




# INVITATION

We cordially invite you to join us and to support our approach with your knowledge and input:

-  **2013 in Germany and the Benelux**
-  **2014 in Poland, southern Europe and the European environmental capital Copenhagen**
-  **2015 in Great Britain**

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## Clean Air

Clean Air is a project by nine European environmental organisations that fight for clean air in European cities. Despite the existing legislative framework and the citizens' right to clean air, continuing violations of air pollution limits remain a problem in many cities. Air pollution threatens health, environment and climate. It's time to take action!

[www.cleanair-europe.org](http://www.cleanair-europe.org)

Started in 2009, the associated campaign "Sootfree for the Climate" aims to reduce diesel soot emissions, which accelerate climate change and pose a threat to public health. To this day twelve European NGOs have joined the campaign.

[www.sootfreeclimate.org](http://www.sootfreeclimate.org)

a project by



co-financed by the  
EU's LIFE financial  
instrument



associated campaign

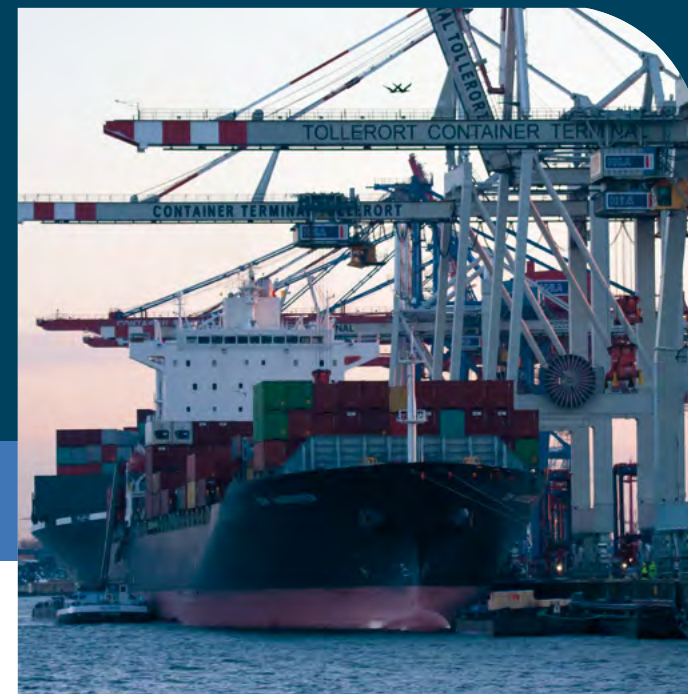


project coordination



## CLEAN AIR IN PORTS

EU LIFE+ project Clean Air



# CLEAN AIR



## The EU-Project

Each year approximately 500,000 people die prematurely from the direct consequences of poor air quality throughout the European Union. That is one of the reasons why in September 2012, the German Nature and Biodiversity Conservation Union (NABU) and eight environmental organizations from six European countries started the EU LIFE+ project Clean Air, campaigning for better air quality throughout Europe. The project is supported by the EU Commission. Within this framework, NABU has started its three-year project Clean Air in Ports.

### Clean Air in Ports – NABU in Clean Air project

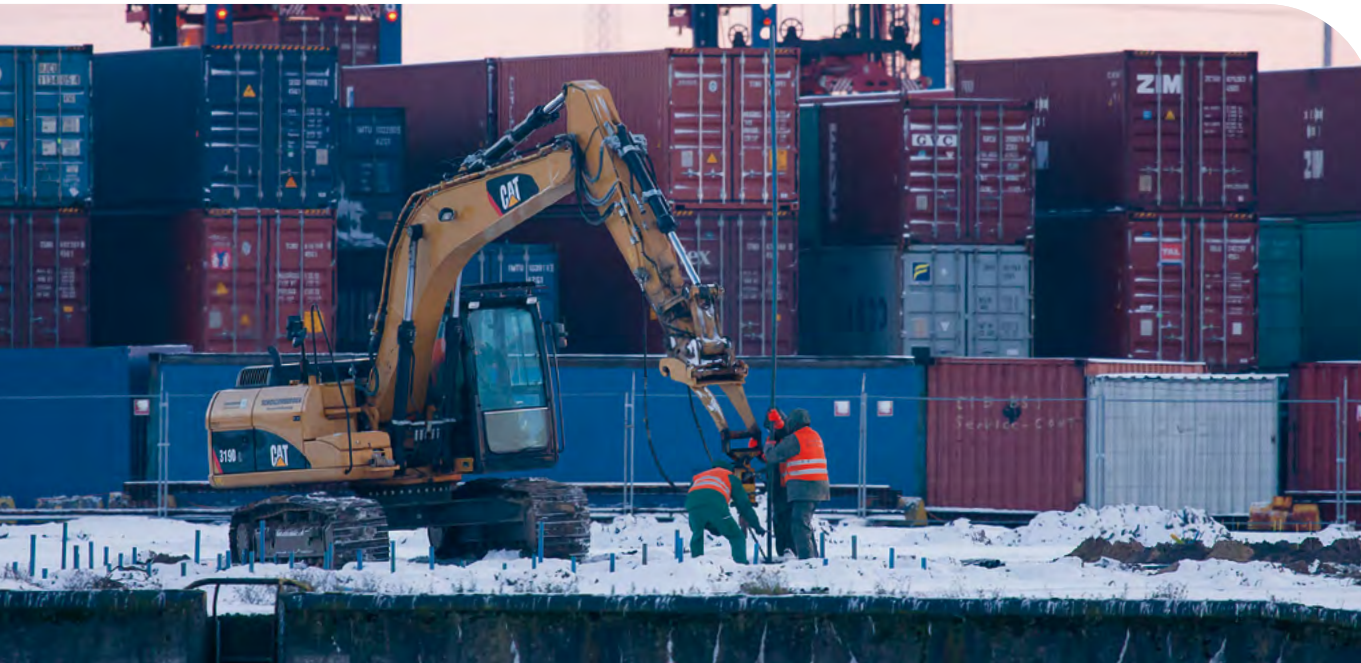
Many European cities exceed EU-limit values for air pollutants as for PM, NO<sub>x</sub> or SO<sub>2</sub> permanently. Especially ports contribute a lot to air pollution. But it is not only the ships that pollute the air with emissions from fuels that are a thousand times dirtier than road fuels. In the operating range of ports shunting locomotives, wharfage cranes or heavy truck traffic from the logistics sector are additional significant emitters.

### Little regulations

Although some measures for air pollution control are already discussed or even implemented, ports are mostly exempted from these measures. Rigorous and effective legal measures – national or European – are not on the horizon. However, worldwide there are some good examples of how ports can foster a better air quality without having economic disadvantages: possible measures are an air quality strategy, cold ironing, alternative drive technologies such as liquefied natural gas (LNG) or electric mobility (powered by renewable energies), taxes or port fees.

### Make the air in ports cleaner

With its commitment to the EU-project Clean Air NABU wants to contribute to cleaner air in European ports in order to protect the environment, the climate and the health of local residents. At six workshops in major European ports the project will collect and discuss possible measures, compile best-practice-examples and debate local barriers, challenges and opportunities with experts and stakeholders. The project aims to encourage the networking between ports on clean air issues and to develop differentiated ecological standards for European ports.



Please find our working paper and more information at [www.NABU.de/ports](http://www.NABU.de/ports)