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Climate, Air Quality and Climate again

Climate change entered the political agenda's in the early nineties. It stayed there since and is not likely to leave it during our lifetime or that of our children. When considering the impact of 'climate change' as an issue during 2008 a growing awareness among the general public goes hand-in-hand with attention in the media. And more relevantly, the political response is picking up a momentum which makes 2008 the most decisive year so far in the fight to halt global warming.

In the United States climate change was an important issue in the campaigns of both candidates, which should be considered as a real break-through after the years of the Bush regime. And, at the beginning of this year the European Commission came up with "Europe's Climate Change opportunity: 20 20 in 2020".

The sense of urgency around the climate change problem, however, creates a risk. The great pressure being put on politicians to produce efficacious measures within a short time-scale may result in sub-optimal solutions. It appeared that the less well regulated use of the now promoted biofuels, apart from other unwanted side-effects, may impair air quality at the local scale. At the same time emission reduction measures resulting from air quality legislation often imply increases in energy use.

Such conflicts call for a rethink of the present, largely independently developed policies for air pollution and climate change. By developing an integrated approach in the policies for the two problems co-benefits will be identified and trade-offs for some of the possible measures avoided with an increased overall cost-effectiveness as a bonus. This was the central message of two recent coordinated activities: a conference of IUAPPA's Global Forum on Air Pollution in September in Stockholm and an EFCA Symposium held in November in Strasbourg; both are reported on elsewhere in this Newsletter.

Robust policies to halt climate change seem now to be an absolute priority. It will be a major victory if the negotiations under the Framework Convention on Climate Change next month in Poznan and next year in Copenhagen can produce a successor to the Kyoto Protocol that could make a difference. Complicating such negotiations by introducing an 'alien' element as air quality may not be completely helpful. But in the long run there is no choice and the seed has been planted by offering the Conclusions of the Stockholm conference to the United Nations Climate secretariat.

European developments

Climate Change

At the start of 2008 the European Commission published its Communication on **Europe's Climate Change opportunity, 20 20 in 2020**. It went along with a set of proposals for Directives which would guarantee a harmonised approach and confirm the commitment of Member States to fight climate change. The proposed Directives, available at www.ec.europa.eu/climateaction/, address:

- the total reduction in emissions of greenhouse gases required and a proposal for the share of each Member State
- the geological storage of carbon dioxide (Carbon Capture and Storage, CCS)
- improvements and extensions to the Emission Trading System (ETS)
- the promotion of the use of energy from renewable sources

In 2007 the Commission had already sent Parliament and Council a draft Directive for limiting CO₂-emissions from cars.

All these proposals have now been dealt with in Parliament. While the Parliamentary procedure on proposed legislation with a first and second reading used to take between one and two years, the general sense of urgency on climate change measures has resulted in a considerable acceleration of the process. Below is a summary of the responses and details of further initiatives.

Emission Trading System

In July Parliament voted in favour of the compromise which had previously been agreed between Council and Parliament following the second reading. It amounts to the inclusion of aviation in the ETS from 2012 for flights from, to and within Europe and the compromise settles the details for it. Emissions from aviation will be capped at 97% of their average 2004-2006 level in 2012. This will decrease to 95% from 2013, although this percentage may be reviewed as part

of the general review of the Emissions Trading Directive. Airlines will receive 85% of their emission allowances for free in 2012. However, this percentage may be reduced from 2013 as part of the general review of the Emissions Trading Directive.

In October, the Committee voted for the improvement and extension of the ETS which means that a reduction of 21% of 2005 emission levels from most industrial sources should be reached in 2020. Also, free emission permits are to be phased out in that period, apart from exceptions for the energy-intensive industry. In addition, if the targets for reduction in sectors outside the ETS are not met, Member States are to be fined. Revenues from the auction of emission permits are to be made available for protection measures against the effects of climate change.

Registration of carbon credits

Carbon credits from companies issued under the Clean Development Mechanism may now be transferred to the registries of EU Member States. To enable this the EU's Community Independent Transaction Log (CITL) and Member State registries are to be connected to the UN's International Transaction Log (ITL). This was planned to take effect before December 2008.

Climate-Energy package

In October, the Environment Committee also voted on other proposals in the Climate-Energy package and approved their main elements. In particular, the Committee backed the national targets for emission reduction of greenhouse gases in the period 2013-2020. Together, these should result in a reduction in EU-emissions by 20% in 2020. It also indicated that a target of 50% reduction should be reached in 2035.

Carbon Capture and Storage

In October, the Environment Committee also approved the main elements of the proposed Directive on the geological storage of carbon dioxide. It recommended that CCS is to be applied in new power plants from 2015.

On 18 November it was announced that the Commission made a financial commitment for 12 demonstration projects by 2015 for permanent underground storage of carbon dioxide. € 500 million will be made available from trading allowances under the ETS for large scale demonstration from 2013. In addition, € 500 million will be allocated in the 7th Framework Programme for research and development.

Renewables

The proposal for increasing the share of Renewables was voted on in September by the Industry Committee (ITRE). They supported an increase in the share to 10% of total energy demand. 40% of this increase should come from sustainable bio-sources, while a variety of other renewables, such as wind, tidal, wave, geothermal, hydropower and solar energy are to make up for the overall target.

The Development Committee, also considering the Climate-Energy package, showed concern over the sustainability of biofuel production. In September they voted in favour of a recommendation to allocate 25% of the revenue of the ETS to developing countries.

CO₂ emissions from cars

In September, the Environment Committee voted in favour of the proposal for a CO₂-emission limit in exhaust gases of cars of 120 g/km as average value. It also recommended to lower that value until it reaches 95 g/km from 2020. According to the Committee, transition measures for producers which have difficulty with these limits were not to be considered; companies which fail to comply were to be fined.

Is an agreement on the Climate-Energy package a done-deal?

In spite of the progress made by Parliament there are still a few major obstacles to be removed before an agreement can be reached. The most important ones are the difficulties for some Member States with agreeing either their national target or with the details of the ETS. As Andrzej Jagusiewicz, Chief Inspector of Environmental Protection in Poland, explained at the recent EFCA-symposium in Strasbourg, the requirements of the ETS are predicted to have a disproportionate impact on the Polish, primarily coal-driven, economy which could reduce its GDP by as much as 7.5%.

Another problem was the 120 g CO₂/km limit value for new cars from 2012. A German/French proposal has been successfully defended by the French presidency which implies a substantial delay; in addition, European car industry may receive a low-cost loan of 40 billion euro for the development of new technologies which will meet the requirements. The limit of 95 g CO₂/km in 2020 has been included in the compromise.

The apparent blockade in the progress of the negotiations led to Hans-Gert Pöttering, president of the European Parliament, calling for 'concrete results' so that by the time of the COP14 meeting in Poznan the EU can prove that it has solved any internal disharmony and be effective in its role as champion of the fight for an ambitious successor to the Kyoto Protocol.

When this Newsletter is circulated the 14th Conference of the Parties already has commenced; hopefully a compromise will be found in time.

NEC Directive

As a result of the continuing negotiations on the Climate-Energy package the proposal for the new National Emissions Ceilings Directive is still waiting. Ministers of several Member States have now urged the Commission to send the proposal to Parliament and Council as soon as possible to avoid further delays as a result of the Parliamentary elections in June next year.

Heavy vehicles

The Proposal for the EURO VI standards for heavy vehicle exhaust emissions is in the process of co-decision by the European Parliament and the Council and has come nearer to final approval. In July the Environment Committee of the European Parliament concluded its first reading based on a report by its member Mathias Groote on the proposal. Negotiations between the Parliament and the Council were concluded on 10 November and an agreement has been reached which is to be voted on in Parliament and Council separately.

Limit values

The new emission limit values are to replace the EURO IV and V standards presently in force.

The Committee amended the value for NO_x emissions from the proposed 400 to 500 mg/kWh which is still a reduction by 75% of the value presently in force. The reason for the amendment is that there is a CO₂-penalty of 2-3% which results from the technique which is necessary to comply with the more stringent value of 400 mg/kWh. The CO₂-penalty may be half that value at 500 mg/kWh. An amendment by the rapporteur for the limit value for PM to be tightened from the proposed 10 to 5 mg/kWh was rejected by the Committee. A compromise was reached through the setting of a stricter compliance date.

Compliance date

In the compromise all new heavy goods vehicles will have to comply with the standards from December 2013. This is earlier than the Commission's proposal, though not as early as proposed by the rapporteur. New types of vehicles should meet the standard one year earlier. Adoption of the regulation by the end of 2009 is being asked from the Commission which leaves manufacturers 48 months for the necessary technical modifications of vehicles.

Also, Member States will be authorised to provide for financial incentives to accelerate the market introduction of the cleaner vehicles. This is in line with the Proposal of the Commission although the Environment Committee had earlier rejected this. The Parliament will now vote on the draft agreement on 4 December. The Council will vote later.

Details of the Commission's proposal were discussed in [EFCA Newsletter nr 2](#).

Common market and environmental constraints: soot filter

On 6 November 2008 the European Court reversed the decision of the Commission to reject a request for the early implementation of the EU Directive on the application of sootfilters in new diesel-powered vehicles and on retrofitting earlier types of vehicles. The request had been made in 2006 by The Netherlands. It had been estimated

from model calculations that compliance on PM₁₀ levels in 2010, as stipulated in the Air Quality Directive, was likely to fail. Availability on the Dutch market of cleaner vehicles from 2007, in combination with a financial incentive, could have substantially reduced the share of polluting vehicles on Dutch roads in 2010 as well as the incidence of non-compliance situations.

The Court has now recognised the principle that national policies to reduce constraints with respect to public health should in some cases prevail over the requirement of harmonised legislation.

The Netherlands has to consider whether it will execute its earlier intentions with the sootfilter requirement. The Directive will anyway come into force in the course of 2009.

Air quality directive in force

The new Air Quality Directive went into force 11 June 2008 when it was published in the Official Journal of the European Union. The full text is available at:

<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2008:152:0001:0044:EN:PDF>

Ozone layer

In August, the Commission issued a proposal for revision of the current legislation on Ozone Depleting Substances (ODPs); (Regulation (EC) No 2037/2000). The proposal concerns a recast which is due to the circumstance that the Regulation 2037/2000 has been modified several times up to the last adjustment, Regulation (EC) N. 473/2008 of 29 May 2008, published on the EU Official Journal no. 140/9 of 30.05.2008.

As a signatory to the Montreal Protocol on Protection of the Ozone Layer, the European Union has a responsibility to avoid the emission of ODPs across its territory, as far as possible. It is also bound to implement the latest agreements made by the parties to the Protocol.

The progress with the phase-out of those ODPs for which alternatives are now available, made it

necessary to review the present exemptions and derogations for their use, import and export. This refers in the first place to the hydrochlorofluorocarbons (HCFCs) which were the first generation alternatives for the CFCs, as well as to the use of methyl bromide, still in use for quarantine and pre-shipment in international trade. The proposal also contains additional measures to prevent the illegal trade and use of other ozone-depleting substances in the European Union.

Another aim of the proposed revision is to tackle those substances which have been phased out but are still present in the European Union, in particular CFCs that have been used in refrigerators and as insulators in building materials. Preventing their leakage into the atmosphere is also important for the fight against climate change. It has been estimated that effective control would be equivalent to a reduction of 100 Mton CO₂/year.

More on ozone layer protection

<http://ec.europa.eu/environment/ozone/index.htm>

Public procurement of road vehicles

Legislation on public procurement is one of the instruments that the Commission has developed in order to achieve a more sustainable economy in Europe. Applying it in the market of road vehicles may prompt industry to invest in the development of cleaner products. An earlier proposal for a Directive to promote cleaner road vehicles was rejected in 2006 by the Environment Committee

because it did not address CO₂-emissions. A revised proposal is now well underway after Parliament adopted a first-reading agreement with Council on 22 October.

The core of the proposal is the mandatory requirement for public authorities to take into account not only the cost, but also the full lifetime energy and environmental impacts when purchasing vehicles. This means assessing both the energy consumption and emissions of CO₂, NO_x, NMHC and PM. The calculation should be made according to a procedure for monetising these which is specified in the Directive.

More on public procurement:

http://europa.eu/publicprocurement/index_en.htm

Short news

Recent reports of the European Environment Agency

Greenhouse gas emission trends and projections in Europe 2008 (16-10-08)

http://reports.eea.europa.eu/eea_report_2008_5

Energy and Environment report 2008 (20-11-08)

http://reports.eea.europa.eu/eea_report_2008_6

Maximising the environmental benefits of Europe's bio-energy potential (12-11-08)

http://reports.eea.europa.eu/technical_report_2008_10

NEC Directive status report 2007 (1-12-08)

http://reports.eea.europa.eu/technical_report_2008_9

Convention on Long Range Transboundary Air Pollution

Review 2006

Recently the Review of strategies and policies for air pollution abatement has been published and made available. The results were already there in 2007 and were the basis for the decision on the

revision of the Gothenburg Protocol. The study amounts to a thorough analysis of the results achieved in the period 1990-2005 in Europe with respect to air pollution abatement. In fact, the review is an evaluation of the effectiveness of the

different Protocols which have been agreed earlier by the now 50 countries and the European Union which are parties (23), signatories (11) or non-signatories (17) to the Convention.

Downward trends in air pollution are visible in all three categories of countries and for all components which are covered by the several Protocols, in particular, the more recent Protocols

on POPs and Heavy Metals (1998) and the Gothenburg Protocol for the Abatement of Acidification, Eutrophication and Ground-level Ozone (1999).

<http://www.unece.org/env/lrtap/ExecutiveBody/2006.Strat.PoliciesReview.E.pdf>

Air Pollution and Climate Change Effective cooperation between IUAPPA and EFCA

In the past months several coordinated activities took place which highlighted the need for integration of the policies against climate change and air pollution. It started all in Stockholm in September where IUAPPA's Global Atmospheric Pollution Forum organised a conference in cooperation with institutions of the United Nations. It was followed by a number of regional events on the topic.

The EFCA symposium in Strasbourg was one of these and the coordinator of this event, Jean-Marie Rambaud, reports below on its outcome. A summary of the Stockholm conference supplements it.



Report on the EFCA symposium in Strasbourg

EFCA is committed to open meetings and scientifically based confrontations. It wishes to serve as a **catalyst** to raise awareness amongst the scientific communities for air pollution and climate change, European policy makers, and concerned stakeholders (industry, civil society, local authorities) on the need for integrated policies, based on a science-to-policy process. Its aim in organizing this symposium was not to provide an exhaustive review of all scientific aspects of the issue of AP and CC interactions, but instead to help in identifying further needs for research and tools, and to draw the frame of desirable and possible solutions to the **design and implementation of co-benefits policies in Europe**.

The EFCA task force set up to organise this meeting has mobilised its whole network to **involve experts from the main European institutions** – EEA, JRC, EEB, DG Environment, from the European Topic Centres, and other international (IIASA) laboratories. Some European and American states came to testify about their actions and problems. **The European Commission** (through Mr André Zuber), **and the European Parliament** (through Mrs Catherine Trautmann, vice-president of the Industry, Research and Energy Committee) helped drawing together the main outputs of this meeting and concluding the debates.

As a reminder of the **scientific background** of the questions addressed by the symposium, Prof. Roy Harrison, from the University of Birmingham made a keynote address, giving a wide and comprehensive picture of the complex interactions, with both synergetic and antagonistic effects, of air pollution and

climate change phenomena. Despite uncertainties inherent in this sort of scientific approach, and the need for further investigation, it has been recognised that the present level of knowledge is already sufficient to inform policy making in a meaningful way, and that **remaining uncertainties do not justify postponing decisions**. We must not tend to “analysis paralysis”.

Though robust tools such as the GAINS model developed by IIASA already allow calibration of cost-effective measures and identification of possible trade-offs, attention must still be given to where further work is required, notably the development of **Life Cycle Analysis**, integrated **modelling capacities** and a **set of integrated indicators** to help inform and evaluate policy choices.

There is still a need for building closer links between the scientific communities, in order to create a **“one atmosphere” approach**.

A number of integrated assessment reports have indicated that GHG mitigation costs are lower than often cited due to costs savings on air pollution measures and that benefits of GHG mitigation are higher because it reduces air pollution.

In the short term, AQ policies aimed at reducing **methane, ozone** (through its precursors) and **black carbon** will have immediate benefits on the climate. Some stand-alone air pollution policies, notably those aimed at abating sulphur and nitrogen oxides also reduce secondary aerosols which presently mask a major part of ‘committed warming’; such policies require a stronger reduction of GHGs to avoid long term warming.

GHG mitigation strategies have substantial co-benefits for both **human health** and ecosystems via lower air pollution, and at a lower cost. However, some popular GHG mitigation measures exhibit clear **trade-offs**. The measures encouraging small-scale **wood burning, bio-fuels and diesel cars** were discussed at the symposium as examples of where trade-offs may have been previously overlooked. By establishing an integrated approach from the beginning, there will be no need to subsequently attempt to merge differently originated policies that have already led to entrenched economic, social or political developments.

More generally, it can be considered that separately, AP and CC policies are insufficient to reach both targets, but that they can deliver substantial **co-benefits when combined**.

There is a need not only for project based impact assessment but also for **strategic impact assessment** concerning large policy sectors such as biomass for example. Policy makers still need integrated indicators and tools like Life Cycle Analysis and modelling capacities to help balance between different stakes and impacts so as to allow optimised decisions.

Examples have been given (from France, UK and the US) of how awareness of the need for closer integration emerged at national and local levels and how pragmatically developed approaches could tackle the two challenges in a cost-effective way.

At the European Community level, climate change and energy policy has become a major challenge and a top priority. The challenge is to limit the global temperature increase to two degrees centigrade.

Considering that institutional and political barriers prohibit an immediate structural integration of AP and CC policies within the European Community, the **Climate and Energy**



At the Closing ceremony, left to right: André Zuber, European Commission, Richard Mills, SG IUAPPA, Giuseppe Fumarola, EFCA president, Mrs Catherine Trautmann, Member of the European Parliament and Jean-Marie Rambaud, symposium coordinator

Package, currently in its adoption phase, will be the main instrument by which to harvest co-benefits. It sets Community targets for 2020: 20 % reduction of GHG emissions compared to 1990 and a 20 % share of renewable energy.

Energy policies are effectively the key drivers to achieve co-benefits in the mid and long terms whilst ensuring a competitive and secure energy supply. The “low hanging fruits” of **energy efficiency**, **energy conservation** and **energy demand management** must be collected as soon and completely as possible. However, internalising environmental externalities also demands end-use energy efficiency measures too, along with a change in **consumer behaviour**.

Some policy makers and supporters of continuing industrial development are in favour of **end of pipe** measures. But these tend to be more and more costly and have lesser or even marginal benefits in addition to penalties of additional energy expenses. Integrated approaches at an early stage are much more efficient, but capital intensive investments need **planning certainties** and policies setting successive interim targets are incompatible with this.

Renewable energies usually have less impact than fossil fuels, but there are still concerns on the **environmental sustainability of bio-fuels**, in addition to the fact that they don't necessarily achieve the air quality co-benefits of other renewables.

The **European Strategic Energy Technology (SET) Plan** provides a common tool to pave the path for technological progress and future more efficient energy sourcing and use in different sectors and shows the expected share of improvement for each type of technology on a time frame from wind to fusion.

The EU will not propose co-measures immediately. The **Energy and Climate Package** contains assessments of co-benefits, but does not integrate AP policies. The political priority is so high on CC that we will have to wait a few years before considering a more integrated package. On the longer term, the **international conventions on AP and on CC** will have to meet, discuss and study the stakes and effects on a common ground. There does not seem to be any opportunity between now and the Copenhagen meeting for the post-Kyoto round to bring in AP concerns into the CC negotiations.

This symposium can be taken as the European step of a larger initiative of **IUAPPA** to foster integration of AP and CC policies at regional, hemispheric and global levels. IUAPPA also held a major conference on co-benefits in September in **Stockholm**, under the logo of the Global Atmospheric Pollution Forum, and in partnership with the UNECE, UNEP, and regional AP networks of different continents. The conclusions of the two conferences were similar on the fundamentals of AP and CC interaction and the need for policy integration, but the ways and means to achieve these objectives are specific at the regional scale.

The symposium was organised by the French Air Pollution Prevention Association (**APPA**) and was sponsored by the French Environment Agency and the regional and local authorities of **Alsace and Strasbourg** city and urban community. Some 130 participants from 28 countries attended the symposium and contributed to the debates.

There was wide recognition of the interest and added value of this EFCA initiative, which will reinforce EFCA's legitimacy as a catalyst for the improvement of European and national policies addressing the atmospheric environment.

The presentations, summaries of debates and principal conclusions can be found on the dedicated website: <http://www.efcasymposium.eu/>

The principal conclusions and recommendations will be put at the disposal of the European Commission, the European Parliament, and all concerned national and local stakeholders, notably through a special issue of the French journal “Pollution Atmosphérique”.

Jean-Marie Rambaud, symposium coordinator and vice-president EFCA

Stockholm: Exploring the Framework

The Conference in Stockholm on Air Pollution and Climate Change had as subtitle: **Developing a Framework for Integrated Co-benefits Strategies**. It was organised by IUAPPA's Global Atmospheric Pollution Forum and was held under

the auspices of the United Nations Economic Commission for Europe - Convention on Long-range Transboundary Air Pollution (UNECE CLRTAP) and the United Nations Environment Programme (UNEP), and in consultation with the Secretariat of the United Nations Framework Convention on Climate Change (UNFCCC).

Since then the topic has been discussed at three regional meetings: IUAPPA's Regional Conference in South Africa, the 'Better Air Quality Meeting' in Bangkok and the EFCA symposium in Strasburg, all with input from the results of the Stockholm conference.

One main topic of the Stockholm conference addressed the scientific connections between the two domains. It was concluded that the scale of interaction between air pollution and climate change means that these issues cannot meaningfully be treated separately; also, in spite of large uncertainties, the level of knowledge is sufficient to inform policymakers.

Co-benefits result, e.g., from the reduction of the emissions of Black Carbon (soot), a pollutant and contributor to the greenhouse effect, and of methane which enhances the formation of tropospheric ozone, a greenhouse gas itself and a pollutant. Similarly, GHG mitigation may also result in air pollution mitigation and save costs. It means that such measures are ready for direct application in policy development; and a range of integrated assessment tools is available to quantify their co-benefits.

However, it was also concluded that other co-benefits may be fully harvested only by integrating the two domains within one overall policy for the atmosphere.

So the next main topic was about the challenges for policy and the way different authorities around the world address them. While the progress is varying the point seems taken and for instance the United Kingdom was early in reorganising its administration in response; other countries now follow this line, also in Asia. The European Commission also shows that it is well aware of the potential constraints of isolated policies for each of the problems.

The high-level connections of the conference also reflect the vision that both, a worldwide problem like climate change and air pollution with at least hemispheric dimensions should be addressed at UN level. It has been suggested in Stockholm that a comprehensive, authoritative report from a body such as the Intergovernmental Panel on Climate Change or from other scientific bodies would be helpful.

In this respect the connection with the UNFCCC secretariat is very significant. The Main Conclusions have been offered to the Climate secretariat in anticipation of the 14th Conference of the Parties in Poznan, though it cannot be expected that the views will play a role in the negotiations in this stage. The effort is seen as supportive in particular of the objectives of the Ad-hoc Working Group on Long-term Cooperative Action, established at the COP-13 meeting in Bali, Indonesia, in December 2007.

The Conclusions and Recommendation of the Stockholm Conference can be found at the website of the Global Air Pollution Forum, www.gapforum.org.

EFCA events in 2009

NCGG-5: Call for Papers extended till end of 2008

VVM's Fifth International Symposium on Non-CO₂ Greenhouse Gases (NCGG-5) is to take place, as previously announced, in Wageningen between 30 June and 3 July 2009. The scope of

the symposium includes the Science, Reduction Policies and their Implementation; again, the symposium promises to be an interesting meeting place for scientists, technologists and policymakers.

Call for Papers

Papers are invited in three main categories:

1. Sources, sinks and inventories

2. Monitoring and modelling of atmospheric composition
3. Mitigation options, reduction policy and implementation

The categories are specified in more detail in the First Announcement and Call for Papers which is available at www.ncgg5.org. Those who are interested in submitting an abstract are advised that the deadline for the Call has been extended till 31 December of this year.

Invited speakers

The organizers have been able to compose an impressive list of keynote speakers. As such confirmation has been received from:

- Paul Crutzen (Scripps)
- Leen Hordijk (Institute for Environment and Sustainability, JRC)
- Paul Gunning (USEPA)
- Mack McFarland (DuPont Fluoroproducts)
- Bert Metz (former co chair IPPC wgIII)
- Frank Raes (Institute for Environment and Sustainability, JRC)
- Sybil Seitzinger (Executive Director of IGBP)

In addition, a number of parallel session speakers have confirmed their participation in the meeting. They will be all listed on the web site soon.

Registration

Registration is now possible at www.ncgg5.org.

Ultrafine Particles

On 19 and 20 May next year EFCA's second symposium under the title "Ultrafine Particles: Sources, Effects, Risks, Mitigation Strategies" will take place in Brussels. It is a joint activity with our German member GUS e.V., the Confederation of European Environmental Engineering Societies (CEEES) and the Forschungszentrum Karlsruhe.

The first international EFCA symposium on Ultrafine Particles (UFP) was held in 2007. EFCA's main reason for this initiative was that it is still uncertain what the preferred metrics are for air quality aspects and the protection of human health against the effects of particulate matter.

The symposium made clear that this field comprises more than just the finest fraction of atmospheric Particulate Matter (PM). The rapid development of Nanotechnology and the many applications in a variety of fields also creates a potential risk, primarily in the domain of occupational health and consumer safety. Though a different policy field, the questions which are to be answered by scientists on exposure and health effects are similar and require the same methodologies. Results obtained from such research may serve both domains.

Call for Papers

Conference topics in ultrafine particles research and abatement strategies include:

Emission sources: Ambient ultra-fine particles and nano particles, emission inventories

Characterization: Particle size, volume, shape, particle size distribution, chemical composition, oxidative capacity

Air quality: Measurement and methods; modelling atmospheric behavior of particles; monitoring approaches and data; equipment;

Climate Effects: role of small particles in cloud formation and stimulation of 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

Please send abstracts (max. 300 words) by e-mail to the conference secretariat **not later than 31 January 2009**. Accepted speakers will be informed by end of February 2009.

Conference secretariat

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The complete flyer for the First Announcement and Call for Papers will be available from 10 December 2008 at: www.efca.net.

News on EFCA and its members

EFCA news

EFCA website renovated

A few weeks ago, EFCA's completely redesigned website at www.efca.net went on-line. Restructuring and updating of the existing information has now resulted in a website with a much more accessible range of content. A sample of the new Homepage below illustrates the new look. The website homepage opens to show a randomly selected picture of an icon or landscape somewhere in Europe in order to confirm the roots of the federation. The renovation was developed in cooperation with Flemming Cassee.



Apart from providing information on EFCA and its members, the website is also a resource of information on EFCA's conferences, workshops and special sessions and it contains details of existing documentation, such as proceedings, CD-ROMs, Conference reports, etc. and their availability. For some smaller events, the website itself provides the original presentations.

Work is in progress to complete a concise review of present European legislation in the domains of

air quality and climate change with references to original key documents for detailed study.

The Key Word Guide is an encyclopaedic collection on concepts in the atmospheric sciences and related policy with a focus on the European situation.

A Forum for discussions on actual topics has been tested already and will be fully operational early next year.

Agenda for the next years

At the recent EFCA Assembly in Strasbourg delegates discussed, among other topics, the agenda for the next years. There are two events planned for 2009: the second EFCA Symposium on Ultrafine Particles (19-20 May in Brussels, Belgium) and the Fifth symposium on Non-CO₂ Greenhouse Gases (NCGG-5) (30 June-3 July in Wageningen, Netherlands). Also, the feasibility of an activity focussing on Particulate Matter in the Mediterranean area is being explored.

A small task force has been put together in order to develop new topics for the medium term from a wide range of current possibilities and options. The group will report back to the Assembly in due course.

A further option for exploration is provided by the contacts that have been made with experts in a number of Eastern European countries. Thanks to a joint initiative between IUAPPA and EFCA, some of these countries sent delegates to Strasbourg; notably contacts were strengthened or renewed with experts from Lithuania, Bosnia, Poland and the Czech Republic. While several of these countries do not have an Association to provide a useful infrastructure for activities there is certainly a need for discussions within these countries on their often serious problems with air pollution, on the links with the climate change discussion, and on developing the transfer of information and know-how. EFCA and IUAPPA are committed to jointly develop options.

In memoriam Louis Clarenburg

On 28 July of this year professor dr Louis A. Clarenburg quietly passed away at the age of nearly 80 years. Louis was one of EFCA's founders and served it as its first president from 1996 till 2002.

In The Netherlands Louis Clarenburg made his name as the Executive for the Environment in the Rijnmond area. The rapid industrialisation near the Rotterdam harbour after the second world war had resulted in an extensive industrial area with high impact on the environmental quality of the surroundings, including residential areas. As a result the Rijnmond area was designated 'sanitation area' in 1971. For an effective management of the various challenges of this unprecedented development it was decided to establish a Public Authority Rijnmond to which competences of province and municipalities were transferred.

It was Louis' job to lead the complex operation of the sanitation of Rijnmond. His abilities as an inspiring team leader and his diplomacy and tenacity in negotiating with industry and communicating with politicians and the environmental movement made him the right man to do that. By a multidisciplinary approach he developed an integral vision for Rijnmond, which included spatial planning alongside technical measures. He succeeded in a relatively short period to have the sanitation status of Rijnmond lifted. His personal authority brought him the advisor status with several ministers, as well as memberships of the national Councils on Health, Spatial Planning and the Steering Group on Environmental Research.

After the dissolution of the Rijnmond Authority he became a professor at the University of Utrecht, where he taught International Environment Relations.

Louis' international orientation brought him into contact with IUAPPA, and in 1970 he arranged Dutch membership, initially through a small committee. The decision in 1983 to make The Hague the venue of the 8th World Congress was the immediate cause of the foundation of the Clean Air Society in the Netherlands (CLAN), now part of VVM, of which he became the first president. At the Congress in 1989 he brought IUAPPA its first Declaration which asked governments to address the Climate Change



threat. It was also then that he started to prepare the ground for EFCA which, after different stages of European cooperation, acquired its present shape.

Louis Clarenburg received two royal awards for his contributions to society in The Netherlands. In addition, he was an honorary member of IUAPPA, VVM and EFCA. He cared for others; his many friends will remember him.

Joop van Ham

News from members

Sweden

Our Swedish member SCAS changed its presidency some time ago. The new president, Marie Haeger-Eugensson has expressed her interest in EFCA's activities.

Turkey

Our Turkish colleagues of TUNCAP have planned a new edition of their successful series of AQM conferences: Air Quality Management at Local, Regional and Global Scales. All we presently know is that the venue of AQM2009 will be Antalya and that it should take place end of October/early November 2009.

United Kingdom writes history

In the middle of the financial crisis the United Kingdom wrote history by adopting the most ambitious Climate Bill in the world.

Ed Miliband, the British government's new Secretary of State for Energy and Climate Change had a simple statement: the existing target to reduce greenhouse gas emissions by 60 per cent by 2050 is inadequate. The new target is minus 80 per cent!

In both cases the base year for calculations is 1990. According to Miliband, new research has shown that a stiffer target is needed if the country is to play its role in an international agreement. The new target became legally binding on 27 November when the Climate Bill was signed by the British Queen.

(source: Acid News no.4, December 2008, <http://www.airclim.org/acidnews/2008/AN4-08.php>)

Calendar

CfP = Deadline Call for Papers

30th NATO/SPS International Technical Meeting on Air Pollution Modelling and its Application
18-22 May 2009, San Francisco, USA. <http://www.int-tech-mtng.org/index.html>

Ultrafine Particles and Health Risks - **EFCA-symposium**
19-20 May 2009, Brussels, Belgium (www.efca.net) ; CfP: 31-1-2009

5th International Symposium on Non-CO₂ Greenhouse Gases (NCGG-5) – **EFCA symposium**
30 June – 3 July 2009, Wageningen, Netherlands (www.ncgg5.org); CfP: 31-12-2008

Air Quality Management at Urban, Regional and Global Scales (AQM2009) – **EFCA symposium**
October-November 2009, Antalya, Turkey

15th IUAPPA World Congress: Back to Basics: Sharing solutions that work
11-16 September 2010, Vancouver, Canada

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EFCA

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Newsletter

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