

## **MINUTES OF THE AIR QUALITY FORUM MEETING 3 OCTOBER 2007, PAGE STREET, LONDON**

### **Attendees:**

End of document

### **Apologies**

Joanna Warner	Cabinet Office
Tim Everett	Local Government Association
Diane Mitchell	National Farmers Union
Anelli Gilbert	Metals Forum (Non Ferrous Alliance)

## **1 Minutes/Actions from Forum meeting on 22 March 2007**

Martin Williams (Chair/Defra) informed the group that all **actions from the last Forum** were complete:

1.1 UK Petroleum Industry Association to send Defra comments on SO<sub>2</sub> 15 minute objective paper and respond to Defra requests for further costs (complete).

1.2 Defra to circulate the paper '*Air Quality Impacts of Climate Change Mitigation: UK Policy and Passenger Vehicle Choice*' (complete – circulated with March Forum minutes).

1.3 Defra to circulate paper from Health Protection Agency on tunnel studies on diesel exhaust exposure (complete – circulated with minutes).

1.4 Defra to inform IPPC Sounding Board of EC's forthcoming IPPC consultation (complete).

1.5 DfT to report to next Forum meeting on transposition of marine element of Sulphur Content of Marine Fuels Directive (action completed by Defra at 3 October 2007 Forum – see item 4 below).

## **2 Air Quality Strategy – Defra**

2.1 Martin Williams – New Air Quality Strategy published in July. New objectives are included in the Strategy:

- An exposure reduction framework, which aims to measure the reduction in average concentrations of PM<sub>2.5</sub> in urban background areas across the UK between 2010 and 2020, while providing a backstop objective that ensures a minimum level of protection for everyone.
- An ozone objective in line with the target value in the third Daughter Directive to protect ecosystems.

The review of the Air Quality Strategy gave us the opportunity to carry out a full analysis of the options under consideration.

2.2 Brian Smith (Defra) - **Paper on new air quality evaluation tools.**  
Paper circulated with minutes.

John Murlis (Environmental Industries Commission) – More work is needed on the susceptibility of different groups of people to air pollution (i.e. health effects).

Brian Smith (Defra) – Defra is looking into age and health cohorts to integrate into analysis.

### **3 EU developments – Defra:**

3.1 Helen Ainsworth (Defra) – **National Emissions Ceiling Directive.**  
Paper circulated with minutes. Proposed revision of the NECD will set emission ceilings to be met by 2020 for the already regulated pollutants (sulphur dioxide, nitrogen oxides, volatile organic compounds and ammonia), and also for primary PM<sub>2.5</sub>. The Commission has indicated that they intend to publish the proposal in spring 2008. The UK and some other Member States have expressed concern regarding the projections underpinning the new Directive. Defra will be engaging stakeholders.

3.2 Helen Ainsworth (Defra) – **Air Quality Directive:** state of play. Paper circulated with minutes. This is at second reading stage and the European Parliament will hold a plenary vote in December. It is hoped that agreement can be reached, in which case the new directive is likely to be adopted in spring 2008. The Directive will consolidate most of the existing directives, with extended deadlines for meeting existing limit values for PM<sub>10</sub> and NO<sub>x</sub>. A new limit value and exposure reduction target for PM<sub>2.5</sub> is also expected to be included.

John Murlis (Environmental Industries Commission) asked how Defra felt about the inclusion of PM<sub>2.5</sub>, and how the proposal will be measured.

Helen Ainsworth (Defra) - Defra supports the likely PM<sub>2.5</sub> limit and exposure reduction target, which at this point is a non-mandatory target. The Strategy includes the PM<sub>2.5</sub> limit and exposure reduction target, the latter being the driver. Martin Williams (Defra) stated that the exposure reduction target is a more cost effective approach to that taken before now.

Defra published a consultation on a draft report on the UK's plans and programmes to meet EU air quality limit values for reporting year 2005. The consultation closes on 7 November - [www.defra.gov.uk/corporate/consult/air-limitvalues2005/index.htm](http://www.defra.gov.uk/corporate/consult/air-limitvalues2005/index.htm). An exceedence of SO<sub>2</sub> has been reported for 2005. It relates to a brickworks in Bedfordshire, and emissions from this are being managed by the Environment Agency.

Shaun Drummond (SEPA) questioned how the subtraction of 'natural background' sources when determining PM2.5 compliance would work in practice if there are no firm guidelines.

**Action** – Defra to keep members informed of progress.

3.3 Helen Ainsworth (Defra) – **Paints Directive**. Defra published a consultation on a licensing scheme for the sale and purchase of non-compliant paints for use on historic buildings and vintage vehicles on 19 September. The consultation closes at 10 am on 12 December ([www.defra.gov.uk/corporate/consult/paint-buildings-vehicles/index.htm](http://www.defra.gov.uk/corporate/consult/paint-buildings-vehicles/index.htm)). The proposal is to implement a derogation in Directive 2004/42/EC to enable licence holders to obtain paint products that are non-compliant with the Directive in limited quantities for the purpose of restoring and maintaining historic buildings and vintage vehicles.

3.4 Janet Dixon (Defra) - **monitoring network reorganisation**.

Slides circulated with minutes.

#### **4 IMO/shipping and AQ**

Rob Arnold (Defra) – emissions from shipping are included in the Air Quality Strategy. These are of particular concern in the UK, making up to 15 per cent of certain pollutants. There are two areas where these emissions are being discussed – at International Maritime Organization level with the Maritime and Coastguard Agency and DfT, and at the EU level.

Sulphur Content of Marine Fuels Directive (Directive 2005/33) covers the sulphur content of marine fuels, with the aim of reducing the emissions of sulphur dioxide from ships.

There is a degree of overlap between the provisions of the Directive and those of Annex VI to the International Convention for the Prevention of Pollution from Ships 73/78 (MARPOL) relating to the prevention of air pollution from ships. (Annex VI is appended to MARPOL by the Protocol of 1997.)

In the light of this overlap between the Directive and Annex VI of MARPOL, the UK is transposing the maritime aspects of the Directive into national law in two stages. This process is being led by MCA, as the lead agency for shipping issues, with DfT and Defra maintaining a cooperative role. Under this two-stage approach, we are implementing the sulphur-oriented requirements of Annex VI of MARPOL, including the Sulphur Emissions Control Areas in the Channel and North Sea and the majority of the requirements of the Directive in the first package, and then implementing the remaining aspects of the Directive in the second stage. This route has been identified as the most expeditious manner of ensuring that the UK is in compliance with both the Directive and MARPOL Annex VI.

We expect all elements of the Directive to be implemented in the UK by autumn 2008.

## 5 Janet Dixon (Defra) - **Air Quality Archive and Google Earth update**

Slides circulated with minutes.

David Muir (Institute for Air Quality Management) asked whether the monitoring sites included in the list circulated to AURN site operators was the final list.

Janet Dixon - A small number of sites, such as Hillingdon, will now be remaining in the network. As many as possible long-running sites have been retained, although some have dropped out as they are no longer required.

## 6 **Local air quality**

6.1 Jonathan Lartice (Defra) – **Local air quality management** – update. Paper circulated to group with minutes.

6.2 Jonathan Lartice (Defra) – **Local air quality performance indicator**. Paper circulated to group with minutes.

**Action** – Inform the group of final indicator set. Update – final indicator set has been announced, and is available at [www.communities.gov.uk/publications/localgovernment/nationalindicator](http://www.communities.gov.uk/publications/localgovernment/nationalindicator)

## 7 **DfT update**

7.1 Rachel Ward (DfT) **Act on CO<sub>2</sub> campaign**. 'Best on CO<sub>2</sub>' was launched on 30 July on the Act on CO<sub>2</sub> pages - [www.dft.gov.uk/ActOnCO2/?q=best\\_on\\_co2\\_rankings](http://www.dft.gov.uk/ActOnCO2/?q=best_on_co2_rankings). The rankings list the top ten cars in each class for low CO<sub>2</sub> emissions. DfT and Defra now have a joint media agency and will be developing a joint three-year strategy from April 2008. Part of that development will investigate the possible incorporation of air quality into the ranking tables, potentially by highlighting those cars that meet Euro 5 standards.

Noel Olsen (British medical Association) suggested that health and mortality effects of emissions should be included.

John Murlis (Environmental Industries Commission) suggested that options for encouraging alternative fuels is a good idea.

7.2 James Harries (DfT) - **EU CO<sub>2</sub> emissions for cars**. Modelling on air quality impacts of different new car CO<sub>2</sub> targets is currently being carried out and is due early to mid December. The modelled scenarios aren't necessarily the ones that are expected to occur, but have been modelled to provide an evidence base. DfT will be looking at whether enough diesel would be available for these scenarios. Bio-fuels may be considered by the EU

Commission for meeting emissions objectives, but the present paper looks at engine efficiency and not bio-fuels.

**Action:** In response to a question by David Muir (Institute for Air Quality Management) on whether bio-fuels will increase emissions of oxides of nitrogen, Rob Arnold responded that we will be discussing this issue with climate change colleagues in Defra.

Malcolm Watson (UK Petroleum Industry Association) added that there are supply issues over diesel in Europe, and a number of decisions will need to be made by industry and government.

**Action:** in response to a question from Jim Storey (EA), James Harries agreed to check that higher levels of primary NO<sub>2</sub> from newer diesel-engine vehicles would be taken into account in the analysis.

7.3 Roger Worth (DfT) - **Heathrow/AQ update.** Consultation on Heathrow is due to be published later this year. Impacts of Heathrow expansion have been modelled, and alternate use of runways for both take-off and landing is being considered. There will be road shows and events in the Heathrow area following publication of the consultation. Update – consultation available at [www.dft.gov.uk/consultations/open/heathrowconsultation/](http://www.dft.gov.uk/consultations/open/heathrowconsultation/)

## **8 Heather Walton (Health Protection Agency) - COMEAP – Long Term Exposure to Air Pollution: Effect on Mortality**

The COMEAP report has been published in draft on the web, and a number comments have already been received from Forum members. HPA will involve members of the COMEAP sub-group that prepared the report as part of the process of reviewing comments before the final report is published. The Association of Electricity Producers expressed particular interest in cooperating on future work, including any work on secondary particulate matter emissions from electricity production. Martin Williams mentioned that similar work is underway in the USA, and more debate and dialogue is welcome.

Noel Olsen (British Medical Association) expressed concern that not enough representation is given to the medical community on the Forum, and thought needs to be given to how the medics are involved regularly.

## **9 AOB**

### **9.1 Lucy Parkin (GLA) – Low Emission Zone and Congestion Charge scheme.**

The Low Emission Zone will commence in February 2008 for HGVs to comply with Euro III (for particulate matter). Other commencement dates, including those for LGVs, busses, coaches, vans and minibuses are available at [www.tfl.gov.uk/assets/downloads/LEZ/LEZ-information-leaflet.pdf](http://www.tfl.gov.uk/assets/downloads/LEZ/LEZ-information-leaflet.pdf)

Consultation of emissions related congestion charging ran between 10 August and 19 October -

[www.tfl.gov.uk/corporate/projectsandschemes/roadsandpublicspaces/5675.aspx](http://www.tfl.gov.uk/corporate/projectsandschemes/roadsandpublicspaces/5675.aspx) The three proposals are:

- a 100 per cent discount for cars with low CO<sub>2</sub> emissions that also meet Euro 4;
- Standard £8 charge – cars with moderate emissions, and those with low emissions that do not meet Euro 4;
- Higher £25 charge – cars with high CO<sub>2</sub> emissions.

Simon Barnes (SMMT) stated the view that this proposal would lead to no improvement in air quality, and expressed concern that increasing numbers of low emissions zones and congestion charge zones may use different standards and databases.

9.2 Jim Storey (Environment Agency) informed the group that the EA is involved in the Open Air Laboratory (OPAL), which has received funding from the National Lottery.

**Action** – Defra to circulate paper from the EA. Paper circulated with minutes.

10 **Date of next meeting** – 16 January, 1030 – 1230, LG4/5/6, London Page Street.

Close.

Minutes of the Defra Industry Forum and Industrial Pollution Liaison Committee are available at

[www.defra.gov.uk/environment/ppc/localauth/meetings/index.htm](http://www.defra.gov.uk/environment/ppc/localauth/meetings/index.htm)

#### **List of attendees:**

Martin Williams (Defra)  
Helen Ainsworth (Defra)  
Jonathan Lartice (Defra)  
Brian Smith (Defra)  
Janet Dixon (Defra)  
Rob Arnold (Defra)  
Tim Williamson (Defra)  
Andrew Leadbetter (Merseytravel)  
Andy Limbrick (Association of Electricity Producers)  
Malcolm Watson (UK Petroleum Industry Association)  
Simon Barnes (Society of Motor Manufacturers and Traders)  
Pete Black (PTEG)  
Shaun Drummond (Scottish Environment Protection Agency)  
Heather Walton (Health Protection Agency)  
Huw Morgan (Welsh Local Government Association)

Noel Olsen (British Medical Association)  
Karen Lawrence (LACORS)  
Dan Kennedy (Department of the Environment, Northern Ireland)  
Lucy Parkin (Greater London Authority)  
Jim Storey (Environment Agency)  
Clare Whitfield (Joint Nature Conservation Committee)  
David Muir (Institute for Air Quality Management)  
Ed Dearnley (Environmental Protection UK)  
John Murlis (Environmental Industries Commission)  
Andrew Taylor (Scottish Government)  
Vicky Waite (DfT)  
Rachel Ward (DfT)  
Nicky Jarman (Defra – Environment Statistics and Indicators)  
Colin Copelin (Confederation of Passenger Transport)  
Trevor Clarkson (BERR)  
Sasha Maguire (BERR)  
Richard Berridge (for Beth Chaudhary, nee Crook) (Cabinet Office)  
Rachel Dillon (Freight Transport Association)  
Mark Davis (DCLG)  
John Harries (DfT)  
Roger Worth (DfT)