

# Linking air pollution and climate change in Europe: an EFCA perspective

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# What is EFCA?

- EFCA: European Federation of Clean Air and Environmental Protection Associations
- Response of European IUAPPA members at the EU harmonisation policies; [www.efca.net](http://www.efca.net)
- EFCA Mission is to work at the interface between science and policy in Europe
  - Informing EFCA members on EU policy development
  - Presenting scientific state-of-the-art to European policymakers
  - Facilitating the discussion on atmospheric issues in Europe

# One atmosphere

- Air pollution and climate change: two policy domains in the European Union
- Air pollution: developed since the 70s
- Climate change: developed since the 90s
- Since 2008 IUAPPA and EFCA stress the need to integrate both domains
- 2010: EFCA Policy Initiative addressing EU-legislation in this respect
  - Existing legislation (slides 5-8)
  - Results and recommendations (slides 9-10)

# European Air Pollution Policy

- 1980-1990: Source oriented AP policy
- 1990-2000: Quality oriented policies
- 2001-2005: CAFE (Clean Air for Europe) Programme
- 2006-2011: TSAP (Thematic Strategy on Air Pollution)
- 2010: Mature policy field in EU

# Existing Directives: Air Pollution

- Air Quality Directive (1999, 2008)
- National Emissions Ceilings Directive (2001; in revision)
- Integrated Pollution Prevention and Control (IPPC) Directive (1996, 2008; to be substituted by Industrial Pollution Directive)
- Environmental Impact Assessment Directive (1985, 2003)

# Existing Directives: Climate change

- 2009: Climate and Energy package
  - 20-20-20 in 2020 strategy: 20% less CO<sub>2</sub>, 20% renewable energy, 20% energy conservation
  - Emission Trading System
  - CO<sub>2</sub>-emission standard new cars
  - 10% target for biofuels
  - Carbon Capture and Storage
- 2010: Commissioner for Climate Action
- Policy domain in development

# Mobile sources domain

- DG Mobility and Transport
- Score of Regulations since the seventies in negotiation with European car industry
  - Euro 1-6 for passenger cars
  - EURO I-VI for heavy vehicles
- In recent years integrated approach: Directive 2009/33/EC on the promotion of clean and fuel efficient road transport vehicles
  - 120 g CO<sub>2</sub>/km for the average car fleet from 2012-2015; 95 g CO<sub>2</sub>/km from 2020



# EFCA Policy Initiative on co-benefits in EU legislation (1)

- Scrutiny of existing legislative texts: main results:
  - Mobile sources: integrated approach!
  - Climate and Energy package: incidental reference to clean air objectives; potential risk for negative effects in AP domain
  - Air pollution: complete absence of any reference to climate objectives and risks for sub-optimal implementation

# EFCA Policy Initiative on co-benefits in EU legislation (2)

- Recommendations
  - Modification of existing directives in AP domain
  - Revisiting Best Available Technologies
  - General policy statement on cost-effective implementation
  - Optimise institutional organisation to achieve integration
- Framework for legislation is incomplete
  - Extend the EU-approach for vehicles to other sources
  - Develop the concept of integrating different environmental objectives generally and ....

# Law of the atmosphere (1)

- UN Treaty on the protection of the atmosphere: the preferred option
- Academic discussions and observations
- Added value of a Law of the atmosphere
- Feasibility of a UN Treaty

# Law of the atmosphere (2)

- Observations and academic discussions
  - Global Commons and Treaties
  - Legal aspects
  - Economic approaches
- Policy processes
- Principles of a Law of the atmosphere
  - Atmosphere as a global commons
  - Assessment of its ecological services
  - Mankind as owner and responsible for its integrity
  - Recognition of the precautionary principle

# Law of the atmosphere (3)

- Added value:
  - improving the quality of legislation
  - providing a logical umbrella for UNFCCC, Vienna Convention and international air pollution initiatives such as by UN-ECE CLRTAP and UNEP
  - stimulating Nations to adjust their legislation in anticipation to likely developments
- Not a utopian proposal but a feasible project because:
  - no interference with negotiations such as the present on climate change
  - not addressing the actual protection and therefore not causing major additional costs or loss of sovereignty

# Conclusions (1)

- Relevant EU Directives for the protection of the atmosphere may increase their cost-effectiveness by considering adjacent atmospheric objectives
- Risks of missed opportunities at the implementation level of existing Directives require guidance initiatives at EU level addressing national and local levels
- Institutional organisation is a factor which may favour integrative approaches

# Conclusions (2)

- The legislative framework for the protection of the atmosphere is incomplete. It would be best served through a Treaty or a Law of the atmosphere at UN level, guarding the integrity of atmospheric legislation worldwide.
- Not addressing the actual protection itself, the Treaty does not bring major additional costs or require transfer of national sovereignty; it neither interferes with present climate negotiations and could be a feasible project.

# Conclusions (3)

- Anticipating such a Treaty, (inter)national governments may want to fill the present gap by more explicitly integrating their air quality and climate objectives in their legislation



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