
National / Local political Strategies for better Air Quality

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EUROPEAN COMMISSION

PRESS RELEASE

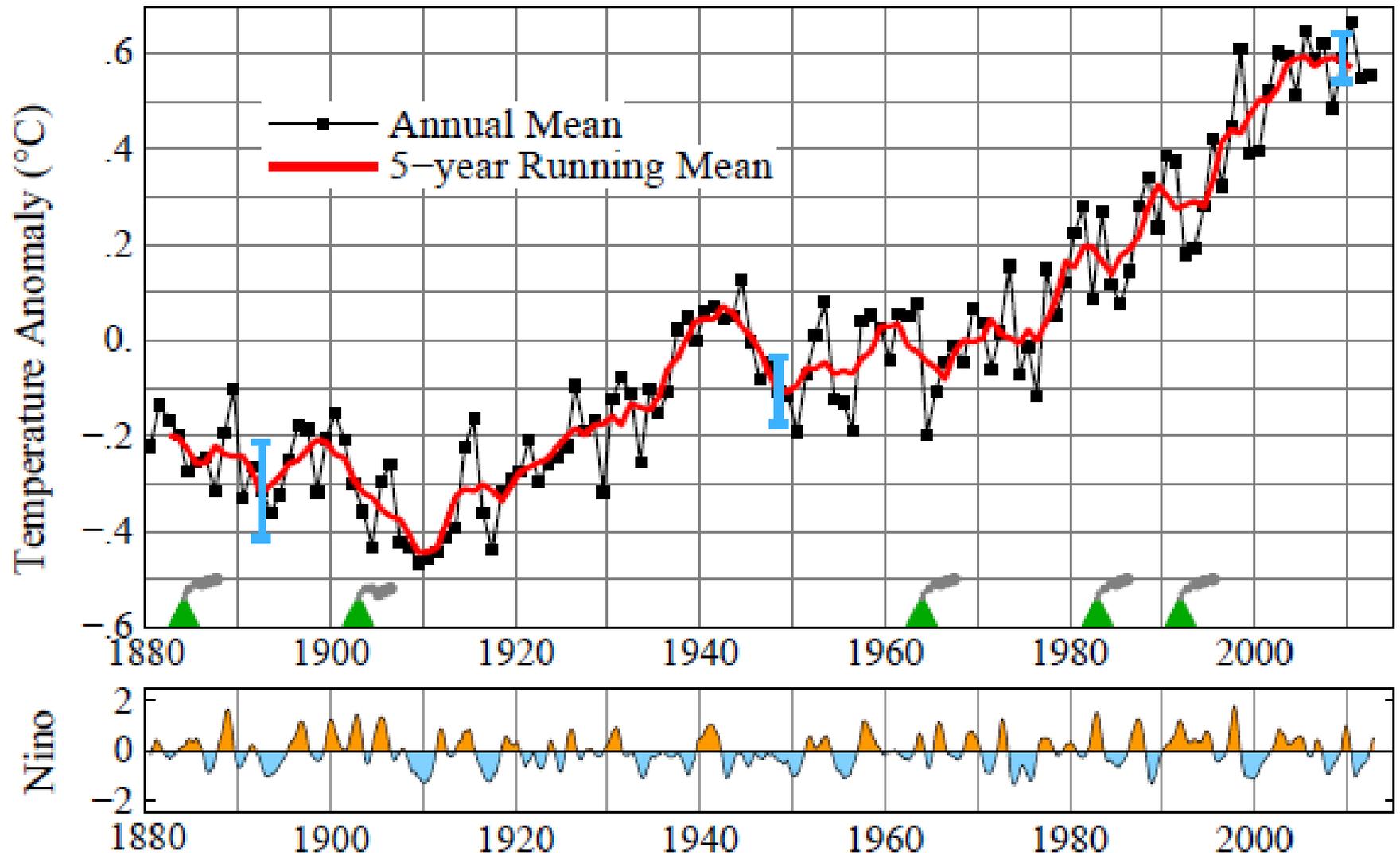
Brussels, 31 January 2013

Environment: Newly found health effects of air pollution call for stronger EU air policies

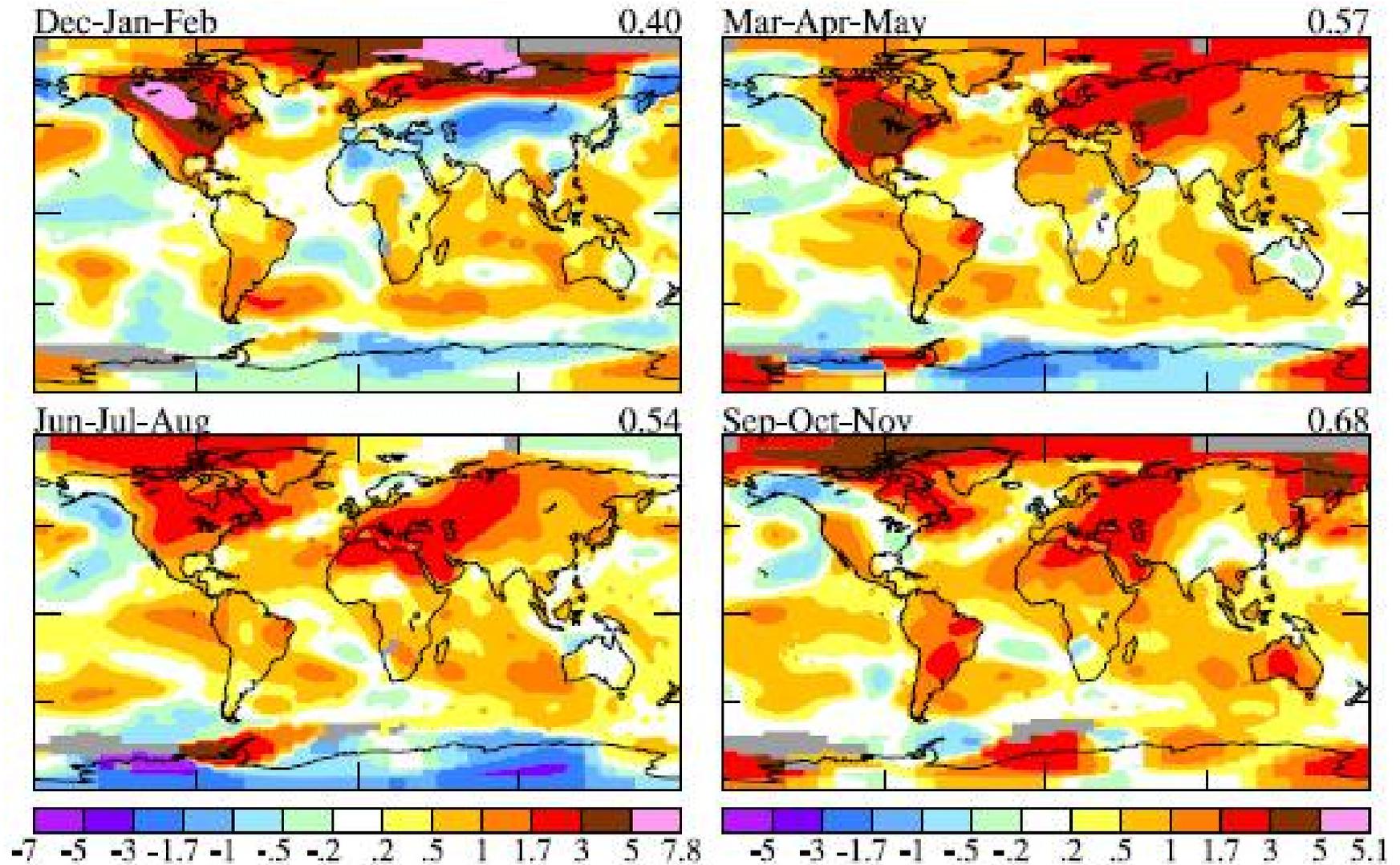
Long-term exposure to fine particles (PM_{2.5}) can trigger atherosclerosis, adverse birth outcomes and childhood respiratory diseases, according to a World Health Organisation (WHO) review released today. REVIHAAP – the “Review of evidence on health aspects of air pollution” – also suggests a possible link with neurodevelopment, cognitive function and diabetes, and strengthens the causal link between PM_{2.5} and cardiovascular and respiratory deaths. The research was carried out at the request of the European Commission in the framework of the 2013 review of the European Union’s air policy.

Over 80 % of Europeans are exposed to particulate matter (PM) levels above the 2005 WHO Air Quality Guidelines (AQGs). This on average deprives each citizen of 8.6 months of life.

Global Land-Ocean Temperature



The Nino index is based on the detrended temperature in the Nino 3.4 area in the eastern tropical Pacific. Green triangles mark the times of volcanic eruptions that produced an extensive stratospheric aerosol layer.



Seasonal temperature anomalies relative to 1951-1980 base period. Dec-Jan-Feb map employs December 2011 data

Comprehensive Four-Year Study Finds Black Carbon Second Biggest Climate Pollutant Behind Carbon Dioxide

The four-year, 232-page study of black carbon, published in the *Journal of Geophysical Research: Atmospheres*, shows that short-lived pollution known as soot, such as emissions from diesel engines and wood-fired stoves, has about two-thirds the climate impact of carbon dioxide. The analysis has pushed methane, which comes from landfills and other forces, into third place as a human contributor to global warming.

Source: Bounding the role of black carbon in the climate system: A scientific assessment, T. C. Bond et al., *Journal of Geophysical Research: Atmospheres* 2013

Chair's conclusions from the Arctic Environment Ministers Meeting

Arctic change – Global effects

Jukkasjärvi, Sweden, 5-6 February, 2013

Ministers stressed the need for urgent action to reduce SLCP emissions to contribute to Arctic climate change mitigation and to the preservation of the unique culture and ecosystems of the Arctic which are under threat from rapid climate changes. They also underscored the continued role of the Arctic Council and Arctic States in spearheading greater international action on SLCPs and the importance of continuously improving the scientific knowledge of SLCPs and how they impact the climate. Ministers concluded that decisive action on black carbon and other SLCPs is needed, and encouraged coordination and support for international and global efforts to address emissions.

Ships

Government Ships

All Government ships have to be retrofitted with particle filter in order to remove the Black Carbon Emissions. If research vessels as the Polarstern add to the global warming at the efforts to research the phenomena, it is just perverse.

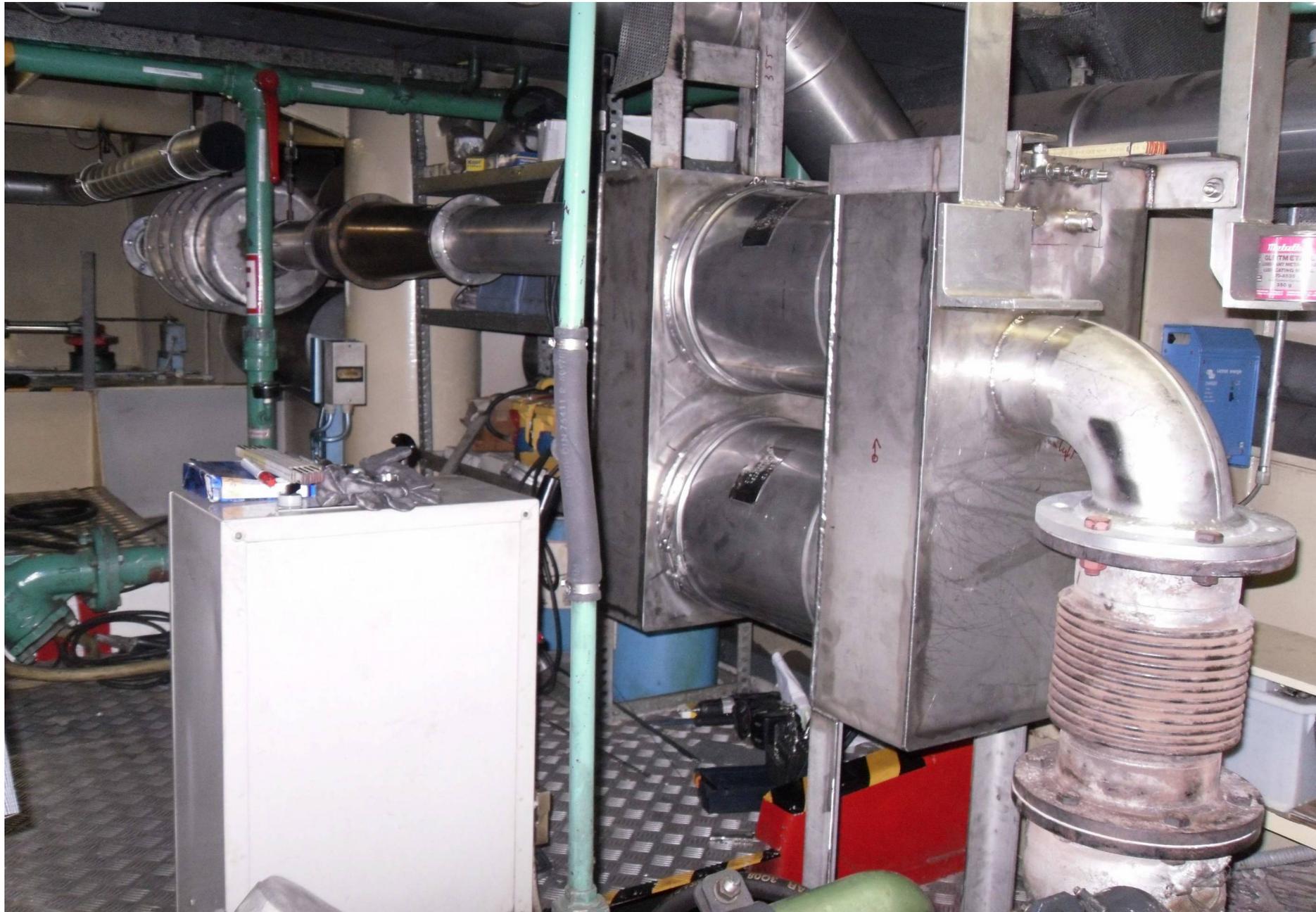


Euregia

- Motor: MTU 12V 183 TE52
- Leistung: 500 kW
- Betriebsstunden
Filter: ca. 5000 h











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Ships in operating within Harbours

All ships operating within the harbor area have to be equipped with particle filters in order to protect the staff onboard, the people working in the harbour, the neighbouring citizens and the climate

Ships in the Rotterdam Harbour with Particle Filter and SCR

Pilot ship



Fire fighter ship



Pilot ship

Oil Supply Ship MTU 8V 4000 800 KW. Equipped with SCR and Particle Filter



Reduction of the Air Pollution Emissions by Economic Instruments

Economic instruments can be effective and can be used locally or regionally.

E.g. emission related harbour fees

Emission related route charges

Environmental Zones

The exclusion of harbours from environmental zones is not acceptable. The source of air pollution in the harbour area is not only the shipping sector but also the road and rail transport.

Therefore a strict emission control of trucks and diesel locomotive has to be introduced. The same requirements should be established for all working machines in the harbour

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