

## SEFIRA: Socio Economic Implications For Individual Responses to Air Pollution policies in EU+27

### INTEGRATED MULTIDISCIPLINARY REPORT # 3

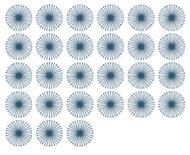
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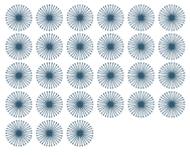




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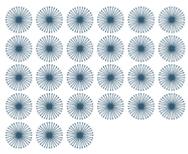
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## SEFIRA INTEGRATED MULTIDISCIPLINARY REPORT No.3

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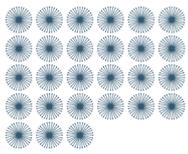


## 1. Introduction

The SEFIRA project requires the production of Integrated Multidisciplinary Reports (IMRs) in Work Package (WP) 5 in months 6, 12, 24 and 36 of the project. This document is the third of these. SEFIRA is a multidisciplinary project and the intention of WP5 is to integrate these disciplines and their work to provide a co-ordinated response to the Commission and stakeholders, ultimately producing a final paper including considered conclusions and recommendations. This third IMR summarises the work carried out to date. Since the intention of the IMRs – and the project as a whole – is to provide an integration across diverse disciplines, this document is not organized along WP lines, but reports activity in terms of subject or outcome areas. Air Quality in Europe has been a central object of the public debate alongside with the institutional activity toward the construction of a new normative framework starting from the Clean Air Package proposed by the European Commission in December 2013.

## 2. Stakeholder meetings: new partnership and social innovation

Two new stakeholder meetings have been organized in UK in March 2015 and in Austria in February 2016. On 11 March 2015, Guy's Hospital, London, hosted an Air Pollution Exposure – Policy and Practice Stakeholder Workshop. The workshop was arranged by the NIHR Biomedical Research Centre at Guy's and St Thomas' NHS Foundation Trust and King's College London in support of the SEFIRA project. The attendance was outstanding and included a diverse range of stakeholders such as Local Authorities, members of environmental and health groups, leading academics, politicians and health professionals. The Stakeholder Meeting took place in Vienna on 16<sup>th</sup> February 2016 in the University of Vienna. The meeting was organized by the SEFIRA project partner from Vienna. The meeting was attended by 25 stakeholders, including representatives of civil society organizations, the Federal Environment Agency, Austrian Energy Agency, public administration in charge of policy implementation, monitoring and quality control, politicians from the federal level in Austria, scientists from research institutes and institutions of higher education involved in



the issue of air pollution, representatives of non-government organizations, medical doctors and independent experts.

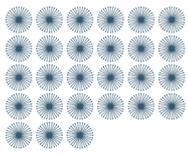
The topic of the Stakeholder Meeting was “*Air Quality: Between Expertise, Policies and Every-Day Behaviours*”. The meeting addressed Vienna’s air quality and the first results of the SEFIRA survey (16.000 interviews). Another important objective of the meeting was to provide a forum for different stakeholders to present their own views and opinions about air quality policy but also to share scientific and technical questions.

### 3. The Volkswagen diesel scandal and SEFIRA media dissemination

SEFIRA Project is has been following the developments of the breaking news about the [accusation](#) from the United States EPA to Volkswagen of cheating on real driving emissions on its diesel fleet. The controversial relationship between declared, tested and real drive emission (RDE) has already been described in the past years by several independent researches. This case has been opened thanks to the effort of the [International Council on Clean Transportation](#). In our SEFIRA [Policy Brief #2](#) we highlighted this problematic issue in connection with the Clean Air Package discussion and negotiation process, still ongoing in the EU Parliament. SEFIRA has stressed the importance of matching the technical devices for emission reduction with the adoption of non-technical measures to foster relevant behavioural and ecological changes to improve air quality. SEFIRA experts have released several interviews on the national and international media on this topic, a summary can be accessed at the following link:

<http://www.sefira-project.eu/ad/epa-vs-volkswagen-diesel-real-drive-emissions-debate-on-the-media/>

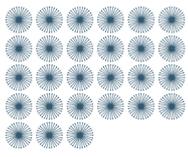
### 4. Pilot Study: focus groups and CAWI survey completed



In order to conduct the pilot study, a working group was set up in the framework of SEFIRA (Socio Economic Implications For Individual Responses To Air Pollution Policies In EU +27). This group consisted of the University of Urbino “Carlo Bo” (Italy), KU Leuven (Belgium), Szkoła Główna Handlowa w Warszawie (Poland) and Lund university (Sweden). Among the seven countries represented in the SEFIRA consortium, four were selected for case studies: Belgium, Italy, Poland and Sweden. This choice was based on air quality figures synthesised by the Environmental Performance Index (EPI), and developed by Yale University, in order to ensure that a variety of environmental and geographic conditions were represented by the cases. For each country a city and its relative metropolitan area were identified to represent countries’ general air quality condition. In selecting the cities, the number of inhabitants was one of the criteria; the cases thus include two medium-sized cities (Antwerp and Malmö, each with less than 600.000 inhabitants), and two larger metropolitan areas (Milan and Warsaw, with more than 1 million inhabitants). Whereas both Warsaw, Milan and Antwerp are characterised by huge levels of (traffic-related) air pollution, the air in Malmö is relatively clean. However, also between the cities with a lot of air pollution important differences exist, amongst others in terms of the attribution of the pollution and the policy measures proposed. These differences allow us to follow an explorative comparative case study design thus combining intra-group homogeneity with an inter-group comparison.

In each of the cases three focus groups were organised which allowed us to add one extra comparative dimension next to the comparison between cases. Concretely, the specific cases respectively involved citizens who were part of the following three categories: (1) local inhabitants of the respective cities who live in areas with a high traffic density, and a lot of pollution related to it; (2) local inhabitants who live in areas with a low traffic density, and with relatively cleaner air, (3) commuters (to the respective cities). As the focus of the study was on traffic-related air pollution, we also used this as a rationale on the basis of which the participants were selected.

During the summer and fall 2015 the CAWI the survey with 2300 respondents for each of 7 countries involved (Sweden, Poland, Germany, Austria, Belgium, United Kingdom, Italy) for a total of 16.000 respondents. The whole data set has started to be analyzed bringing important insights about the impact of individual behaviours and inclinations over air quality policies acceptability and effectivity.



The preliminary results of both pilot researches have been published on a special issue on the [Environmental Science and Policy Journal](#).

## 5. List of meetings within SEFIRA and dissemination events during 2015:

### General Assembly 2015 4-5 June in Rome

Participants: UNIURB, IIASA, KULEUVEN, CNR, PRAGMA, SGH, KINGS, LUND

### Work Meeting for WP5 2015 -12 March in London

Participants: UNIURB, KINGS, SGH

### Main dissemination events in 2015

#### Press releases:

[Policy Address to the European Parliament \(October 2015\)](#)

Media debate on diesel emissions, see website at the following links

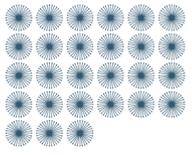
<http://www.sefira-project.eu/ad/epa-vs-volkswagen-diesel-real-drive-emissions-debate-on-the-media/>

#### Public presentations and conferences

APPRAISAL FP7 FINAL CONFERENCE, Bruxelles May 11 2015

Michela Maione: [Behavioural Change in Integrated Assessment Modelling: the SEFIRA Project, 2015](#)

# SEFIRA



SEFIRA IS A EU FP7 COORDINATION ACTION ON  
Socio Economic Implications  
For Individual Responses to  
Air Pollution policies in EU +27

