WORKSHOP REPORT

2nd Atmospheric Pollution at Southampton

Johanna Hjalmarsson, Chenxuan Li, Emily Reid & Michael Tsimplis
Institute of Maritime Law, Law School
University of Southampton

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Foreword

This document presents a report on the atmospheric pollution workshop that was held at University of Southampton on 7 September 2017. This is a follow-up to the atmospheric pollution workshop held on 13 July 2016. Last year, our participants had suggested a number of initiatives around technological innovations and behavioural changes. This year, the workshop focuses on policy, regulation and broader sociological solutions.

The workshop was organised in cooperation between the Institute of Maritime Law and the Law School within the University of Southampton, with funding contributions from the Law School. We would like to thank all the workshop participants for their contribution to the constructive and engaging discussions. The workshop was attended by academics, scientists, policy makers, citizen groups, engineers, lawyers and industry representatives. The list of the participants is attached to this document as Appendix 1.

Johanna Hjalmarsson, Chenxuan Li, Emily Reid and Michael Tsimplis (in alphabetical order) assert their moral right to be identified as the authors of the report. Special thanks to Spiros Papadas for his assistance in preparing the workshop and producing the report. The views expressed in this publication are those of the workshop participants and the authors. Institutional affiliations are provided for purposes of identification only and do not imply endorsement of the content herein.

This report and the slides from the workshop presentations are available from the IML website: https://www.southampton.ac.uk/iml/research/projects/athmosphericpollution2.page.

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Introduction

Background

Atmospheric pollution has been and continues to be a significant health hazard worldwide. Several particular issues arise concerning the problem of air pollution in port cities. First, the potential health risk imposed by air pollution gives rise to established rights of the citizens. Second, there has to be a balance between changing the port's operational model to mitigate air pollution and keeping the economy benefits brought from the increased trade. Third, shipping emissions are customarily regulated at the global level under the auspices of the International Maritime Organization (IMO). Departure from such norms would hinder the competitiveness of a port in comparison with other ports nationally and abroad. Besides, such norms tend to be developed based on acceptable emissions over the lifetime of the vessel, at the expense of local areas that receive a disproportionate amount of those lifetime emissions, not least already polluted port cities.

Southampton has been identified as one of the few UK cities that will not meet the requirements of EU atmospheric pollution standards by 2020, though Southampton City Council has tried to combat with air pollution since 2008. The approach to air quality assurance within the City Council is to identify selected geographical locations and to develop, for each, a "baseline air quality" from which to measure the impact and success. The UK Government's public consultation indicated a number of proposed measures; however, the efficiency of such measurers was not established by the parties suggesting them. Accordingly, it is questionable whether such measures would be beneficial and whether they could in the longer term help create a healthier environment.

Objectives

There is currently significant interest and various ongoing initiatives related to the problem of atmospheric pollution both nationally and locally. To foster the discussion and share experiences on this topic, the Institute of Maritime Law in cooperation with the Law School within the University of Southampton hosted the 2nd atmospheric pollution workshop on 7 September 2017, as a follow-up to the atmospheric pollution workshop held last summer. Last year, a number of initiatives around technological innovations and behavioural changes had been suggested; also, suggestions for further cooperation had been put forward.

The workshop aimed to explore policy, regulation and sociological solutions to the problem of atmospheric pollution at Southampton, with below objectives.

- To bring together a group of academics, scientists, policy makers, citizen groups, engineers, lawyers and industry representatives with specialist expertise in these areas.
- To showcase the progress in various technological issues presently undertaken.
- To identify the legal and policy developments at local and international level.
- To explore sociological solutions to air pollution challenges.
- To create a platform for communication of the developments and seek closer engagement with local stakeholders.

Workshop programme

The workshop consisted of presentations from Southampton city council, industry, citizen group and academics (Agenda attached as Appendix 2). It was organised around two sessions that focused on different aspects of atmospheric pollution at Southampton, each introduced by presentations made by experts, followed by an open discussion with all the participants.

- Session 1: Improving Air Quality in Southampton: Concerns and Initiatives
- Discussion 1: Air Quality Management in Southampton
- Session 2: Towards Cleaner Southampton: Regulatory and Sociological Perspectives
- Discussion 2: Sustainable City

This report summarises presentations made by nine experts in respect of air pollution and the discussions that occurred, replicating as accurately as possible what was said by the workshop participants, without commenting on those statements, and without endorsing (or not) any of the views expressed. The slides used for the presentations are available from the IML website: https://www.southampton.ac.uk/iml/research/projects/athmosphericpollution2.page.

Summary of Presentations

Session 1: Improving Air Quality in Southampton: Concerns and Initiatives

Southampton City Council's Clean Air Strategy – Successes and Barriers
Presentation by Steve Guppy, Southampton City Council

Southampton City Council has made a clean air strategy[1] (2016-2025) to deliver the UK national strategy on air quality. The strategy sets four priorities: (a) improve air quality in the city; (b) supporting businesses and organisations; (c) collaborating with communities and residents, and (d) promoting sustainability.

We have done a variety of local activities to implement the strategy, including:

(a) Over £12 millions of external funding secured to deliver Clean Air Zones and supporting measures.
(b) Ricardo and Systra engaged to undertake technical assessments to support Clean Air Zones feasibility study.
(c) Building a virtual air quality team across council departments with new and existing staff.
(d) Completing the recruitment of new staff to deliver sustainable transport programme, marketing campaigns and air quality projects.

We are aiming to have Clean Air Zones and other supporting measures in place in five cities by the end of 2019. However, a number of barriers exist, as follows:

(a) Funding—taking significant time to build a successful application and requiring creative thinking to identify partners and match funding. Also, revenue funding to create posts is uncommon.
(b) Conflicting outcomes—penalty charging penalises public transport.
(c) A significant number of individuals and organisations unwilling to accept collective responsibility.
(d) Expectations—unilateral support within Southampton City Council to deliver improvements but levels of scrutiny can be time-consuming.

[1] See A Clean Air Strategy for Southampton (2016-2015) <https://www.southampton.gov.uk/modernGov/documents/s31110/Appendix%201.pdf>

(e) Concerns that economic development will be negatively impacted.

The potential solutions to improve air quality in Southampton are listed:

(a) Continue to pursue funding and demonstrate an ability to deliver.
(b) Integrated planning with stakeholders.
(c) Effective engagement and communication.
(d) Transparency—make business cases for all activities accessible to all.
(e) Promote and nurture inward investment into a zero-emissions economy.
(f) Market the improvements delivered and associated benefits.

Port of Southampton – Our Approach to Air Quality
Presentation by Sue Simmonite, Associated British Ports

Southampton port is UK No. 1 export port, providing over 18,000 jobs in the Solent region. The City Council has declared a Clean Air Zone and will introduce a series of measures designed to reduce emissions. These include introducing charging system for most polluting commercial vehicles entering the City Centre, encouraging uptake of clean vehicles and low emission technologies and working with the port to support initiatives that will reduce emissions.

We are well aware of that we have a part to play in improving air quality in Southampton. The port community has taken the initiative to look at its activities and has formed a forum whereby we meet on a regular basis to exchange ideas and initiatives. Also, we are working with Southampton City Council and consultancy on an emissions inventory, which is still at a very early stage.

A wide range of port-wide initiatives are in place include, reducing road traffic volumes and emissions; introducing a Vehicle Booking Scheme to reduce queuing vehicles, emissions and facilitate terminal productivity by DP World Southampton; reducing trips to city centre by Meachers Logistics; removing biofouling from ships to increase fuel efficiency and non-native species by Ecosubsea; and so on.

In terms of cruise ships, all ships visiting Southampton must operate on low sulphur diesel or with exhaust cleaning systems. There are a number of shore power ready ships, but the percentage is

deficient, also, shore power infrastructure is very costly. All sectors are favouring the use of LNG as future operating fuel. Carnival ship Aida Prima can run on LNG when alongside.

Clean Air Southampton – One Year Update

Presentation by Liz Batten, Clean Air Southampton

Clean Air Southampton launched in April 2016 with a visit from the Smogmobile (courtesy of Enviro Tech Ltd) mapped the City's real-time emissions using an electric van and on-board PM 10 and NOx monitors.

We have done a number of activities in the past year, as follows:

(a) contributed to a wide range of TV and radio programmes, and press coverage of air pollution;
(b) run and attended workshops on air pollution;
(c) supported citizen science air quality monitoring projects (e.g. Friends of the Earth diffusion tubes and Solent Air Watch);
(d) took part in National Clean Air Day and FoE Clean Air Week;
(e) gave talks to many local groups (e.g. HIOW Local Resilience Forum, Fareham and Gosport FoE);
(f) contributed to several consultations and planning applications on air pollution and infrastructure;
(g) worked closely with Southampton Cycling Campaign, Southampton City Council and other local groups; and
(h) organised a cycling study tour of the Netherlands.[2]

We want to send follow messages:

(a) You and your children are exposed to more pollution INSIDE your car.
(b) You have been conned about how much pollution your car causes.
(c) Imagine our city without cars.
(d) “There is no technical fix” – we have to re-think how we get around in cities.
(e) Air pollution is (almost) as bad as smoking.
(f) The school run (especially in winter) is bad for your child’s health.
(g) Imagine one small step towards using the car less – what would it be?

[2] See video on YouTube <https://www.youtube.com/watch?v=AJYN8jAcBdo>

Solent Air Watch – A New Take on Citizen Science

Presentation by Joshua Taylor, University of Southampton

Solent Air Watch is a citizen science project set up to look at the air quality in Southampton. The objectives of the project are encouraging public engagement in air quality, finding alternatives, increasing trust in science and identifying major pollutant sources. We set a plan include (a) develop an affordable open-source monitor (i.e. sniffy); (b) engage the community; (c) analyse and disseminate to engaged audience; and (d) measure impact. We have installed sniffy (the sensor) around Southampton—in City Council, West Quay, Schools, docks, and so on. We are expanding all the time, and we are looking for collaboration and funding opportunities.

Session 2: Towards Cleaner Southampton: Regulatory and Sociological Perspectives

Cleaner Air for Southampton: Making It Happen

Presentation by James Dyke, University of Southampton

Air in Southampton is bad because of emissions; thus the solution is reducing emissions. Clean air, (similar to light towers, large infrastructure projects and knowledge), as a public good, is non-excludable and non-rivalrous that individuals cannot be effectively excluded from use and where use by one individual does not reduce availability to others. We should be able to enjoy fresh air collectively. However, there is another property of air which is not public, and that is the capacity for the air to take away pollution. It is essentially a common-pool resource problem—common pool resources face problems of overuse because they are subtractable. When we think of air quality in Southampton, the problem is a collective action problem, and the key figure you find with collective action problems shows in below chart (Chart 1). How to push first moves is a big challenge.

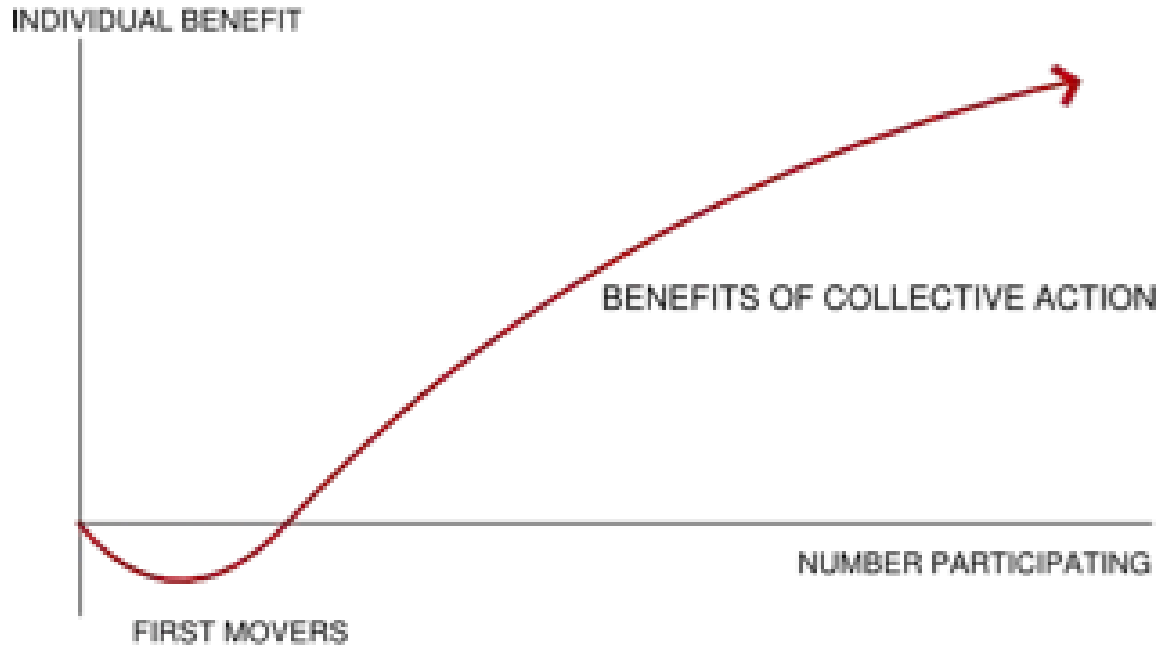

Chart 1

Traditionally, solutions to collective action problems include mutually binding agreements, regulation, privatisation, nationalisation, and so on. Elinor Ostrum had found another way to govern common-pool resources; the core principles include boundaries, rules, local adaption, collective decisions, monitoring, graduated sanctions, dispute resolution and layers of self-organisation. The

speaker is trying to apply some of Ostrum's principles to solve the air pollution problem in Southampton. Finally, the University of Southampton should be more engaged in the process of improving air quality in Southampton. It not only benefits the local community but also attracts funding opportunities as well as creates opportunities for students.

Air Pollution Regulations: The Health Perspective
Presentation by Matt Loxham, University of Southampton

Air pollution has both acute and chronic effects on human health, affecting a number of different systems and organs (especially the lung). To improve air quality, UK and EU have enacted a variety of legislation to regulate emissions, but we can do more to reduce air pollution. Currently regulated species include particular matter, sulphur dioxide, benzene, metals, etc. It has been noted that Air Quality Guidelines vary dramatically, this arises curious as to how the limit being set.

According to the World Health Organization (WHO) guideline, 'It is unlikely that any standard or guideline value will lead to complete protection for every individual against all possible adverse health effects of particulate matter. Rather, the standard-setting process needs to aim at achieving the lowest concentrations possible in the context of local constraints, capabilities and public health priorities.' When people talk about toxicants and poisons, everything is toxic and poisonous but just depends on the amount in which you are exposed. There is a concept called relative risk (i.e. RR=(P event when exposed)/(P event when not exposed)) expresses the probability of something happening when you are exposed to a certain thing verse the probability of something happening when you are not exposed to a certain thing. When you are calculating a relative risk, it always comes with two numbers because you can never be exactly sure of what you are calculating represents everyone across the world; thus numbers in brackets indicate the range of confidence.

To conclude, data is essential in order to know the impact of air pollution. Studies clearly show that if air pollution being reduced, the exposed risk will be reduced. Do UK and EU Air Quality limits protect us? No, it is not sufficient to protect us even complying with current EU limit. How certain are we of the evidence? Not very confident, the understanding and interpretation of data should be improved.

Recent and Current Developments in the Regulation of Air Pollution from Ships

Presentation by Christiana Ntouni, Lloyd's Register

IMO is a United Nations specialised agency with responsibility for the prevention of marine pollution by ships. Its processes are sometimes slow which has been widely criticised. Recently, IMO has amendments on energy efficiency of ships through technical and operational measures, and also has designated specific geographical areas as Emission Control Areas (i.e. Baltic and the North Sea, North American and US Caribbean). New ships have to have their engines modified according to the new SOx and NOx parameters. IMO has set global limit for sulphur in fuel oil used on board ships of 0.50% m/m from 1 January 2020. For compliance, shipowners could switch to low sulphur fuel oil or other fuels (e.g. LNG, biofuels, methanol/ethanol, hydrogen fuel cells), they could also install exhaust gas cleaning systems to reduce emissions without changing fuel. Another development about the NOx emissions—Baltic Sea and the North Sea will be the NOx protected areas from 1 January 2021—means that ships will need to comply with stricter requirements if they are going to visit these areas on or after 1 January 2021.

IMO is considering what else can be done. Last year, a roadmap was approved for developing a "Comprehensive IMO strategy on reduction of GHG emissions from ships". Mandatory Fuel Oil Consumption Data Collection System will be introduced from 1 March 2018, aiming to answer if more energy efficiency measures are needed. Under this system, ships will collect data on their fuel consumption; the data will be verified and then transmitted into IMO's database. The average time needed to take decisions takes 5-6 years, which is very slow, but national regulations come into play to assist. The currently effective EU "Monitoring, Reporting and Verification (MRV) of CO2 emissions from ships" system (it applies to ships calling at European ports), which shares the same principle of the IMO Data Collection System, will be either terminated or coupled with the IMO system. Items that are currently in progress at the IMO include: Black Carbon emissions (a definition and a measuring system have to be developed to produce more robust results); safety standards and guidance for alternative maritime power (i.e. cold ironing); maturity review of technological developments in whether further energy developments are possible for shipping; reception facilities for scrappers should be a responsibility of State Parties; and finally training needs to keep up with all these developments.

In this process we have: member states adopting regulations, these regulations becoming domestic legislation and as such bind the vessel flying the flag of such states, and there are safety aspects that

are ensured through certification, which is a responsibility of the classification societies. Lloyd's Register is authorised by more than 150 countries to perform surveys and provide certifications, those statutory requirements and non-compliance by ships means that the certifications issued might be withdrawn which could lead to detentions of the ships. Classification societies set out their standards that they want to set to lay out the class requirements, for example, Lloyd's Register has additional standards on engines and engineering.

Reducing Air Pollution from Ships: An International Perspective
Presentation by Kathleen Goddard, Institute of Maritime Law

IMO has done significant work for air pollution from shipping—Annex VI to the International Convention for the Prevention of Pollution from Ships (MARPOL Convention) was adopted in 1997, to address air pollution from shipping. IMO has set a global limit for sulphur in fuel oil used on board ships of 0.50% m/m from 1 January 2020. This will significantly reduce the amount of sulphur oxide emanating from ships and should have major health and environmental benefits for the world, particularly for people living in port cities and coastal communities.

In addition to regulating emissions of substances such as sulphur oxides, another approach to reduce emissions from ships is the introduction of economic incentives. Slow steaming, the practice of deliberately reducing the speed of cargo ships to cut down fuel consumption and carbon emissions, has been adopted by shipowners during financial recessions. However, owners are not obliged to adopt this practice, and the primary driver behind slow steaming has been the reduction of operational costs. Can we make slow steaming compulsory? In theory, it can be made mandatory by flag states, coastal states, or treaties (e.g. MARPOL Convention), but there are many obstacles in reality. Also, using shore-side electricity when ships (especially cruise ships) are in berth, as an alternative to using their engines to produce electricity can also reduce air pollution in ports.

Within the United States, California has been particularly active in reducing air pollution from ships. In advance of the introduction of the North American Emission Control Area, it created its own emission control area limiting the sulphur content in fuel oil for ocean-going ships. It has also introduced the 'At-Berth' regulation to reduce emissions from ships engines whilst they are in berth. The ports of Long Beach and Los Angeles have taken constructive action to manage the reduction of air pollution levels and adopted the San Pedro Bay Clean Air Action Plan. Among other measures

both ports offer financial incentives to ships which reduce their speeds when approaching and leaving port, and also offer financial incentives to ships using cleaner technology which reduces emissions. In addition, Los Angeles has made a large investment in shore-side electricity.

Lessons from the Past Inform the Future about Air Quality
Presentation by Ian Williams, University of Southampton

In the past, we have tried a wide range of approaches to deal with the air pollution problem but have achieved nothing so far. The earliest documented air pollution incident occurred in England was that Queen Eleanor (wife of Henry III) was forced to leave Nottingham in 1257 because of the stench of coal smoke. Then the Great Smog of London—a severe air pollution event that affected London in 1952—had killed 4000 people. Air pollution disasters (e.g. Bhopal, Chernoby, Seveso and Buncefield) have also happened elsewhere in the world and caused massive losses.

To manage air quality in England, we have adopted a number of measures including legislation, modelling, technology, register and so on. An example is the London Congestion Charging Scheme, a fee charged on most motor vehicles operating within the Congestion Charge Zone in Central London between 07:00 and 18:00 Mondays to Fridays, which has to some extent reduced congestion and reduced emissions. Also, we have groups campaign for cleaner air, such as Clean Air Southampton which was launched in April 2016.

However, all these activities have not improved air quality for reasons as follows:
(a) even if all mitigation measures are successfully implemented, traffic growth-rates will almost certainly continue to out-pace emissions reduction-rates;
(b) securing international agreements, setting action plans, regulations and carbon standards will require political leadership at a global level;
(c) we want air emissions to reduce but we also want business and economic growth, opportunities for employment and global connectivity;
(d) huge tension between what we feel we should do to address dangerous climate change caused by anthropogenic emissions and what we will actually do; and
(e) to improve our air quality, we have to change our lifestyles.

To conclude, we simply keep repeating our mistakes when addressing air pollution problem at the UK rather than learn from it, and what we have done is only for a short-term effect which does not affect a medium or long term. What history teaches us about air quality is that the only way to improve air quality is to stop emitting into the air.

Summary of Discussions

Discussion 1: Air Quality Management in Southampton

Discussion in section 1 concerned the issues, challenges and options concerning the air quality management in Southampton, opinions expressed by the participants are provided below.

1. There is not a joint acknowledgement of the overarching vision regarding dealing with the problem of air pollution. So we shall first recognise, at all levels, that air pollution is a problem that has to be dealt with. Also, air pollution is not only a local issue, but also a complex problem that is subject to regional, and even global influences.

2. Within the UK, air pollution is a national problem, but the solutions are being put down to the local level. This means local areas compete with each other regarding dealing with the problem, such as competition for funding.

3. In an ideal world, we would have recognition that ensuring air quality is a national priority, thus the funding and the political resource would flow from the centre. In reality, at the local level, the question is what we can do to deal with the problem of air pollution. First, we need to agree that air pollution is a problem. Second, we need to identify the problem. Third, we need to find out the obstacles in dealing with the problem.

4. The use of cars is one of the leading problems, instead of looking for ways to make cars cleaner, we should look for ways to minimise the use of cars. Another problem is the fragmented strategies—the competing and conflicting strategies will not help to solve the air pollution problem—we need to bring people together and integrate various strategies.

5. We recognise that the short-term and medium-term costs are one of the obstacles. For example, people do not want to get out of their cars because there is not a viable alternative, Associated British Ports might not be able to use onshore power because it is hugely expensive, etc. In light of this, we have to look at the obstacles and take them seriously, dealing with economic impacts and what will be required to bring behavioural changes.

6. Who should pay for the costs? Once people feel that they are playing a role in reducing air pollution—whether companies through changing of fuel or individuals through reducing their vehicle usage—who pay becomes less important.

7. Reducing air pollution is a group responsibility, and people should understand that they have a collective role to play—both in terms of their contributions to air pollution, but also in terms of their roles to play in the solution. Also, more joint thinking about how people are tackling air pollution in different ways would assist in persuading sceptics.

8. Blaming each other for causing air pollution is not a solution, while letting people and company shout what they are doing for reducing emissions may be a solution. If people could understand that companies are not simple evil polluters, but actually playing a role of remediating the situation, the individual might feel more pressure inside to take their responsibility to reduce emissions. Another possible solution is focusing on children, children are not only going to be the next generation of polluters, but they might be able to enforce adults to change their behaviours.

9. The problem of air pollution is a mixture of technological, environmental and governmental problems, thus the solutions require individual behavioural change, economic actor behavioural change, technological investment, and so on. As a result, people with interest and expertise in air pollution, and all different level of stakeholders should get together regularly to find out solutions.

10. Improving our way to interact with the city requires a long-term vision. All the important people—stakeholders, experts, policy makers, residence, university and local business—have to engage to understand what needs to be done, and how we can have long-term goals while with short term milestones towards achieving that goal.

Discussion 2: Sustainable City

Discussion in section 2 focused predominantly on how to encourage greater participation in improving air quality in Southampton, suggestions made by the participants are provided below.

1. There is a wide range of ways to reduce emissions, in order to solve the air pollution problem, we shall first find a way to get people actually listen to the problem, and then push them into taking action.

2. Celebrating a national clean air day might be a good idea to bring the air pollution problem to public attention.

3. Showing a clear link between poor air quality and hospital admissions to people to make them scared of air pollution might be able to push people into taking action.

4. Financial incentives can be used to encourage people to adopt ‘green’ behaviours (e.g. reducing unnecessary car use). Also, financial incentives can prove vital to promote technology development and low-emission vehicle production.

5. Changing working patterns to reduce peak-hour traffic congestions can be helpful to reduce emissions. Besides, a well-planned transport system is needed to encourage people to use public transport, and this system has to meet the needs of people at an affordable cost.

6. Limiting the use of cars by employees who live within a certain distance of the workplace, as once adopted by the University of Southampton, can encourage walking and cycling.

7. It is important to make citizens realise that not only the government has responsibility for improving air quality, but every single individual should also contribute to the solutions to air pollution.

8. We need a champion to drive forward the sustainable Southampton. It should be someone who can put together of business, industry, employers and individuals. Apart from the ability to influence people and inspire them to go forward, he or she should be able to work with local MPs

(or could even be a local MP) to turn the government around to give us funding and make use of statistics, so that we can optimize city resources to build a sustainable future.

Further Cooperation

We wish to:

- Start to integrate shared air pollution solutions into existing plans.

- Build a website to communicate the air pollution problems to the public, showing key people and institutions that are working on the air pollution issue, things they are doing, actions taken by local companies to remediate the situation and so on.

- Coordinate activities between stakeholders and develop discussions with all stakeholders to find solutions to reduce air pollution, also, develop a vision for a sustainable Southampton.

- Find a champion to drive forward the sustainable Southampton with a long-term vision.

- Engage with the broader community for improving air quality in Southampton and take every single individual into account in the process.

- Require the University of Southampton to be more engaged in improving air quality in Southampton.

- Educate children, the next generation polluters, to encourage behavioural changes.

Appendix 1 Delegate List

2nd Atmospheric Pollution at Southampton

Thursday, 7 September 2017

Brin Humphreys	DP World Southampton
Professor Bob Whitmarsh	National Oceanography Centre Southampton
Hangjian Wu	University of Southampton
Professor James Davey	University of Southampton
Dr Christina Vanderwel	University of Southampton
Dr Simon Gerrard	Southampton Marine and Maritime Institute
Spiros Papadas	Institute of Maritime Law
Mihaela Apetroaie-Cristea	University of Southampton
Dr Steven Johnston	University of Southampton
Mandi Bissett	Climate Conversations
Dr Neil Wells	University of Southampton
David Ingram	Winchester City Council
Professor Emily Reid	University of Southampton
Professor Michael Tsimplis	University of Southampton
Dr Philip Basford	University of Southampton
Phil Tidridge	Winchester City Council
Ben NG	Maritime and Coastguard Agency
Christabel Watts	The Environment Centre
Ian Timpson	Department for Transport
Lijie Song	University of Southampton
Gareth Giles	University of Southampton
Dr Matthew Cooper	National Oceanography Centre Southampton
Chenxuan Li	Institute of Maritime Law
Dr Johanna Hjalmarsson	University of Southampton

Appendix 2 Workshop Programme

2nd Atmospheric Pollution at Southampton

Thursday, 7 September 2017

Venue: Seminar Room (Building 85, Room 2207)

University of Southampton, University Road, Southampton SO17 1BJ

Time: 08:30-17:00, 7 September 2017

08:30 – 09:00 – Registration and Coffee/Tea

09:00 – 09:20 – Welcome by Professor Emily Reid and Dr Johanna Hjalmarsson

Session 1: Improving Air Quality in Southampton: Concerns and Initiatives

09:20 – 09:40 – Mr Steve Guppy, Southampton City Council

'Southampton City Council's Clean Air Strategy – Successes and Barriers'

09:40 – 10:00 – Ms Sue Simmonite, Associated British Ports

'Port of Southampton – Our Approach to Air Quality'

10:00 – 10:20 – Ms Liz Batten, Clean Air Southampton

'Clean Air Southampton – One Year Update'

10:20 – 10:40 – Mr Joshua Taylor, University of Southampton

'Solent Air Watch – A New Take on Citizen Science'

10:40 – 11:10 – Q&A

11:10 – 11:30 – COFFEE BREAK

11:30 – 12:30 – Synthesis: Air Quality Management in Southampton

'Group discussion on air quality management in Southampton: issues, challenges and options'

12:30 – 13:40 – LUNCH

Session 2: Towards Cleaner Southampton: Regulatory and Sociological Perspectives

13:40 – 14:00 – Dr James Dyke, University of Southampton

'Cleaner Air for Southampton: Making It Happen'

14:00 – 14:20 – Dr Matt Loxham, University of Southampton

'Air Pollution Regulations: The Health Perspective'

14:20 – 14:40 – Ms Christiana Ntouni, Lloyd's Register

'Recent and Current Developments in the Regulation of Air Pollution from Ships'

14:40 – 15:00 – Ms Kathleen Goddard, Institute of Maritime Law

'Reducing Air Pollution from Ships: An International Perspective'

15:00 – 15:20 – Professor Ian Williams, University of Southampton

'Lessons from the Past Inform the Future about Air Quality'

15:20 – 15:40 – Q&A

15:40 – 16:00 – COFFEE BREAK

16:00 – 17:00 – Synthesis: Sustainable City

'Group discussion on how to encourage greater participation in improving air quality in Southampton'

UNIVERSITY OF Southampton
Institute of Maritime Law

Southampton Law School