Leaders of the UNEP Global Assessment of Black Carbon and Ozone and the UNECE Task Force on Hemispheric Pollution will attend the Congress to give progress reports on the work of these major programmes. Reports are due for submission this year, to the governing bodies of UNEP and the LRTAP Convention respectively. By September, later this year, work on both should be largely complete.

Participants in the Congress will thus have early previews of the conclusions emerging from two studies, which, between them, they are likely to set the scene for major developments in international regulation of air quality for over the next decade.

The UNEP Black Carbon and Ozone Study is one of the keys to understanding how far abatement policies for short-term climate forcers could, at the same time, yield substantial health benefits by reducing ground-level pollution and by delaying the impact of climate change, buying time for CO reduction policies to reduce CO2 levels to have effect. Some studies have indicated that integrated climate-pollution strategies, largely focused on these pollutants, could reduce the cost of achieving long-term goals in each field by up to around 20%. So, the stakes are high and much rides on the outcome of the study.

As polluting emissions from national sources decline in developed countries, pollution from trans-boundary sources at regional and hemispheric scale is becoming an increasingly important component of ambient pollution levels. The Report of the LRTAP Hemispheric Task Force will be a major landmark by giving the first clear assessment of the scale and implications from the movements of pollution - particularly ozone and particulates - at the inter-continental scale, across the Pacific, the Atlantic and the Eurasian landmass.
Global Forum to Meet in Vancouver

The Steering Group of the Global Atmospheric Pollution Forum, which meets twice yearly, has arranged to meet this year at the World Congress. The Global Atmospheric Pollution Forum brings together governmental and non-governmental bodies concerned with regional, hemispheric and global air pollution. Its Steering Group meets twice yearly and this year it will hold one of its meetings at the World Congress. Major items on its September agenda are expected to be development of cost-effective air pollution monitoring systems for developing countries, and rapid assessment tools for health impacts.

It is expected that Congress will receive an advance presentation of the Forum’s new discussion paper on strengthening governance of air pollution at the hemispheric and global scales.

The Steering Group of the Global Atmospheric Pollutio...
EMERGENCY RESPONSE TO CLIMATE-RELATED NATURAL DISASTERS

Sponsored by ABEPOLAR (Brazil)

In the last two decades there has been ample evidence of increasing uncertainty and turbulence in weather patterns, including temperature changes in mean temperatures, heat waves, and higher incidence of droughts and flooding. This session will explore policy and practical responses to this increasing turbulence, including both anticipatory changes to planning systems, infrastructure provision and strategic services - and the way in which citizens, civil defence and emergency services can be better prepared to respond to unexpected natural disasters.

There will be a particular focus on the recent experience of Brazil.

GREENER TRANSPORT IN A POST-RECESSION WORLD

IUAPPA’S VIIth INTERNATIONAL SEMINAR ON TRANSPORT AND AIR POLLUTION IN CITIES

In view of the strengths in vehicle and fuel technologies in the Pacific Rim, the first part of this special session will provide an opportunity to take stock of new vehicle technologies coming to market (hybrid, electric, gas, hydrogen), improving understanding of what they might deliver for the urban environment, and when. There will also be a review of the prospects for the different alternative fuels proposed for urban transport fleets.

The second part will look at measures for reducing emissions from the current fleet. Reductions are certainly possible, but what can retrofit, refuelling and optimisation deliver? Can they deliver quickly enough and are they cost-effective compared to fleet turnover?