliament (EP) and the Council) is on the agenda for the meeting of the Commission on the Environment,

Public Health and Food Safety on 26 May. What is at stake in the fields of clean air and climate change?

Regulation setting performance standards for CO₂ emissions of new passenger cars

The Commission has proposed a reduction of CO₂-emissions from passenger cars to 120 g/km for the average fleet of new vehicles from 2012 as compared with a present average of 170 g/km. Modifications of the vehicle should result in a reduction to 130 g/km; an additional 10 g/km will come from adaptive measures on-road (COM(2007)0856). Emissions from road transport amount to 12 per cent of total CO₂ emissions in the EU.

In the First reading of the legislation a resolution has been drafted. The rapporteur (Guido Sacconi) has proposed to add a target for the new car fleet in 2020 of 95 g/km, in line with the ambitions of the Commission for a 20 (or 30) per cent overall reduction of CO₂-emissions in the European Union.

The legislation will generate revenue through levying premiums from car producers whose fleets fail to meet the average emissions targets. In an additional amendment it is proposed that these revenues will be completely made available for research and innovation in the automotive sector.

Directive on Promotion of Clean and Energy-efficient Road Transport Vehicles

The commission will consider a draft report on the Directive proposal from the Commission (COM(2007)0817) by Dan Jorgensen. The Directive refers to the proposed reduction of CO₂-emissions for the average fleet of new vehicles from 2012 to 120 g/km for passenger cars.

It is meant to encourage public authorities to take a lead in the procurement of the best market alternative for their fleets of vehicles including buses and good vehicles. Apart from the purchase price, procurers will have to consider, the total operational lifetime costs including external costs such as environmental impact. When the Directive

which will change the cost ranking of transport vehicles becomes effective it is expected that the best market alternative is selected in 50 per cent of public procurements. The rapporteur considers that the methodology for calculating external costs could be available from 2010 which is two years earlier than in the proposal of the Commission.

Among the amendments proposed in the draft report, one concerns the use of biofuels, proposing that these should be sustainably produced and certified. It is also proposed that stimulation of cleaner fuels, such as hydrogen, compressed natural gas (CNG) and liquid petroleum gas (LPG) is made possible within the principles of the common market in view of the high initial costs of their introduction.

Apart from the date of implementation the further amendments do not reveal any essential differences between the proposal and the view of the rapporteur.

Amending Directive to include aviation in the Emission Trading Scheme (ETS) for CO₂

A proposed revision of the Directive on the Emission Trading Scheme is now in its Second Reading in the EP. In its First Reading the EP had taken a firm position aiming at a fast and effective involvement of the aviation sector in the ETS and added a great number of amendments which would result in a robust system for the sector.

Because of strong opposition from the aviation sector against the proposal the Commission hardly managed to complete the negotiations on the most crucial elements. As a result the second proposal for the Directive did not show much change in the direction proposed by the EP.

In response rapporteur Peter Liese drafted a number of new amendments meant to increase the pressure on the aviation sector. Among these are:

- a reminder on the ambitions to reduce the overall CO₂ emissions by 30% in 2020 and by 60-80 % in 2050;
- a recommendation to the Commission for a feasibility study on the possibility of laying down emission standards for aircraft engines;
- a reminder on the potential for technological and operational improvements;
- a recommendation to support improved air traffic management, for which a potential

of 12% reduction in emissions is estimated;

- a recommendation to continue to give support to projects which aim at improving the energy and environmental performance in the aviation sector.

In addition, all earlier amendments which had not been dealt with have been included. Among these are the wish that NO_x-emissions and the formation of cirrus clouds will be brought under the Directive by applying a multiplier to the CO₂-emission when a reliable estimate of their contribution is available. In line with this it is asked that the formation of contrails will also be considered in future air traffic management.

The proposed EP position on the allowances to aircraft operators is tighter than that of the Commission in its second draft. While the Commission proposes to start in 2012 with a quantity of allowances equivalent to 100 per cent of historic emissions, the EP wants to start in 2011 issuing 90 per cent with the remaining 10 per cent to be auctioned. In addition, the EP proposes a more ambitious reduction of free allowances in subsequent periods.

The EP is supported by the fast changing attitudes to the climate change problem in several parts of the world during the last year. This brings the possibility of a worldwide trading system closer. With the USA moving towards its own trading system (for the complete transport sector including aviation) the fear of aircraft operators in Europe losing their present worldwide level playing field may be a bit less justified. The EP, therefore emphasises the importance of opening the ETS to non-EU countries.

More information on the positions of the EP on the three topics above is available at: http://www.europarl.europa.eu/meetdocs/2004_2009/organes/envi/envi_meetinglist.htm

Resolution on maritime issues

EU maritime policy contains too few practical measures to tackle key environmental challenges such as climate change and pollution effectively. The resolution on an integrated maritime policy for the EU reiterated earlier opinions of the EP. It was adopted on 20 May when the EU celebrated the first annual European maritime day, aimed at raising awareness of issues affecting the maritime sector.

Apart from stressing the need for sustainable fisheries MEPs call for maritime policy to make a substantial contribution to reducing greenhouse gas emissions, including incorporating shipping in emission trading and stepping up research efforts with a view to exploiting the sea as a source of renewable energy. They also urge the Commission to be more ambitious in combating sulphur and NO_x emissions from ships. The Parliament also reiterates the need for closer cooperation in this field with the IMO (International Maritime Organisation) and, in particular, calls for:

- the introduction of nitrogen oxide emission standards for ships using EU ports;
- the designation of the Mediterranean Sea, the Black Sea and the North-East Atlantic as Sulphur Emission Control Areas (SECAs);
- the reduction of the maximum permitted sulphur content in marine fuels used in SECAs by passenger vessels from 1.5% to 0.5%;
- the introduction of fiscal measures, such as taxes or charges on sulphur dioxide and nitrogen oxide emissions from ships and the identification of ways of imposing such measures and charges on all ships putting into community ports or sailing within EU waters, regardless of flag.;
- promotion of the introduction of differentiated harbour and waterway charges to favour ships with low sulphur dioxide and nitrogen oxides emissions;
- a proposal for an EU directive on the quality of marine fuels.

Further information:

http://www.europarl.europa.eu/news/expert/infopress_page/062-29033-140-05-21-910-20080516IPR29017-19-05-2008-2008-true/default_en.htm

Recast IPPC Directive

The IPPC Directive 96/61/EC has been amended several times since 1996 by a *repeal* procedure which does not require the legislation procedure of co-decision by the Council and the European parliament. Its latest version has been published as Directive 2008/1/EC in the Official Journal of the EU of 29 January 2008 (<http://eur-lex.europa.eu/JOHtml.do?uri=OJ%3AL%3A2008%3A024%3ASOM%3AEN%3AHTML>).

Parallel to the repeal procedure the Commission also proposed a *recast* of the old Directive which was sent to Parliament on 21 December 2007 (<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2>

[007:0844:FIN:EN:PDF](#)); it shall now be understood as referring to the new Directive. A recast is subject to the co-decision procedure and the Commission has highlighted the articles with new text to be considered in the procedure; however, in the initial proposal more articles were changed.

In circles of energy intensive industries it is now seen that several of the latter changes should be considered as a "substantive change". This means that they should be subject to amendments in the co-decision procedure. The main change concerns the proposed competence of the Commission to issue BAT (Best Available Techniques) reference documents (Brefø). This implies that the flexibility principle is missed, which would allow for site-specific factors to be taken into account for an efficient integrated approach for the overall protection of the environment. According to a Position paper, in which several additional substantive changes were identified, the rights of stakeholders to express their opinion will also be restricted by the proposal.

Short news

Recent reports of the European Environment Agency and the European Commission

Air quality

Air pollution from electricity-generating large combustion plants

http://reports.eea.europa.eu:80/technical_report_2008_4/en

Air pollution by ozone across Europe during summer 2007

http://reports.eea.europa.eu/technical_report_2008_5/en

Climate change

Application of the Emission Trading Directive by EU Member States - reporting year 2007

http://reports.eea.europa.eu/technical_report_2008_3/en

Climate for a transport change: TERM 2007 indicators tracking transport and environment in the European Union EEA Report no 1/2008

<http://reports.eea.europa.eu/>

Success stories within the road transport sector on reducing greenhouse gas emission and ancillary benefits. EEA Technical report no 2/2008

http://reports.eea.europa.eu/technical_report_2008_2/en

2007 National reports on verified and surrendered allowances (ETS)

(http://ec.europa.eu/environment/climat/emission/citl_en.htm)

How to fight Air Pollution and Climate Change Effectively Together in Europe?

EFCA symposium, Strasbourg, France, 5-7 November 2008

DRAFT PROGRAM

5 November 18.00 ó 20.00 h

Welcome Cocktail

Welcome addresses by the president of EFCA and of local authorities from Strasbourg and its region.
Introductory address by the director of IUAPPA

Session A

Scientific evidence of interactions and pending questions

Chair: Daniel MARTIN, French Environment Ministry

Keynote addresses

Prof Mike PILLING, UK School of Chemistry, University of Leeds (to be confirmed)

Background of scientific evidence on the interactions between air pollutions and climate change: The role of air pollutants in climate change, and the impact of climate change on air quality.

Frank RAES Unit head Joint Research Centre

Examples of disputed interactions: The ambivalent role of aerosols (the example of the Asian brown cloud).

Session B

Evidence of the need for integration and tools for the guidance of coordinated policies

Chair: Peter ROMBOUT, RIVM, the Netherlands

Speaker from Netherlands Environmental Assessment Agency (to be confirmed)

Air pollution and climate change policies: exploring linkages and added value of an integrated approach
Global overview of the different categories of linkages (atmospheric and physicochemical linkages, linkages of impacts, linkages in emissions and control options).

Speaker on behalf of the European Environmental Agency (to be confirmed)

The key messages of the EEA report on AQ and ancillary benefits of climate change policies.

Frank DENTENER, EC Joint Research Centre.

The Global Air Pollution and Climate Change Action (action 24001): assessment models and monitoring systems of air pollution and its impact on climate.

Markus AMANN, International Institute for Applied Systems Analysis (IIASA)

From RAINS to GAINS. Synergies and trade-offs between the control of local and regional air pollution and the mitigation of global greenhouse gas emissions.

DEBATE: policy building and the need for integration of climate and air pollution scientific assessment tools

Session C

International and regional frameworks for integration. Institutional arrangements and plans to foster coordination in Europe

Chair: Richard MILLS, director of IUAPPA

Jeffrey CLARK, IUAPPA

The Global Atmospheric Pollution Forum program: outcomes of the September 2008 Geneva conference

Mr. Stefan BAKKER, Energy research Centre of the Netherlands (ECN)

The CURB Air project (European commission external cooperation programs): To contribute to improving air quality in Asian mega cities while contributing to climate change mitigation by using the Clean Development Mechanism.

Dr. Artur RUNGE-METZGER, DG Environment EC, Directorate C : Climate Change and Air.

Review of existing European policies and how they address synergies and trade-offs.

Institutional arrangements in the EU to foster coordination. Plans and conditions for AQ and CC policies integration in Europe.

DEBATE: Geographic and time scales of efficient contribution to co-benefits, and shared responsibilities for effective implementation.

Session D

Experiences and plans to jointly address both challenges at national and local levels

Chair: John MURLIS, Environmental Protection UK

Philippe RICHERT, President of the French Air Council

Directions for a new clean air act in France: from the 1986 air quality law to regulations addressing the atmospheric environment from an integrated perspective.

Martin WILLIAMS, Head, Air and Environment Quality Division, UK Department for Environment, Food and Rural Affairs

Perspectives of integration of Air Pollution and Climate Change policies in UK, after the UK AQ expert group report on AQ and CC : a UK perspective (2007)

Mary NICHOLS, Chair, California Air Resources Board

Efforts to pursue air pollution and climate change co-benefits programmes in the State of California

Chris JAMES, National Association of Clean Air Agencies; former director, Air Planning and Standards Division, State of Connecticut, U.S.

Tools and Strategies used to pursue air pollution and climate change co-benefit programs in Connecticut and other North-Eastern States

Speaker to be confirmed

Japan's efforts to address co-benefits through the Asia-Pacific Gateway and other programmes

DEBATE: Identification of successful options for an integrated approach

Session E

Examples of disputed policies. Some difficult choices

Chair: Vladimira VADJIC, president Croatian association

Ed DEARNLY, Environmental Protection UK
Wood burning as «green and climate friendly» energy ? An example of possible trade offs.

Dr. Alan LLOYD, International Council on Clean Transportation (to be confirmed)
Bio-fuels. Assessing actual benefits and possible trade offs.

José P. LAGUNA-GOMEZ, Unit F.1 (Automotive Industry), Directorate-General for Enterprise and Industry, EUROPEAN COMMISSION (invited)
Balancing clean air and climate change objectives between stakeholders. Lessons learned from the public consultation about Euro VI emission limits proposal

DEBATE: How to make progress and avoid drawbacks?

Session F

The central role of energy policies. Consensus building in Europe and expected contributions to co-benefits for air quality and climate change

Chair: Karl-Friedrich ZIEGAHN, Research Centre Karlsruhe, president GUS

Giovanni DE SANTI, Director Institute for Energy, EC Joint Research Centre
The Strategic Energy Technology Plan: the new approach towards a European energy policy.

Speaker from EC Directorate-General Energy and Transport (invited)
Energy supply policies and emission reduction potential in Europe. Promotion of renewable energy sources, of bio-fuels for transport, of cogeneration. Biomass action plan. Energy demand management

Jean-Guy BARTAIRE, EURELECTRIC, chairman of EGTEI group on techno-economic issues

The stakes and costs of integration of AP and CC: the example of electricity industry interest in a great coherence between Energy, AQ and CC policies.

Speaker from European Environment Bureau (invited)

The viewpoint and actions of NGOs to fight against climate change, air pollution and to promote energy efficiency

Andrzej JAGUSIEWICZ, Chief Inspector of Environment, Poland

Advocating an integrated approach of energy, climate and air quality policy in Poland. Which conditions for a coal driven country ?

Heleen DE CONINCK, Energy Research Centre of the Netherlands (to be confirmed)

Mainstreaming climate change into energy security of supply policies.

DEBATE: What is the share of energy policies in effectively fighting climate change and air pollution?

Session G

Lessons learned from the symposium and key elements for future progress in policy integration in Europe

Chairs: Giuseppe FUMAROLA and Richard MILLS

Conclusion session with all session chairs reporting on the main issues and conclusions of their session; drawing the frame of future progress in policy integration in Europe.

Closing ceremony



Further Symposium information

The symposium is being prepared by an international committee coordinated by Jean-Marie Rambaud, EFCA vice-president and vice-president of the symposium host, French EFCA member APPA. Updates of the draft programme and logistic details on the symposium will be published at: www.efcasymposium.eu (available from 1 June 2008).

Convention on Long Range Transboundary Air Pollution

Hemispheric Transport of Air Pollution

A recent report by the Task Force on Hemispheric Transport of Air Pollution within the Framework of the Convention provides interesting results regarding the mutual impact of emissions in the four regions of the Northern Hemisphere with highest emissions. In particular for tropospheric ozone relatively strong hemispheric interaction has been found. The results are relevant for clean air as well as climate change policy.

The science of air pollution has gone a long way before the global character of common pollutants, such as ozone and fine particles, came into sight.

The Task Force on Hemispheric Transport of Air Pollution (HTAP) has the honour to present for the first time an overview of the body of knowledge that has been developed, primarily in the last ten years, to policymakers in Europe and elsewhere in the Northern Hemisphere. The activities of the Task Force have achieved scientific consensus in this field and stimulated progress by the initiation of new investigations.

In the report, information is presented on transport processes and episodes, and on emission inventories for the major emissions regions in the Northern Hemisphere, together with model results which simulate the observations. The status of

models for this specific application has been heightened substantially by the organisation of a model intercomparison between 21 transport models and by demonstrating that the more advanced models produced satisfactory agreement with observations.

Major findings

Observations from the ground, aircraft and satellites provide a wealth of evidence that ozone and fine particle concentrations are influenced by intercontinental and hemispheric transport of pollutants throughout the Northern Hemisphere.

The processes that determine the overall patterns of transport at this scale are relatively well understood and models can now reproduce these processes. The HTAP model intercomparison has provided the first set of estimates of intercontinental source-receptor relationships from an ensemble of models.

Perturbation results for ozone

Whilst acknowledging that differences between models deserved further investigation, estimates were made of the mutual effect of emission reductions in four major source regions. The four source regions are North America, Europe, East Asia and South Asia. In the perturbation experiment it was assumed that in each of the four regions the NO_x-emissions were reduced by 20 per cent; and an estimate of the effect of these reductions on ozone concentrations was made. In the calculations the ozone reduction as a result of local NO_x emissions reductions was separated from the ozone reduction resulting from a lower influx from the three other regions. The data refer to annual mean ozone averages at surface level in each of the four receptor areas. While the effect of reductions due to local NO_x emissions is dominant, the effect for the influx varied between 30 and 70 per cent of that due to the local reductions. : 4 ó 18 per cent of what resulted from local emissions reductions by 20 per cent.

Other components

Similar calculations for fine particles revealed lower contributions by influx from other source regions: their contribution to the decrease of ambient concentrations varied from 4 to 18 per cent of what resulted from local emissions reductions by 20 per cent. When contributions to

PM in the total column are considered these contributions can be much higher.

Another experiment demonstrated the importance of methane in the hemispheric ozone budget of the troposphere. If present methane concentrations sank by 20 per cent, the effect on ozone concentrations could be comparable or even higher than that of emissions reductions of other precursors, such as NO_x or carbon monoxide..

The Task Force will report results on transport of mercury and heavy metals at a later date.

Climate change

The present study also demonstrates in more detail the relevance of the results so far for climate change policies. Both tropospheric ozone and fine particulate matter contribute substantially to climate forcing. With the present generation of chemical transport models, a much better assessment of their future contribution in different scenarios will be possible. The Task Force indicated the importance of coordination with efforts under the Intergovernmental Panel on Climate Change in this respect.

Further work

The Task Force identified areas for improvement in current knowledge and recognized a number of key fields and capabilities for which additional research and assessment is recommended. This will require the combined effort of many individual scientists, and national and international research programmes.

The Task Force can continue to play a role as a forum for identifying the scientific consensus by fostering information exchange and collaboration. It also sees a role in raising the awareness of transboundary and intercontinental air pollution in regions where the concept is less well known and making links at the relevant institutional levels.

The lead Parties for the Task Force are the United States and the European Community. They appointed two Co-Chairs, Dr Terry Keating (U.S. Environmental Protection Agency) and Dr André Zuber (European Commission, DG Environment).

References

Hemispheric Transport of Air Pollution 2007. Air Pollution Studies No.16. United Nations Economic Commission for Europe. ISBN 978-92-1-116984-3. Available at: <http://www.unece.org/env/lrtap/conv/conclusi.htm>

News on EFCA and its members

EFCA news

EFCA Events in 2009

Two major EFCA sponsored conferences are on the role for 2009. In addition to VVMØ 5th Non-CO₂ Greenhouse Gases symposium in Wageningen (30 June -3 July) a second edition of the symposium on Ultrafine Particles is likely, possibly in May 2009 in Brussels. Details will be available in the Newsletter of November.

Website

The need for a more robust Forum facility has finally lead us to conclude that an overall renewal of the website was the preferred option. In spite of the extra time and efforts needed, a combined project for a new website with the desired increase in functionality and a new professional appearance is about to commence but will take several months before it is completed.

Acknowledgement

Dr Tim Chatterton, University of the West of England, Bristol kindly offered to proof read texts of non-native authors; the present issue is his first contribution.

News from members

APPA appoints new director

Aymeric Blanchet has joined as the new Executive Director of the Association pour la Prévention de la Pollution Atmosphérique (APPA). Mr Blanchet moves in from Lille where he was connected to the local APPA Chapter.

Calendar

CfP = Deadline Call for Papers

35th International Symposium on Environmental Analytical Chemistry ISEAC 35

22-26 June, 2008, Gdansk, Poland

(<http://www.pg.gda.pl/chem/iaeac/index.htm>);

EU Emission Trading 2008. Implementing Phase II

7-8 July 2008, Brussels, Belgium. Info: +44-20-7251 9151

11th International Conference on Indoor Air Quality and Climate

17-22 August 2008, Copenhagen

(<http://www.indoorair2008.org/>)

2^d International Sustainability Conference

21-22 August 2008, Basel, Switzerland. Info: isc@unibas.ch

16th IUAPPA Regional Conference. Where did all the clean air go?

1-3 October 2008, Kruger National Park, South Africa

EFCA symposium How to fight air pollution and climate change effectively together in Europe?

6-7 November 2008, Strasburg, France.

www.efcasymposium.eu

2^d EFCA International Symposium on Ultrafine Particles May 2009, Brussels

2^d ITM 2009: 30th NATO/SPS International Technical Meeting on Air Pollution Modelling and its Application 18-22 May 2009, San Francisco, USA. www.int-tech-mtng.org ; CfP 31-07-08

5th International Symposium on Non-CO₂ Greenhouse Gases (NCGG-5) 30 June ó 3 July 2009, Wageningen, Netherlands (www.ncgg5.org); CfP: 1-12-2008

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