



IUAPPA Newsletter

The International Union of Air Pollution Prevention
and Environmental Protection Associations

November 2005

IUAPPA Urges Global Air Pollution Convention

The Global Atmospheric Pollution Forum, established by the Union and the Stockholm Environment Institute last year to encourage air pollution control at the regional scale, has now completed the first series of four inter-regional dialogues.

The first outcome is a call by the Executive Committee for early moves toward a Global Air Pollution Convention, capable of addressing global and hemispheric issues in a systematic way and providing a mechanism for ensuring collaboration and consistent action among regional air pollution agreements.

The Union's President, Gavin Fisher, urged the UN and member states to recognise the weakness of existing arrangements and to support moves to strengthen them: *'The regional, hemispheric and global transport of air pollution is increasing and needs to be addressed in a more effective manner. The Climate Change Convention provides a framework for addressing climate issues. The UNECE Convention on Water Resources has now been opened for signature by countries throughout the world and thus provides a framework for co-operation on water resource management and river basin issues. Yet there is no forum within which global and hemispheric air pollution issues can be properly addressed. This cannot be right.'*

The Forum's meetings led to three specific proposals:

- The Executive Body of the Convention on Long Range Transport of Air Pollution of the UNECE should give consideration to opening the Convention to accession by countries throughout the world. This could prove, over time, to be the simplest way of securing a broadly-based framework within which the various existing regional networks could collaborate, as well as providing a forum for co-operation at the hemispheric and global scales;
- Through co-operation with other regional networks, the Convention should complement, at official level, the work started by IUAPPA's Global Atmospheric Pollution Forum. It should in particular encourage exchange of information, sharing of resources and skills, and harmonisation of approaches among existing regional organisations and programmes;
- There should be an early meeting of the International Agencies whose activities bear upon air pollution at the regional scale – UNEP, WMO, WHO and others – to explore how their activities at that scale can be better co-ordinated to help tackle the causes and consequences of regional air pollution.

For a fuller report on issues and conclusions emerging from the Dialogues, see pages 4-5.



Professor Giuseppe Zerbo, with Joop van Ham and Agatino Gambadoro

News and Notes

Regional Conference 2006

Innovative programme announced for 2006 Regional Meeting – in Paris and Lille – linking particles, exposure analysis and Health impact assessment. See page 8

Italy

Successful conference – jointly sponsored with European Commission – marks CIPA's 20th anniversary. See page 3 and picture below.

World Congress 2010

To be hosted in Vancouver by A&WMA

Particulate Matter Committee announced

Union to establish a new committee to explore a more balanced global perspective on regional variations in composition and health effects of particulate matter

Transport and Air Quality in Mega-Cities

Johnson Matthey PLC to sponsor 2006 international seminar – to be held in Sao Paulo in 2006

A&WMA in New Orleans

A&WMA has decided to proceed with its plans for holding its 2006 Annual Meeting in New Orleans from 20-23 June.

Welcome support to a great world city in a difficult time.

New President at APPA

Bernard Festy, the distinguished President of French member APPA for the last eight years, has retired, although he will continue as an expert contributor to the Association's journal.

He carries with him the warm good wishes and thanks of all in APPA and IUAPPA for his most valuable contribution to both organisations.

We welcome as the new President Jean-Marie Haguenoer, Emeritus Professor at the University of Lille, whom members will have the opportunity to meet at next year's regional conference.

Tokyo Seminar on Transport and Air Quality in Major Cities

Sponsored by Johnson Matthey PLC, IUAPPA's third international seminar on Transport and Air Quality in Major and Mega-Cities was held in Tokyo in August in conjunction with the Union's 2005 Regional Conference. The report of the seminar and a list of the presentations (also listed below) can now be found on the Union's website.

The seminar built upon the earlier seminars in Sao Paulo and Mexico City. The general conclusions from these earlier meetings had been that improvements in emissions performance of individual vehicles were essential to deliver cleaner air in cities, but that they would not alone be enough. They had to be complemented and reinforced by demand management measures, which could include incentives to early adoption of new technology, and the use of pricing mechanisms, parking controls or planning restraints in ways which reduce the volume and impact of vehicles while maintaining or increasing mobility and access.

Such strategies, essential to maintain the liveability of cities, were often initially not popular nor easy to implement, and Latin American experience suggested that they required both exceptional political leadership and an effective – and probably unitary – structure of local government for the area subject to the strategy. For cities in Latin America, the characteristic strategy included a major investment in Bus Rapid Transit systems, combined with fuel changes and retro-fitting for public vehicles and freight transport, and new policies to improve public spaces, ease walking and cycling and provide other alternatives to car use.

In shifting the focus to Asian cities it was expected that both the conditions and the appropriate responses would differ from Latin America. Certainly, Asian cities are, in general, more densely populated and often at a more advanced stage in motorisation. The vehicle stock also varies greatly, notably with the very high volume of motorcycles and similar vehicles in Asian cities. What the Tokyo seminar revealed, however, was that, in many respects, the conclusions for Latin America held good for Asia, although the presentations showed a diverse picture.

There were examples where effective adoptions of new fuels and technologies combined with strong measures to manage demand had yielded striking success. Among them were Singapore, Hong Kong and Tokyo. However, the key issue for Asian cities is probably particulate pollution, particularly from rising numbers of diesel vehicles, and here Seoul, Tokyo and Beijing were implementing or had planned impressive

retrofit programmes. Nevertheless there remain cities where policies have been less successful, notably Bangkok, Jakarta and Manila. In Jakarta and Manila a particular problem is the difficulty of introducing demand management measures against a background of earlier transport fuel subsidies.

The seminar also advanced debate in two areas in particular – the potential for the imaginative use of planning instruments, and the circumstances in which demand management measures can be successful.

On the first of these Andrew Whittles from the London Borough of Greenwich gave an interesting presentation on the way in which his authority was pioneering the use of 'planning agreements'; for major developments the local authority is enabled through UK planning legislation to require developers as a condition of planning consent to secure a variety of air quality benefits. Thus, for instance, a developer might be required to implement improvements to its fleets, operate a low emission zone, or construction practices that minimise emissions and dust.

While land-use planning has a major role to play in reducing air pollution from vehicles in cities, most of the measures are necessarily long-term. By contrast this presentation pointed to ways in which the planning system could be used to improve air quality over a short timescale. Clearly however there are limitations. To be effective this approach requires that there is a strong land-use planning system already in operation. Planning gains on a significant scale may also only be achievable in periods of economic growth when developers are under strong pressures to obtain planning approval.

Perhaps even more important than the new perspectives on planning was the wide-ranging assessment presented by Paul Barter from the University of Singapore on the role of demand management and the circumstances in which it can operate effectively.

He set demand management in a broad economic framework. Need for it arose in circumstances where consumers were not paying the full cost of road transport and, as a consequence, people used vehicles more than was optimal for society. If the system was to operate within the available infrastructure it was essential then that user costs were increased or that the costs of alternatives were reduced. In essence therefore that meant that governments had to explore the alternatives of pricing – taxation or user charges – or parking controls or other physical or planning measures to restrain actual use, such as low emission zones.

From the presentation and discussion a number of conclusions emerged. Demand management measures are most likely to be effective if first introduced before motorisation has taken off; if presented not in terms of negative constraints but in a positive and visionary way which highlights beneficial outcomes (such as greener cities, more 'democratic' public space etc); and if the focus of policy is on mobility of goods and services rather than on traffic outcomes (vehicle movement, speed, congestion etc). The issue of how revenue obtained from motoring taxes and charges was subsequently used was also critical to public acceptability. Finally, it is no good waiting to introduce demand management measures until there is good public transport in place: those Asian cities that followed this line, argued Dr Barter, were still waiting.

3RD IUAPPA INTERNATIONAL SEMINAR:

Managing the Impact of Vehicles on Air Quality in Major Cities

Powerpoint presentations available from Loveday Murley (lmurley@nsca.org.uk)

Current Perspectives

Robert Evans (Director, Government & Public Affairs, Johnson Matthey)

The contribution of technology: foreseeable developments in fuels and technology and their implications for policy choice – an overview
Andrew Whittles (London Borough of Greenwich)

Planning, traffic management and air quality
Dr. Paul Barter (University of Singapore) and John Whitelegg (University of York)

Transport demand management and its potential in Asian Cities: policy possibilities?
Professor Guiseppa Fumarola (University of L'Aquila, Italy)

Sustainable development in large cities
Gavin Fisher (Endpoint, New Zealand)

City Reports: Evidence from Recent Experience

Tokyo – Koichiro Ishii, Metropolitan Research Institute for Environmental Protection
Beijing – Zhu Songli & Jiang Kejun, Energy Research Institute, China

Xian and Hanoi – Dr. Lee Schipper (WRI) and Mao Zhonquan, Xian

Delhi – Dr. Ranjan Bose, Energy & Resources Institute (TERI), New Delhi

Pune – Narayan Iyer

Bangkok – Mingquan Wichayarangsridh, Pollution Control Department, Thailand
Singapore – Dr. Paul Barter, University of Singapore

Seoul – Jae-Goo Chang, Environmental Transport Management Division, Ministry of Environment, Republic of Korea

Rome – Dr. Francesca Costabile, Italian National Research Council

Tel Aviv – Professor Menachem Luria, Hebrew University of Jerusalem

Towards Clean Air for Europe: A Challenge Siracusa, Italy, 9-11 November 2005

Organised by IUAPPA's Italian member and the European Commission, this well-attended workshop provided an enlightening snapshot of the issues facing European air quality at a pivotal stage, as the Clean Air for Europe Programme is implemented. While it demonstrated the success of EFCA's campaign to put exposure assessment and 'gap-reduction' approaches at the heart of policy, it also demonstrated that major challenges remain.

The scene setting presentation was the Commission's overview of the thematic strategy itself. This emphasised its ambitious and forward looking nature, robust impact assessment and extensive engagement work.

A second important presentation outlined proposals for the new PM_{2.5} regime. This move away from a reliance on limit values to protect public health is based upon the premise that, where no-effect thresholds are unknown or unattainable, reducing exposure across the entire population provides more cost effective benefits than focussing on hotspots. Concentration caps are still important, but they fulfil a different role – to protect against 'gross' pollution, ensuring a degree of environmental justice. However, having emphasised the importance of this component, the speaker, somewhat paradoxically, went on to argue that the level at which it is set is 'largely irrelevant' and that it is not proposed to make the % reduction targets legally binding at this stage.

An impartial observer might conclude that, beyond procedural issues such as the proposed streamlining and consolidation work, not a lot has really changed. The limit values have been retained and in the absence of binding longer term targets, they are set to remain the primary focus in the short-medium term. A pessimist might even look at the optional deferrals on the existing limit values, the dropping of the stage II LV for PM₁₀ and the new wording on natural sources, and worry whether overall the new strategy is actually a weakening of environmental ambition.

These concerns aside, the conference clearly illustrated the current challenge which many member states face in complying with existing limit values. Each has their own local conditions and circumstances to contend with. Italian, Spanish and Greek speakers highlighted the potentially significant contributions made by transboundary sources such as Saharan dust and secondary anthropogenic particles. In Poland the problem is aging coal power stations and widespread domestic use, with economic and social factors a major barrier to clean up.

Despite these difficulties member states are making action plans and implementing national and local measures. Case studies from Milan, Poland, Cyprus and Italy showed a range of measures such as vehicle scrappage, equipment upgrade, road side emissions testing, city planning, traffic restrictions and 'soft measures'. Benefits in local emissions were reported, though translation into air quality benefits was harder to prove, and some questioned the cost effectiveness of local action.

Further technical sessions highlighted developments in modelling, monitoring and wider research. Notably there were results from the city-delta exercise and new plans for a medi-delta project were announced, with a next meeting in Siracusa in February.

Perhaps the most recurrent theme throughout the workshop was that of population exposure to air pollution. One presenter argued that the shift in EU policy towards 'exposure reduction' marked the third generation of policy development (emissions reduction and limit values being the first two). A key driver is a desire to more closely link specific emissions and sources to disease burden. Exposure takes us one step closer than ambient concentration – though at the price of greater complexity and uncertainty.

Various presentations outlined the current state of knowledge and research on exposure. A highlight was provided by Peter Rombout (VVM-CLAN). He encapsulated the exposure reduction debate and proposed a grand vision for the future of air quality policy. He outlined a concept of comprehensive risk management, working along the chain from source-exposure-dose-response. He identified a need for 'top-down novel research, driven by and for the risk managers', targeted at the weak links in this chain. He argued that this would lead to a better understanding of causation and population exposure, leading eventually to the direct apportionment of disease burden by spatial scale, emission sources and competent authority. Rombout also conjectured that significant EU sources would be addressed over the next 10-20 years; however as the role of global transport grew, wider agreements would be needed to tackle larger scale issues.

Overall, while new approaches and new concepts have been proposed, they are still somewhat away from reality. Meanwhile existing policies are showing signs of strain – both as a consequence of complex environmental factors, but also through conflict with political, economic and social considerations.

Dr. Rob Pilling
Policy Officer, NSCA

IUAPPA REGIONAL CONFERENCE:

Air Quality Management at Urban, Regional and Global Scales

Istanbul – 26-30 September 2005

Organised by TUNCAP, IUAPPA's Turkish member, the conference aimed to facilitate sharing of scientific findings and provide a forum for the timely exchange of information among scientists and policy makers in the field of air quality, to review the latest scientific achievements in various research fields, and to promote discussion on future research and development needs.

As part of the Symposium, IUAPPA and EFCA both promoted special seminars with specially invited contributors – IUAPPA's on Hemispheric Pollution and on Transport and Air Pollution in Mega Cities, and EFCA's on Shipping Emissions. The seminar on transport and air quality in mega-cities was organised jointly with the EMBARQ programme of the World Resources Institute and focused on Emissions Inventories, the key building block for the development of strategies for managing road transport emissions.

Keynote plenary speakers were Professors Peter Brimblecombe and George Kallos. Peter Brimblecombe presented a comprehensive review of the impact and mechanisms of air quality degradation of buildings and architectural structures. George Kallos reviewed the development of atmospheric modelling for the Mediterranean region. The main topics of the plenary sessions were acid rain, air pollution impacts on climate change, air quality assessment, monitoring and control, urban and rural quality, aerosols, air quality modelling, toxic and hazardous pollutants, ozone problems and traffic emissions.

The symposium aroused worldwide interest. In total, 240 papers were received and 201 participants from 36 countries attended. Following the reviewing process, selected papers will be published in special issues of *Environmental International* by Elsevier, the *International Journal of Environment and Pollution* by Inderscience and *Atmospheric Research* by Elsevier.

Prof Selahattin Incecik
Istanbul Technical University

For the past six months the Global Atmospheric Pollution Forum, established last year by the Union and the Stockholm Environment Institute, has been holding a series of international discussion meetings to explore current scientific and policy issues in hemispheric and global air pollution. The meetings have drawn together representatives of the Union with regulators and scientists involved in regional scientific programmes, and regulatory and treaty systems.

Here we summarise some of the key issues and conclusions which have emerged from the four discussions held this year in Prague (in conjunction with the the Acid Rain 2005 meeting), at the Union's Tokyo and Istanbul regional conferences, and at the annual meeting of the Male Declaration on Control of Transboundary Pollution, which draws together the countries of Southern Asia.

The full assessment of the consultations, which is now being prepared, will be published in the New Year.

Background and Trends

- The orientation of LRTAP policy is likely to change, progressively, from a focus on hotspot problems towards a more general 'greying' of the northern hemisphere.
- Globalisation will have a crucial impact – in particular the increasing significance of aircraft and ship emissions. This may require new patterns of global regulation. In the case of shipping emissions, for instance, while some progress could be made through Special Areas, it was clear that a global approach was required and that for the industry itself anything less would be sub-optimal.
- At both the regional and hemispheric scales, the interactions of climate change and pollution will be a critical issue, and the emergence of a general scientific consensus on radiative forcing and the effect of black carbon – should one emerge – will prove particularly significant.
- While it is important to bring together climate change and regional air pollution in terms of data collection and analysis, bringing together the policy and negotiating fora would at this stage be premature and complicate the task of securing practical progress in addressing regional and hemispheric air pollution.
- It is important to recognise that both air pollution and climate change are fundamentally linked to energy issues. The nature of these linkages needs to guide research priorities and policy objectives, whether to identify the co-benefits from fuel-use changes or to secure the necessary changes in consumption patterns.

Air Pollution Science at the Regional and Hemispheric Scales

- The hemispheric scale is now a relevant scale for co-ordinated assessment and abatement strategies, but further progress is likely to be heavily dependent on the further consolidation of the scientific base at regional scale.
- Independent presenters at the meetings gave largely similar assessments of the nature and scale of hemispheric pollution, but it may take some time for an international consensus to merge.
- There is a case for defining hemispheric air pollution in terms of the Intertropical Convergence Zone (ITCZ) (the boundary zone separating the northeast trade winds of the Northern Hemisphere from the southeast trade winds of the Southern Hemisphere). Sub-Saharan Africa can for instance affect pollution in the Northern Hemisphere.
- Advances in satellite imaging and remote sensing can make a major contribution to monitoring capabilities, but it would be a mistake to assume that this would substantially reduce the need for ground-level monitoring which, aside from the more detailed picture it can offer, is essential for public understanding and political engagement.
- There is an increasing need to focus on the scientific interactions of the local, regional and global scales of analysis. This is paralleled at the policy level, in that local measures will have knock-on effects at the regional and global scales.
- There is a case for addressing five or six pollutants at the hemispheric scale. However, even though the links between these pollutants may superficially suggest cost-effectiveness grounds for addressing them together, this course may prove unrealistic and excessively complex. It will be important not to attempt too much too fast. At the hemispheric scale the best focus may simply be ozone and aerosols/particulates, with other pollutants pursued – at this stage at least – primarily at the regional or global scale.
- While improvements in monitoring and in modelling capabilities are important, progress on hemispheric pollution will depend in particular on increased co-operation and convergence of approach on emission inventories. There are important gaps here which need to be identified and prioritised, e.g. the currently limited understanding of some of the informal sectors in Asia and the need for better emission factors for, for example, open waste burning.
- Global databases already exist, such as EDGAR and IGAC GEIA, but a link to regional knowledge of emission characteristics is essential and requires willingness to share information. Although IPCC's role at the global scale is important in relation to pollution as well as climate, it must be recognised that it does not cover all pollutants.
- Experience so far on model inter-comparison at regional and hemispheric scales shows an encouraging consistency, both between observed and modelled outcomes, and from one model to another, in relation to ozone, but this is not so much the case in relation to particulate matter. This needs further attention.

HEMISPHERIC AND GLOBAL POLLUTION

Emerging Issues and Conclusions from the First Phase of the Global Forum's Inter-regional Dialogues

Institutional and Policy Issues

- There is a need to persuade the climate change community of the benefit from closer links with the air pollution community, especially as ozone has now been estimated to account for one quarter of total climate change forcing. The Forum may be able to make a contribution here. This may be assisted by the fact that the UNEP GEO Framework draws together pollution and climate change.
- Co-operation among existing regional networks, notably CLRTAP, EANET and the Malé Declaration in South Asia, is the essential first step for a better scientific understanding of hemispheric pollution and for any consideration of abatement possibilities. However, these networks differ very substantially in their experience and in their current priorities. This seems likely to raise the issue of whether new institutional arrangements will ultimately be necessary.
- If the current scientific work on hemispheric pollution led by EMEP and other bodies yields real progress and some consensus emerges, issues of control needs and pathways will come to the fore. This will raise questions as to the relevance of the experience of existing regional networks to issues at the hemispheric scale, and how far new frameworks for co-operation will be necessary and practicable.
- Much the greatest volume of experience lies with the LRTAP Convention, but any wider arrangements should look at this experience critically. Key points made by contributors were:

It is essential to preserve the flexibility shown by CLRTAP. The priority is the progressive emergence of consensus, which avoids the agenda appearing to be driven by any one nation or group of nations;

Equally it should not be seen as important that every member ratify every agreement. That allows more cohesion and a higher ambition level;

Given the complexity of the issues and the range of parties and interests a 'top

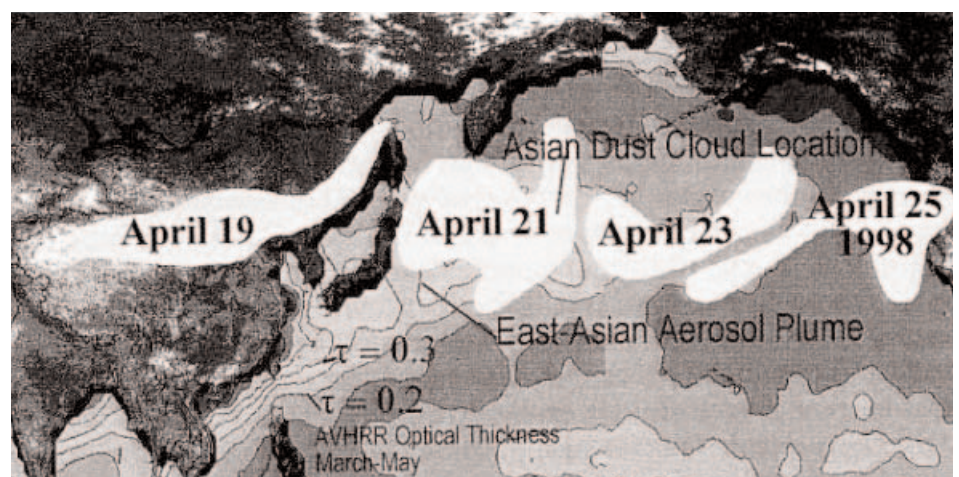
down' approach led by the Secretariat or a small group of countries is unlikely to be successful. A broad-based 'bottom-up' approach is important, but in its turn this will require an assessment and policy development process which can preserve appropriate ambition levels, a clear mission and the confidence and optimism of the participants;

Because of their complexity some of CLRTAP's recent protocols are proving difficult to monitor and to implement, suggesting that at hemispheric scale BAT may prove the most useful co-operative control approach.

- As developed so far, the EMEP Task Force on hemispheric pollution seems likely to be able to make a significant contribution because of its adherence to a number of important characteristics of the CLRTAP process, in particular proceeding by consensus, avoidance of international political controversy and a firm focus on a sound scientific basis.
- The path to an equitable and balanced approach to abatement at the hemispheric scale – and the consequential obligations of different parties – cannot at this early stage be foreseen with any precision. However, it is already clear that there are important measures that individual regions need to take in the wider hemispheric interest. To mitigate their impact on Europe it will be important that the United States and Canada play a full part in the review of the

Gothenburg Protocol and accept obligations under it. CLRTAP and the EU should begin to address their impacts on North Africa and central Asia. India, China and other rapidly industrialising countries should pursue Best Available Technology to mitigate the environmental damage resulting from their economic growth. In each case such measures will reduce pollution at the local and national scales and generate an economic benefit.

- In pursuing hemispheric pollution in the Northern Hemisphere interactions with the Southern Hemisphere should not be overlooked. The link to climate change will in any case mean that they cannot be avoided.



Trans-Pacific Pathway of Asian Dust 1998

2005 BOARD MEETING: SUMMARY REPORT

The 2005 meeting was held in August in Tokyo under the Chairmanship of President Gavin Fisher. This report summarises some of the key decisions – full minutes of the meeting have already been circulated to all member organisations. During the course of the meeting, the Board were pleased to elect Dr. KC Moon (KOSAE) and Dr. Alan Gertler (A&WMA) as Vice-Presidents of IUAPPA.

International Advisory Board

All those invited to join the Board had accepted. Membership is to be limited to approximately 12, representing a wide range of interests and geographical regions. In filling the remaining places the Union will have regard to the need for better gender balance and for further representatives of the business and policy communities. Most business would be conducted by e-mail, but there should be a meeting at each Congress and at other times as circumstances allowed.

The first substantive item on which the advice of the Board should be sought would be on identifying a practicable role for the Union on the interaction of climate change and pollution.

Conference and Seminar Programme

The Board recorded its thanks to IUAPPA and TUNCAP, and in particular to Professor Kitabayashi and Professor Incecik for the successful regional conferences in Tokyo and Istanbul. The Board noted with particular satisfaction the significant number of participants in Istanbul expected from the Middle East and Central Asian republics.

The workshop planned for Siracusa in November – organised by Professor Zerbo and Professor Fumarola (CSIA-ATI, Italy) – had attracted support from the DG Environment of the European Commission,

the Italian Environment Ministry, and the Joint Research Centre, Ispra. Entitled *'Towards Clean Air for Europe: a Challenge'*, it represented a good opportunity to increase links with other EU accession states in Eastern Europe.

The 2006 regional conference would be held in Paris and Lille next September, under the auspices of APPA. An innovative programme was proposed, providing an opportunity to establish links with the international organisations for epidemiology and for exposure analysis. The IUAPPA Board had agreed that a half-day symposium within the framework of the International Congress on Epidemiology and Exposure Analysis in Paris, should be held, involving internationally distinguished contributors, and focussing on exposure to particles, with a three day meeting in Lille to explore the issues in more detail – see page 8 for further details.

World Congresses

The Board welcomed the progress being made by CASANZ in organising the 14th World Congress, to be held in Brisbane from 9-14 September 2007 – see also back page – and an outline programme is to be circulated shortly.

A&WMA's proposal that Vancouver should be the venue for the 15th World Congress in 2010 was approved with acclamation. In presenting her Board's proposal, Edith Ardiente, A&WMA President, said that the choice of Vancouver recognised the strength of A&WMA's local chapter, the quality of the facilities, the tourism attractions, and its cultural diversity. Alan Gertler would lead the initiative, as the then IUAPPA President; Ken Stubbs would chair the local organising committee, and former IUAPPA President, Steve Hart, would deal with Canada-level matters. The theme would be sustainability, with sub-themes including the Pacific Rim, trans-

boundary pollution, alternative fuel choices and impacts, and particulate matter.

Publications and Communications

Following publication of the *Global Atlas of Atmospheric Pollution*, scheduled for early 2006, the principal publishing venture is to be a biennial review of developments in air pollution at the global and regional scales – sponsorship would however be necessary. Priority is also to be given to upgrading IUAPPA's website.

It was decided to progressively adopt the modern logo introduced for the London World Congress as the new logo for IUAPPA.

Urban Air Quality Management

Following the success of the Third Seminar in Tokyo (see page 2), it was agreed that it was important to assemble the Proceedings and Conclusions of the seminars more systematically and give them wider publicity. Rapporteurs were to be sought to undertake this and to give the programme more continuity.

Proposals for future venues should be invited, but with a presumption that the next two meetings should, as already proposed, be in Sao Paulo and China. These would continue to focus on Transport and Air Quality in Cities.

Mexico City was identified as a good venue in which to bring to culmination the Union's work on managing the impact of vehicles on urban air quality. A major meeting should be planned for 2009, or, if possible, 2008. The involvement of Mario and Luisa Molina's team, the World Resources Institute, and other bodies active in Mexico City, should be sought.

Global Forum: Long-Range Transport of Air Pollution

There had been substantial progress in securing funds. Budget provision in excess of \$200,000 was now possible, and this opened up the prospect of an increasingly ambitious programme. The Board recorded appreciation for the invaluable contribution of the Stockholm Environment Institute. The Work programme and Budget for 2005-6 were approved.

Aerosols and Fine Particles

There was general agreement that inter-regional variability in the composition and impact of fine particles made this an appropriate area for IUAPPA to focus debate. A broadly based group should be established under the leadership of Dr. Robert Maynard (UK Department of Health) to explore the issues and develop a more balanced global perspective.

Finance and Organisation

The Board approved the income and expenditure accounts for 2004 and the budget for the following year. Subscriptions had risen slightly on the previous year. Sponsorship funds had covered the Urban Air Quality seminar programme, but the Transboundary Fund had been largely depleted during the year in preparing the launch of the Global Forum.

In view of the significant increase in overall funds and the more diverse nature of the Union's commitments, the Board agreed a proposal for a review of financial management arrangements, including reconsideration of proposals for changes to the organisation and structure of the Union.

IUAPPA's new Vice-Presidents



Dr. Alan Gertler



Dr. KC Moon

EXPANDING IUAPPA

The Core of IUAPPA is its 40 national member organisations, but we are keen to expand our membership and links to other organisations in all possible ways.

In some countries there is no organisation that could naturally fill the role of IUAPPA member, and in those countries where we have a lead member the Board decided a few years ago that it could accept other organisations into membership alongside the lead member. In addition we are trying to develop extensive lists of individuals who are unable to be active members of national organisations but wish to be kept in touch with the work of the Union.

It would be very helpful to the Secretariat if current members and associates would notify us whenever they encounter an organisation or individual who might be interested to join us or be kept in touch with our work. Please contact admin@iuappa.org.

IUAPPA

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2006 Regional Conference

Paris and Lille are the venues for the 2006 IUAPPA Regional Conference to be held from 5-8 September 2006. The meeting is being organised by APPA (Association pour la Prevention de la Pollution Atmospherique) and is sponsored by IUAPPA and EFCA.

The meeting will start with an IUAPPA symposium on the afternoon of Tuesday 5 September in Paris on *Risk assessment tools and decision making process for cleaner air: the challenge of particulate air pollution*. This symposium will be held in conjunction with the International Congress on Epidemiology and Exposure Analysis being held under the auspices of the French Environmental Health Agency.

The main part of the IUAPPA Regional Meeting will then be held on 6-8 September in Lille, which is a short train ride from Paris. Here, the theme is *Air pollution and Environmental Health: from Science to Action*. The conference will explore the prospects for a multi-disciplinary approach to health impact assessment of air pollution and its potential contribution to an optimised policy building process. Air pollution will be explored in the wider context of environmental health concerns. Issues related to particulate matter will be considered in the light of recent innovative research which raises challenging implications for future regulation – IUAPPA members will recall that, at its Board meeting in August 2005, it was decided that the inter-regional variability in the composition and impact of fine particles should be one of the union's key areas of activity over the next few years.

Further details of the meetings, dates for submission of extracts, registration details, etc can be found on <http://www.appa.asso.fr>. Details of the ISEE/ISEA congress can be found on <http://www.paris2006.afsse.fr>



WORLD CONGRESS 2007

Brisbane, Queensland, Australia

9 - 14 September, 2007

Partnerships – Community Engagement at all levels

Environmental issues cannot be solved by governments alone, or by determined community groups or individual industries. More and more it is recognised that maintaining our environment has become a pressing priority that requires engagement and collaboration between all community groups in Society, acting in concerted local and global partnerships. This is particularly true of the atmosphere, with, for example, recognition of the significance of the consequences of global warming.

The new theme of development of partnerships in environmental protection has been echoed by government ministers and by industry leaders at many recent international and national forums. This 2007 World Congress in Brisbane, Australia, will focus on community engagement through the development of new partnerships between local, the science, business and government communities. It will offer the opportunity to showcase examples of successful existing partnerships.

The program will, to a large extent, be outcomes-driven. There will be the same opportunities for presentation of scientific and technical work, but there will be an emphasis on outcomes in terms of partnership development, policy impacts and the like.

Brisbane's weather in September is beautiful, and the Congress will offer the opportunity for IUAPPA members to extend their stay and take in the tourist delights that Queensland has to offer - the Great Barrier Reef, beaches, rainforests, the outback. The Congress is being held close to a major celebration of Brisbane's environment, called "Riverfire", which is a spectacular event involving entertainment and scientific and policy conferences.

The Congress website is currently under construction. In the meantime, information on the Congress can be found on www.casanz.org.au