



In this Issue

Delivering on policy

European developments

- New Commission
- Commissioner Potocnik's priorities
- IPPC progress
- Low-emission zones
- Climate change
- Short news

EFCA Policy Initiative

What is wrong with IPCC?

News on EFCA and its members

- EFCA-president in China
- News from Members

Calendar

Delivering on policy

2

3

5

7

8

10

The essence of policy developments in the EU up to the present has been laid down in a number of Directives and Regulations. Member States are obliged to implement these within their territory, which results in actions at national, regional and local level. With respect to air pollution and climate change the need for an integrated policy approach of the two domains has been widely recognised. National and sub-national authority levels are, therefore, in a position to either look for such integration when implementing the European legislation or to miss the opportunity altogether.

As the implementation of EU Directives is the responsibility of Member States the force of the actual legislative texts is the main instrument of the EU to further efficient and cost-effective implementation. EFCA took the initiative to check whether existing European legislation provides adequate incentives for integration of policies on air pollution and climate change at the implementation level. It appeared that there is ground for improvement and a number of recommendations have been sent to European policymakers (see: "EFCA Policy Initiative" on page 5 of this Newsletter).

Looking for co-benefits in the two domains and avoiding trade-offs between them is also a challenge at local and regional levels. In order to further this approach and help deliver the policies in agreement with present intentions EFCA started preparing a European symposium and related workshops which will address that topic. It has invited the European Commission, as well as several European organisations which represent the regional and local levels to co-sponsor this event.

The challenges of delivering policies may presently also be felt in the domain of Climate Action because of the criticism on IPCC. The IPCC has successfully operated and its assessment reports, while never claiming an absolute certainty, confirm that our climate is changing and that the causal role of man is ever more likely. And 'Copenhagen', if not successful in all respects, has reconfirmed that climate change is a political reality and requires action. But still.

Climate sceptics have recently intensified their campaign to give their view on global warming. By exploiting errors in the IPCC impact assessment report they found the press ready to serve them and so influence the public opinion. Whatever the appreciation of such action there is reason to take it serious. Climate change policy will include measures with substantial impact on daily life and already does so. If the social basis for such measures decreases politicians may have to temporise the policy process

European developments

New Commission

The elections for the European Parliament and the formation of a new Commission created a pause in the development of European policies. However, while the new Members of Parliament have taken up their routine again, a new Commission has been in office since February.

One of the most striking changes in the new Commission is the appointment of a separate Commissioner for Climate Action and the creation of a new directorate-general of this name to assist its Commissioner **Connie Hedegaard**. The reduced DG Environment is now being administered by **Janez Potocnik** as new Commissioner for Environment. The increased Membership of the European Union also resulted in a split of the former DG Energy and Transport: DG Energy, under Commissioner **Günter Oettinger** and DG Mobility and Transport under **Siim Kallas**. More information: http://ec.europa.eu/commission_2010-2014/index_en.htm

In the Environment Council, Janez Potocnik and Connie Hedegaard together represent the European Commission. Parliament continues to address the proposals of the Commission through ten Parliamentary Committees. The regular way of operation is for one of these Committees to take the lead on a proposal, though other Committees may contribute to the response. <http://www.europarl.europa.eu/activities/committees/committeesList.do?language=EN>

The Commission also recently announced a strategic reflection on the evolution of the EU research budget, the degree of externalisation in the management of research programmes and the links between research and other policies in organisational terms. A Task Force will report later this year.

Environmental policy: next steps

At a Round Table, organised by the Commission on Environment, Climate Change and Energy of the Committee of the Regions¹ early in March, Commissioner Janez Potocnik unfolded his three priorities for the future.

His first priority is to make the EU more resource-efficient. Apart from energy this concerns all material resources which makes it relevant for all sectors of the economy. He intends to present an Action Plan on eco-innovation later this year and will continue to advance more sustainable consumption and production patterns. A new contribution in this respect was presented later in March by the publication of the International Reference Life Cycle Data System (ILCD) Handbook. Details are available at <http://ict.jrc.ec.europa.eu>.

Biodiversity is a second priority. At the beginning of the present Biodiversity Year the European Commission has already proposed options for new targets, though these are yet to be discussed and agreed still. Whatever the agreed ambition will be, progress will depend on many further decisions, often at local and regional levels.

A third priority concerns the implementation of existing legislation. Mr Potocnik expressed his concern for half-hearted or uneven implementation of Directives across Europe. However, rather than simply enforcing Directives, he prefers to assist Member States to prevent breaches. He is quite aware that the Commission is dependent on an effective approach within Member States to achieve its objectives. With respect to breaches of PM₁₀ limit values that have occurred in five Member States since 2009, it has now been decided to refer two of them to the European Court of Justice while the other three will receive a final warning. One Member State will receive a final warning on exceeding the limit value for SO₂.

¹ The Committee of the Regions is the representative body at EU level of regional and local authorities in Europe; its Commission on Environment, Climate Change and Energy has been installed recently

IPPC progress

The European Parliament's second reading debate on the proposed recast of the industrial pollution directive (IPPC) was supposed to begin in mid-March. Discussions will be based on proposals by German rapporteur Holger Kraemer. A vote on the proposals in the Parliament's environment committee will take place on 27–28 April, and talks between the Parliament, the Council and the European Commission are likely to begin shortly after. Plenary vote in the Parliament is scheduled for 5–8 July.

A main argument is whether the EU should allow a delay to implement the tougher emission standards of the Directive in some countries, such as a big coal-burning state like Poland.

Parliament and the Council could reach an agreement in June, but if the Parliament and member states are too far apart, the discussions may go to conciliation – an extra round of negotiations between Council and Parliament.

Low-emission zones

A growing number of European cities is designating Low-emission zones (LEZs). While primarily targeting the older, high-polluting trucks and lorries some cities also bar passenger cars which do not match a specific EURO emission standard. Cities are free to select the vehicle quality which they allow within a specific part of their territory. At www.lowemissionzones.eu one can now find which cities have LEZs and which level of emission control is required within it.

Climate change

By the end of January the European Union formally confirmed its support for the Copenhagen Accord on climate change and reconfirmed its commitments for a reduction by 20% of 1990 levels of GHG-emissions by 2020 and a conditional offer for a cut to 30% provided

that other major emitters agree to take on their fair share of a global reduction effort.

In February President Barroso sent a letter to the EU Heads of State outlining his ambitions to reinvigorate the international process towards a multilateral agreement by taking the initiative again. He had therefore asked Commissioner Connie Hedegaard to undertake a consultation of key international partners. He also asked Heads of State for reflections on the direction to be taken.

In March more details were presented on the actions which are to be taken on climate change. Externally, the agreed fast start of financial assistance to developing countries which is part of the Copenhagen accord should be implemented at short term. The EU assistance amounts to €2.4 billion annually during the period 2010-2012 and must enhance the capacities in the recipient countries to address climate change. The EU has also decided to expand its carbon market internationally. Diplomatic activity to prepare for substantial decisions at the next COP in Cancun, Mexico will be intensified.

Internally, The Commission will prepare an investigation into the practical implications of the further (conditional) emission reduction to 30% in 2020. It will also, later this year outline a pathway for the EU's transition to become a low-carbon economy by 2050.

More information:

http://ec.europa.eu/environment/climat/future_action_com.htm.

Short news

Climate impacts: extreme weather events

Europe is taking action to prepare for the potential impacts of global warming. A recent initiative of the EU Consultative Board is a research project on the impact of Extreme Weather events on European Networks of Transport (EWENT). The project will focus on the safety and reliability of air, ground and water transport. An international consortium of institutes under Finnish coordination (VTT) will cooperate in the three-year project. More information is available through the European Investment Bank which is financing the project at www.eib.org and keyword EWENT.

Climate impacts: forest protection

The Commission adopted in March a Green Paper which sets out options for an EU approach to the protection of forests, and to information about forests resources and their condition. As the competence for forest policy lies primarily with the Member States the Commission has proposed a debate on how climate change is modifying forest management and protection in Europe and how EU policy should evolve to enhance its contribution to Member States initiatives. On 1 March a public consultation has been opened which runs till 31 July 2010. The Green paper and the public consultation itself are available via http://ec.europa.eu/your_voice/consultations/index_en.htm

Fuel efficiency

In October 2009 the Commission proposed legislation to limit the CO₂ emissions from light commercial vehicles. The draft legislation is closely modelled on the legislation for limiting the CO₂ emissions from passenger cars. This proposal provides for average CO₂ emissions from new vans to be reduced to 175 g/km (presently 203 g/km). This will be phased in from 2014 to 2016. For the long-term it provides for average emission to be reduced to 135 g/km by 2020. Emissions limits are set according to the weight of the vehicle, using a limit value curve. The curve is set in such a way that a fleet average of 175 grams of CO₂ per kilometre is achieved. Manufacturers must ensure that from 2014 vehicles registered in the EU during that time have average emissions that are below the limit value curve, when 75% of the vehicles are taken into account. For the calendar year 2015, the percentage rises to 80% and from 2016, 100% of the fleet have to comply on average. Only the fleet average is regulated, so manufacturers will still be able to make vehicles with emissions above the limit value curve provided these are balanced by other vehicles which are below the curve.

The vehicles affected by the legislation are vans, which account for around 12% of the market for light-duty vehicles. This includes vehicles used to carry goods weighing up to 3.5t (vans and car-derived vans, known as N1) and which weigh less than 2610kg when empty. Manufacturers' progress will be monitored each year by the Member States on the basis of new vehicle registration data.

Parliament is expected to complete its first reading in September this year. The Environment Council held a first discussion on the proposal this March

EEA Reports

Air pollution by ozone across Europe during summer 2009 – EEA Technical report No 2/2010
Published: 3 March 2010

[\(Air pollution by ozone across Europe during summer 2009.pdf\)](#)

Ozone levels during summer 2009 were as low as during summer 2008 and, according to several indicators, were among the lowest since reporting of Europe-wide data commenced in 1997. In contrast to previous summers, 2009 saw no pan-European multi-day episodes of ten or more days. Summer 2009 was characterized by ozone episodes of two to five days followed by spells with few exceedances. A typical episode usually contained approximately 7-13 % of the total number of exceedances of the information threshold experienced during the summer.

EEA Biodiversity messages

2010 has been declared the International Year of Biodiversity (IYB) by the United Nations. As part of this, the EEA will publish a series of short articles on its website regarding aspects of biodiversity. Three of these 'messages' are available already. Message 1 deals with Climate change and biodiversity.

The variety of life underpins our social and economic wellbeing and will become an increasingly indispensable resource in the battle against climate change. However, our consumption and production patterns are depriving ecosystems of their capacity to withstand climate change and deliver the services we need from them. As we understand more about the ways that climate change is impacting biodiversity, it becomes clear that we cannot tackle the two crises separately. Their interdependence requires us to address them together.

[\(Message 1: climate change and biodiversity\)](#).

EFCA Policy Initiative

This month, after a consultation of its Members, EFCA released a report under the title: “*Linking air pollution and climate change: a challenge for European legislation*”. The report contains an analysis of relevant legislation in the European Union on awareness of the need for an integrated approach to the two atmospheric domains and observes the absence of a legislative framework which would support this. The report which was published as EFCA Policy Initiative No. 2 on 10

March 2010 has been sent to members of the European Commission for the domains Environment, Climate Action, Energy, Mobility and Transport, Industry and Entrepreneurship, and Agriculture and Rural Development; to the chairs of the corresponding Committees of the European Parliament and to the present chair of the Environment Council. The report contains recommendations to address present gaps in legislation (see frame).

EFCA Policy Initiative No. 2 - Recommendations

1. The absence of a framework for the protection of the atmosphere against all types of impacts requires actions at several levels. In order to secure an integrated approach to the protection of the atmosphere of the earth in the future, a Convention for a Law of the Atmosphere is needed. To that end European policymakers are requested to take initiatives in the relevant fora of the United Nations. In support, UNECE may want to prepare the ground and promote and develop the concept of integrating different environmental objectives within overall economic targets in order to increase cost-effectiveness. The European Union may want to copy its integrated approach in the sector of mobile sources to other sectors, including industry and agriculture.
2. As these actions require time before they could achieve their effects they cannot be a substitute for short-term action to improve existing European legislation. A cost-effective implementation of Directives in the air quality domain with respect to climate change objectives is a challenge for the hundreds of regional and local authorities across Europe and opportunities to inspire and support them are now being missed. Four Directives deserve a revision in this respect as soon as possible.
 - The Air Quality Directive (AQD) should refer in its considerations to the challenges of addressing the climate change problem and thus provide an incentive to favour co-benefits and prevent unwanted impacts in this domain from policies which aim at meeting the requirements of the AQD. In particular, the co-benefits of the PM₁₀/PM_{2.5} requirements for the reduction of black carbon as climate forcer and similarly of precursors for tropospheric ozone need to be emphasized.
 - The Environmental Impact Assessment Directive (EIAD) should refer in its considerations to the challenges of addressing the climate change problem and thus provide an incentive to explore alternatives which minimise emissions of GHGs.
 - The National Emissions Ceilings Directive (NECD) should refer in its considerations to the challenges of addressing the climate change problem; it should point out the co-benefits to climate change policies of stringent ceiling levels for the precursors of tropospheric ozone, nitrogen oxides (NO_x) and VOC ; in addition, it should point out the co-benefits of emission ceilings of acidifying components (sulphur dioxide (SO₂), nitrogen oxides and ammonia (NH₃)) which reduce the carbon sequestration capability of soils and potentially increase the emission of nitrous oxide (N₂O).
 - The Integrated Pollution Prevention and Control Directive (IPPC) explicitly excludes emissions of greenhouse gases as these are being covered separately by the Emissions Trading Scheme. To

meet the stringent emission limits for toxic emissions in the Directive a system of reference documents on Best Available Technologies is being made available, the so-called BREFs, which primarily describe downstream solutions. However, end-of-pipe technologies require additional energy and are likely to therefore increase emissions of GHGs. The IPPC Directive should refer to this connection in its considerations; in line with this, the revision process of existing BREFs should be modified to include the emission of toxic pollutants as well as GHGs in an integrated way.

3. These revision processes may take several years and climate change is urging us to undertake immediate action. In order to further cost-effective implementation of the Directives in the air quality domain, it is recommended that the European Commission should release a policy statement calling for a coordinated approach of air pollution and climate change in the implementation of present regulations, at all relevant levels. In addition, it is recommended to involve the R&D community and the private sector to develop solutions to that end.
4. Acknowledging that integration of staff and capacities within one structure is neither a condition nor a guarantee of higher efficiency, it is suggested to pay attention at all levels to the institutional, structural and organizational optimal conditions for policy

Update on biomass and biofuel

In Chapter 3 of the report, where the Directive on Renewable Energy was discussed, EFCA referred to the uncertainty of the feasibility of the target of 10% from biofuels in transport. The obligation for its sustainable production as outlined in the Directive, lays with the Member States. The Directive also contains an article which explicitly specifies that criteria for such sustainable production of biomass were to be provided by a committee. On 25 February this year the Commission adopted a Biomass sustainability report (SEC (2010) 65) on sustainability requirements for the use of solid and gaseous biomass sources in electricity, heating and cooling. The report contains a thorough analysis of over 20 types of biomass used for one or more of these purposes. It covers both the way they have been pre-processed and transport distance before use. The savings in GHG emissions, when compared to fossil fuel range from near to 100% to less than 20%. Though its share is still modest in the EU, a major sustainability uncertainty, however, exists for imported biomass of tropical origin, This has to do with LULUCF: land use,

land use change and forests, in particular outside the EU. The LULUCF accounting rules which could provide relevant information on imported biomass resources from outside the EU are part of the still ongoing negotiations in UNFCCC. As it is not possible presently to formally control the origin of biomass from outside Europe, the EU is not in a position to give guidance to Member States in the implementation of the Renewables Directive on this point. More information:

http://ec.europa.eu/energy/renewables/transparency_platform/transparency_platform_en.htm .

Biofuels

While the report of the Commission only deals with solid and gaseous biomass it is obvious that the delay in establishing LULUCF accounting may make it difficult to check the reliability of information on the origin of biofuels which Member States have to require from economic operators within their territory. In view of the pressures on Member States because of the EU-target of 10% biofuel in 2020 this is reason for serious concern.

Is there really something wrong with IPCC?

Over 20 years ago climate change entered the political agenda. National and international governments considered it a risk for life and human society on earth and in 1992 in Rio, applying the precautionary principle, they agreed on a Framework Convention on Climate Change and installed procedures for risk management. Because the knowledge of our climate system was far from complete scientific research was intensified. In order to assess its results the United Nations founded the Intergovernmental Panel on Climate Change (IPCC). The essential commitment has been and still is to improve the understanding of climate change and its impacts and analyse possible policy responses..

The IPCC is organised in three Working Groups, resp. on Science (WG I), Impact (WG II) and Policy (WG III). Of these WG I reports on the actual state of the science of climate change and on possible changes in parameters such as greenhouse gas concentrations, temperature and sea level. In addition, it provides projections of future developments in these parameters based on GHG-emissions for a range of economic scenarios and making use of an ensemble of different climate models. The quality assurance of its reports is very strict: only publications in refereed journals are taken into account. For each sub-topic the available results are then being compared and assessed (and in this way double-checked); IPCC's five-yearly Scientific Assessment reports, therefore, contain the state-of-the-art in climate change science, including confidence levels of all data and projections as well as the still existing uncertainties.

WG II on Impacts works differently. When the Panel started its work it was uncertain which impacts were causally related; some had still not been identified. WG II therefore also collects relevant information from other sources, in addition to refereed journals. In the search for a complete picture of the impacts of climate change this seems an effective approach. However, also here the comparison and assessment of the findings has to comply with the strict protocol of quality assurance when reported.

WG III assesses the technical options to slow down global warming and their costs. The options range from no-regret measures with economic benefits to rigorous and costly transitions in systems and lifestyle, particularly in developed countries. The effects of the option for the emissions of greenhouse gases are presented by making use of the scenarios used by WG I.

¹Climate Research Unit of the University of East Anglia

Since the creation of the IPCC the Scientific Assessment has become increasingly less uncertain that global warming is taking place and that mankind contributes to it. The exact pace of warming cannot be predicted, as the balance between positive and negative feedback mechanisms is still uncertain, though. The increasing confidence that mankind runs an appreciable risk inspired Al Gore to produce and present to the world "An inconvenient truth", a movie which visualises possible impacts in an effective, be it perhaps somewhat exaggerated manner. More importantly, it also helped convince politicians around the world that action is required.

Climate sceptics might give a useful contribution to the IPCC-process by pointing out the weak elements in the knowledge base and in the tools that are being used by putting the right questions. Such an attitude could bring us nearer to the understanding about climate change. Unfortunately, many of them do not show that much interest in the truth: they seem captured in their cage of denial into which inconvenient information, such as the refutation of their unjustified statements, is not admitted. And recently, some changed their way of operation. However, their indiscretion to publish hacked e-mail correspondence between CRU scientists¹ did not change anything in the figures on global average temperatures (see e.g. <http://www.realclimate.org/index.php/archives/2009/12/are-the-cru-data-suspect-an-objective-assessment/>) and the attack on the IPCC for admittedly real but minor errors in the information on potential impacts do neither alter the conclusions of IPCC. What they do show is an argument which is losing grounds and its perpetrators making desperate last attempts to seek publicity in a dubious way.

The decision of UN secretary-general Ban Ki-Moon to install a Committee with the task to investigate present procedures within IPCC is to his credit: the potentially far-reaching implications of the IPCC-work deserve a high level of quality assurance. It should be noted, however, that modified procedures will not affect the actual assessment results.

Hopefully, informed scientists and environmental professionals will take their responsibility and assist in correcting distorted perceptions and trivialisation of the risks of global warming.

Spectator

News on EFCA and its members

EFCA president in China

At a recent workshop in Hangzhou, China, EFCA-president Jean-Marie Rambaud was invited to share European experiences in air quality management with Chinese officials.

China is preparing for its first regulation on Regional Air Quality Management and the Ministry of Environmental Protection in China, along with the Chinese Academy of Environmental Planning were convening officials from provincial and municipal environmental protection bureaus to Hangzhou. Apart from the resolute action plans undertaken in some regions, on the occasion of special events (Beijing for the Olympic games, Guangdong for the Asian games...) the consideration for taking air pollution prevention and control measures in Chinese provinces and single cities and structures is hardly effective to solve the problem of regional and transboundary air pollution. The Chinese government is willing to promote a joint prevention and control system to address the urgent problems of acidification and excessive concentrations in SO₂, PM, ozone and many other pollutants across wide areas and air sheds. The organizers wanted to benefit from the US and EU experiences by inviting representatives from these parts of the developed world to report on regulation frameworks and their implementation at regional scales.

EFCA's president made two presentations, one on European regional air quality management frameworks and the other on the monitoring, reporting and modeling systems used in Europe to support air pollution and climate change policies. He also could deliver the now well established message of EFCA about the interest of a closer integration of air pollution and climate change policies.

This has been a very interesting meeting and an honor for EFCA to represent Europe at such an important event.

News from members

APPA

Our French colleagues, led by EFCA president Jean-Marie Rambaud, prepare for the organisation of 'Strasbourg-2', a second event on the co-benefits between air pollution and climate change policies, which will focus at the regional and local levels. The EFCA-event is supposed to take place in November of this year, possibly again in Strasbourg. A programme with some key-note speakers, special sessions, a few workshops and a Call for Papers on selected topics is presently being developed, together with EFCA.

VVM-CLAN: new delegate

After a considerable period of time as delegate of EFCA's Dutch member VVM-CLAN, Peter Rombout has stepped back in favour of Tinus Pulles. Peter will continue to assist EFCA, notably on health related topics. Tinus has been involved in atmospheric research since the seventies, respectively with the Province of South Holland and Groningen University; he has been with TNO since 1991 where his main focus is now on international emission inventories for pollutants and greenhouse gases.

VVM-CLAN: NCGG-6 in 2011

VVM-CLAN has just started preparations for the organisation of the 6th international symposium on Non-CO₂ Greenhouse Gases. It is presently scheduled for October/November of 2011. The Organising Committee, chaired by professor dr Carolien Kroeze, will appreciate the cooperation of EFCA Members. Tinus Pulles will serve as liaison to EFCA.

TUNCAP: first issue Open access journal

In January the first issue of "Air Pollution Research" was published at <http://www.atmospolres.com>. "Air Pollution

Research”, an Open access journal is an initiative of EFCA’s Turkish member, the Turkish National Committee for Air Pollution Research. Vol. 1, Issue 1 contains a mixed collection of papers on air pollution problems. This year also three special issues are being prepared, on Air pollution and mercury; Air quality modelling and analysis, and Application of receptor models.

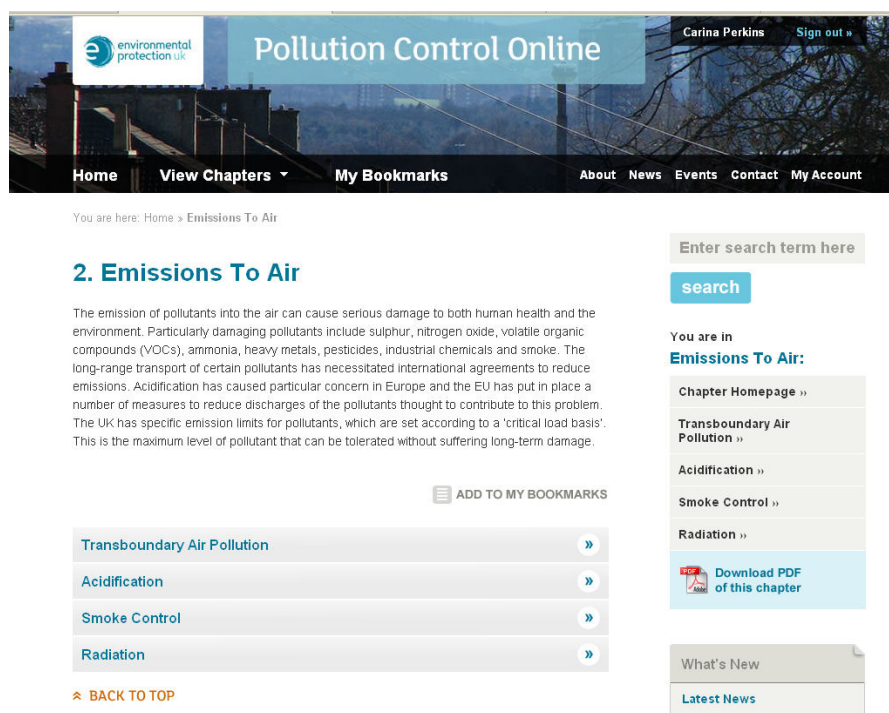
EP-UK: Pollution Control Online

EFCA’s UK member, Environmental Protection UK, Has launched an electronic version of the charity’s highly respected guide, the Pollution Control Handbook, first produced in 1978, which is updated and published annually. At EFCA’s request *Carina Perkins* of EP-UK provides some details.

Pollution Control Online is a dynamic new online

guide to pollution control and environmental legislation, with areas covered including industrial pollution control, air quality management and air pollution, waste management and contaminated land regulation, noise and water pollution. As well as UK legislation and practice, Pollution Control Online includes detailed summaries of EU Directives and Regulations and International Conventions and Protocols.

Pollution Control Online content is fully searchable and is updated regularly throughout the year, ensuring that subscribers stay up to date with the latest developments pollution control and environmental legislation and policy. Subscribers also benefit from regular email alerts when content is updated, which can be tailored to their areas of interest, as well as a bookmarking facility which enables users to keep track of what they have been reading.



“We feel that Pollution Control Online achieves exactly that and we are confident it will become an essential guide for everyone in the pollution control sector.”

Pollution Control Online is very accessible and aimed at a wide audience, from central and local government to industry, pollution control specialists, consultants, researchers and students.

Subscribers can choose from a variety of packages to suit their needs, with options including single-user, multi-user and university licences. Once registered, users can access

In addition to the main content, Pollution Control Online has a news section containing summaries of the latest consultations, legislation and policy developments. It also has an events section highlighting relevant upcoming conferences and events.

Philip Mulligan, Environmental Protection UK Chief Executive, explains: “Our aim was to create a service which combined the knowledge and expertise contained in our Pollution Control Handbook with the accessibility and dynamic content of a website.

Pollution Control Online from any computer, allowing total flexibility of use. Environmental Protection UK is offering a 10-day free trial of Pollution Control Online. To sign up, just go to www.pollutioncontrolonline.org.uk.

Calendar

CfP = Deadline Call for Papers

Sustainable manufacturing summit (organised by “Action for Sustainable America”)

11-12 May, Chicago, USA

(<http://www.asaseries.com/v8-12/Prospectus/Index.php?sEventsCode=SM1004US>)

18th International Symposium Transport and Air Pollution

18-19 May 2010, Dübendorf, Switzerland

(<http://www.eea.europa.eu/events/18th-international-symposium-transport-and-air-pollution-1>)

Resilient Cities 2010 – 1st World Congress on Cities and adaptation to Climate Change

28-30 May 2010, Bonn, Germany

(<http://www.eea.europa.eu/events/resilient-cities-2010-1st-world-congress-on-cities-and-adaptation-to-climate-change>)

HARMO 13 – 13th Int. Conference on Harmonisation within Atmospheric Dispersion Modelling for Regulatory Purposes

1-4 June, Paris, France

(<http://www.aria.fr/harmo/>)

14th ETH Conference on combustion generated nanoparticles

1-4 August, ETH Zürich, Switzerland

(www.nanoparticles.ethz.ch) CfP: 20-5-2010

7th International Conference on Indoor Air Quality, Ventilation and Energy Conservation in Buildings

15-18 August, Syracuse, New York, USA

(<http://www.IAQVEC2010.org/>)

15th IUAPPA World Congress: Achieving Environmental Sustainability in a Resource Hungry World

11-16 September 2010, Vancouver, Canada

(www.IUAPPA2010.com) CfP: 12-04-2010

31st NATO/SPS International Technical Meeting on Air Pollution Modelling and its Application

27 September – 1 October 2010, Torino, Italy

(www.int-tech-mtng.org)

4th Central and Eastern European Conference on Health and the Environment

10-13 October, Prague, Czech Republic

(www.ceeche.org)

Knowledge Collaboration & Learning for Sustainable Innovation ERSCP-EMSU 2010 Conference

25-29 October, Delft, the Netherlands

(www.erscp-emsu2010.org)

Published 31 March 2010

EFCA

President	Jean-Marie Rambaud (APPA, France)
Vice-presidents	Thomas Reichert (GUS e.V., Germany), Vladimira Vadjic (CAPPa, Croatia)
Past-president	Giuseppe Fumarola (CSIA, Italy)
Secretary-general	Joop van Ham (VVM-CLAN, The Netherlands)

Newsletter

Editor	Joop van Ham, VVM-CLAN
Proof reader	Dr Tim Chatterton, University of the West of England, Bristol
Published by	European Federation of Clean Air and Environmental Protection Associations Burg. Scholtenstraat 1, NL-2645 NL DELFGAUW E-mail: info@efca.net Fax: +31-15-261 3186 Website: www.efca.net