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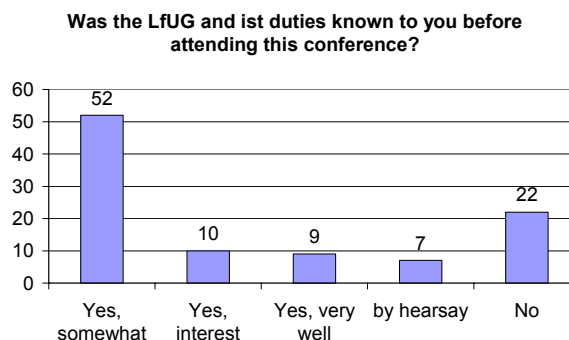
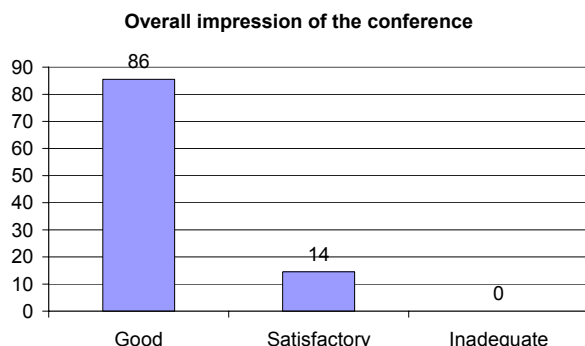
1 **UFIPOLNET Final conference: questionnaire results + presentations (EN)**

Thanks to the 70 participants who returned our questionnaire, we were able to collect feedback on the 2007 UFIPOLNET Ultrafine Particles in Urban Air Conference 23 to 24-Oct-2007 in Dresden. We received some very helpful comments which allowed us to analyze how well we served our purpose.

Participants found out about the conference mostly through a direct invitation (two thirds) and on the internet (12%). More than two thirds of the participants found the theme, its presentation, and the lectures interesting. The overall impression of the conference was also very positive, with more than 80% who found the overall impression and the management good and would recommend others to attend a similar conference.

However, while 80% of the altogether more than 110 participants found it easy to understand the main points, understanding the content of the presentations proved to be a more difficult task for almost half of the audience. Some commented that the presentations contained too much scientific information. Others stated that it was the differences in language proficiency which complicated the material. Many thought that the conference should have been held in German.

Overall we are very happy with the results of the conference. We are also pleased to see that for about 20% of the participants from 14 nations, it was their first time attending a public forum organised by a governmental organisation.



All presentations are now available as PDF on the UFIPOLNET website under "conference".

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2 **Diesel-fueled Trucks Drive Up Air Pollution Exposure For Commuters (EN)**

Science Daily (Nov. 1, 2007) — The daily commute may be taking more of a toll than people realize. A new study by researchers at the University of Southern California and the California Air Resources Board found that up to half of Los Angeles residents' total exposure to harmful air pollutants occurs while people are traveling in their vehicles.



Although the average Los Angeles driver spends about six percent (1.5 hours) of his or her day on the road, that period of time accounts for 33 to 45 percent of total exposure to diesel and ultrafine particles (UFP), according to the study published this month in the journal Atmospheric Environment and available online. On freeways, diesel-fueled trucks are the source of the highest concentrations of harmful pollutants.

"If you have otherwise healthy habits and don't smoke, driving to work is probably the most unhealthy part of your day," says Scott Fruin, D.Env., assistant professor of environmental health at the Keck School of Medicine of USC. "Urban dwellers with long commutes are probably getting most of their UFP exposure while driving."

Source: <http://www.sciencedaily.com/releases/2007/10/071030150952.htm>

Original Source: <http://www.usc.edu/>; S. Fruin, D. Westerdahl, T. Sax, C. Sioutas and P.M. Fine. "Measurements and predictors of on-road ultrafine particle concentrations and associated pollutants in Los Angeles," Atmospheric Environment (2007). Doi: 10.1016/j.atmosenv.2007.09.057

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3 Santa Monica Airport Air Quality Study Results Are Reported (EN)

by Hannah Heineman, Mirror Staff Writer

Elevated levels of pollutants have been found near Santa Monica Airport's runways.

Philip M. Fine, Ph.D., the Atmospheric Measurements Manager of the South Coast Air Quality Management District (SCAQMD), told the Airport Commission on October 22 are the results of a study of the air quality around the Airport was funded by the Environmental Protection Agency (EPA) that took place for three-month intervals during two different seasons from November 2005 until March 2007. The study found elevated levels of lead near runway sites and surrounding communities, but the levels found were "below federal and state standards." He also mentioned that "ultrafine particles (measured by number concentration)" were significantly elevated near runways during aircraft operations and the "airport influence on PM2.5 (Particulate Matter) concentrations may not be distinguishable, but appears to be minor."

Martin Rubin, Director of Concerned Residents Against Airport Pollution and a member of the Working Group, noted in a letter to the SCAQMD his concerns about the inadequacies of the monitoring study. Rubin's letter stated that the study would not address health risks associated with exposure to aircraft emissions or evaluate the extent of kerosene odors throughout the neighboring community. Other study deficiencies, according to Rubin, include the "inability to separate sources of measured pollutants" and "its limited sensitivity to measure pollutants and odor."

One community member asked Fine if he would be willing to live in an area affected by the jet fumes. He responded, "I would not want to live there if I had a choice. I would not want to live there because there's a nuisance issue regarding the jet fumes."

Next steps include a complete analysis of the results, the development of a draft report to be reviewed by the EPA and the Working Group, and the completion of the final report.

Source: Santa Monica Mirror:
<http://www.smmirror.com/MainPages/DisplayArticleDetails.asp?eid=6551>

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4 Air Quality over Europe (EN)

"Air pollution has been one of Europe's main political concerns since the late 1970s. The classic major air pollutants emitted into the atmosphere in Europe are sulphur dioxide (SO2), nitrogen oxides (NOx), ammonia (NH3) non-methane volatile organic compounds (NMVOC) and particulate matter (PM). (...) PM can shorten life expectancy and increase the number of premature deaths, hospital admission and emergency room visits. Particularly dangerous is the fine fraction, that is particles with a diameter up to 2.5µm (PM2.5), as it penetrates more deeply into the lungs. (...)

A recent report by EEA analyses changes in air pollutant emissions during the period 1997-2004 (...):

The PM precursors (...) and primary PM emissions fell by approximately 45% between 1990 and 2004. In spite of this significant reduction, between 23% and 45% of the urban population was exposed to concentrations above the EU quality limits for PM10 (...) between 1997 and 2004.

(...) The observed high PM and O3 concentrations can partially be explained by meteorological variability, which can produce annual variations in the concentrations of 15%-20%, and thus mask the effect of decreasing PM and O3 precursors emissions.

(...) PM and O3 concentrations, however, have not shown any improvement since 1997, despite the decrease in emissions of the gasses that participate in their formation.

Source: Science for Env Policy 22 November, 2007 Issue 87;
http://ec.europa.eu/environment/integration/research/newsalert/themes_en.html

Original Source: http://reports.eea.europa.eu/eea_report_2007_2/en/Air_pollution_in_Europe_1990_2004.pdf (2007, p.84)

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5 Adverse Effects of Diesel Exhaust Inhalation on Men with Heart Disease

Previous studies have shown that **short-term exposure to air pollution** is generally associated with **increased cardiovascular mortality**, with deaths **due to ischaemia** (reduced blood flow to the heart), **arrhythmia** (abnormal disturbance of the heart rhythm), **and heart failure**. These **correlations** between air pollution and cardiovascular diseases are **strongest for fine particulate air pollutants**, which can be produced during the combustion of diesel oil in cars. It is difficult to quantify the effects of inhaled particulates on patients with heart disease through observational research, partly because of the difficulties in accurately estimating personal exposures to air pollution.

(...) Twenty middle-aged men with prior myocardial infarction (heart attacks) were studied in a specially built exposure chamber. Diesel exhaust was generated from an idling diesel engine with the exhaust diluted to achieve particle concentrations of 300 µg/m³; a level actually reached in heavy traffic, occupational settings and the world's largest cities. In two sessions, at least two weeks apart, the subjects were exposed for one hour to diesel exhaust or filtered air.

(...) This study suggests that myocardial ischaemia and impaired fibrinolytic function are important mechanisms to explain the association between fine particulate air pollution and adverse cardiovascular events.

Environmental **health policy interventions** targeting reductions in pollutant emissions by cars, (euro4, Euro 5) **should be considered in order to decrease the risk of adverse cardiovascular events.**

Source: Science for Env Policy 22 November, 2007 Issue 87
http://ec.europa.eu/environment/integration/research/newsalert/themes_en.html

Original Source: Mills, N.L. et al (2007) ,« Ischemic and Thrombotic Effects of Dilute Diesel-Exhaust Inhalation in Men with Coronary Heart Disease », The New England Journal of Medicine 357(11): 1075-1082.

Contact: nick.mills@ed.ac.uk

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6 Feinstaubmessung analysiert Belastungen für Radler per Fahrrad (DE)



"Mit einem speziell entwickelten Fahrrad haben der Allgemeine Deutsche Fahrrad Club (ADFC)

und die Kooperationsstelle Hamburg (ein Referat der Behörde für Wissenschaft und Forschung) gestern damit begonnen, die Feinstaub-Belastung für Radfahrer in der Hansestadt zu messen. Damit wurde das internationale Kooperationsprojekt Vector in Deutschland gestartet. Die ersten Messfahrten innerhalb dieses von der Europäischen Kommission geförderten Projekts fanden im September 2007



im niederländischen Utrecht statt. Nun ist das Hamburg unterwegs."
Vector-Messfahrrad mehrere Tage lang in

"Die ersten Ergebnisse: Je nachdem, welches Fahrzeug auf der Straße vorbeifährt, ändert sich die Feinstaub-Belastung. "Besonders hoch ist die Belastung, wenn zum Beispiel ältere Lkw, Diesel-Pkw ohne Rußfilter und Mopeds und Mofas mit Zweitaktmotoren vorbeifahren", sagt Roland Huhn vom ADFC-Bundesverband.

Auch Überraschendes haben die Messungen schon zutage gebracht: Die Feinstaub-Belastung ist im Auto höher als auf dem Fahrrad. "Die Partikel, die über die Lüftung angesaugt werden, reichern sich im Auto an", erklärt Huhn dieses Phänomen. "

Source: Hamburger Abendblatt 19.10.2007
http://www.abendblatt.de/daten/2007/10/19/806433.html

Original Source: http://www.vectorproject.eu/

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7 Mangelhafte Rußfilter: Verkehrsexperte als Sündenbock (DE)

"60.000 Autofahrer lassen einen mangelhaften Rußfilter in ihren Diesel einbauen. Umweltminister Gabriel macht für die Panne den renommierten Verkehrsexperten Friedrich verantwortlich. VON TARIK AHMIA

Das Bundesumweltministerium aber weist alle Vorwürfe von sich und kündigte personelle Konsequenzen an - in seiner untergeordneten Behörde, dem Umweltbundesamt. "Ein Mitarbeiter des Umweltbundesamt hat durch falsche Vorgaben ein dafür nötiges Gutachten unbrauchbar gemacht", erklärte SPD-Minister Sigmar Gabriel. Dadurch habe sich der Nachweis der unbrauchbaren Filter um Monate verzögert.

Der Beschuldigte ist allerdings nicht irgendwer, sondern Axel Friedrich, Leiter der Abteilung "Verkehr, Lärm" im Umweltbundesamt. Er gilt seit vielen Jahren als Kämpfer für den Umweltschutz und genießt international ein hohes Renommee für seine wissenschaftliche Arbeit. Friedrich wurde - wie am Montag bekannt wurde - schon die Woche zuvor von seinem Posten abberufen.

Der Vorgang ist erstaunlich. Denn es war Friedrich, der schon vor einem Jahr die Wirkungslosigkeit der Filter aufdeckte. Als er zu ahnen begann, dass da etwas nicht stimmen könnte, gab seine Abteilung bei dem renommierten Schweizer Prüfinstitut TTM Meyer ein Gutachten in Auftrag. Diese wies tatsächlich bei drei Fabrikaten mangelhafte Filterwirkung nach. Aber ausgerechnet das Ministerium lehnte auf einem ersten Krisengipfel im Herbst 2006 ab, die Daten zu veröffentlichen. Denn sie seien nicht nach der in Deutschland dafür gültigen Prüfverordnung erhoben worden. "Außerdem waren die Messungen nicht schlüssig und fehlerhaft", erklärte am Montag ein Gabriel-Sprecher der taz. " (...)

Source: Die Tageszeitung, 27.11.2007
http://www.taz.de/1/zukunft/umwelt/artikel/1/gabriel-feuert-autokritiker/?src=MC&cHash=53f7e4c2d8

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UFIPOLNET = Ultrafine particle size distributions in air pollution monitoring networks
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UFIPOLNET Information: http://www.ufipolnet.eu