

# Reaching for Clean Air – The Role of Civil Society

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Safe, Healthy and Clean Cities through Sustainable Mobility

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# Overview

- About DUH
- Air Quality in European Cities
- Challenge and reasons
- Things we follow



# About DUH – in brief

- NGO for Environment Protection and Consumer Rights, Entitled to sue
- 90 Employees
- Located in Berlin and Lake Constance
- Transport and Air Pollution
  - CO2 Emission road vehicles
  - Exhaust gases road and off road, stationary sources
  - Air Quality and Climate Change – address synergies



# Air Quality in Europe



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# The Challenge

- More than 400,000 premature deaths in EU due to air pollution
- EU National Emission Ceiling Directive NEC: Limit for NO<sub>x</sub> (2010) exceeded
- EU Air Quality Directive AQD: Limit for NO<sub>2</sub> 40µg/m<sup>3</sup> (annual average): Exceedances near busy roads
- Infringement procedure: EU Commission against Germany (and others) due to ongoing exceedance and due to weak measures to ensure compliance „as soon as possible“



# How come? A selection...

- Growing diesel share and ongoing subsidies: 50% of new registered cars, lower tax on diesel fuel
- High real world emission: Diesel cars Euro 5/6 exceed limits by factor 7 in average (ICCT), single values show exceedance by factor 34
- Weak implementation and market surveillance
- Existing regulation like Low Emission Zones do not address NO<sub>2</sub>
- Transition towards low emission mobility is slow...



# Future Requirements

Mobility transition in urban regions:

- Ban of vehicles with high NO<sub>x</sub> emission
- Blue Sticker to improve Low Emission Zones for NO<sub>2</sub> based on Euro 6 diesel limits
- Incentives to provide NO<sub>x</sub>-mitigation retrofit for passenger cars
- Incentives to provide low emission vehicles
- Reduce number of vehicles (improve public transport, walking and cycling, car sharing, smart delivering...)
- Start now with transition to reach long term climate goals



# What do we do – as an NGO?

## Technical solutions and legal instruments:

- Call for better regulation and implementation
- New structure of type approval for passenger cars and market surveillance must include transparency and sanctions
- Legal action: Successes in the past induced concrete impact and improvement of rights for NGOs and citizens
- Cases force authorities to implement effective measures to reduce air pollution (like Low Emission Zones and adaption for NO<sub>2</sub>)





# But also...

## Non-technical solutions and communication:

- Improve and ease public transport – „Citizen Ticket“
- Use the chance to push transition in urban regions
- Communicate transition as a chance, not as restriction
- Continue exchange on experience with all stakeholders
- Include concrete short term measures and long term strategy





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**Thank you!**

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