



# Meeting the Challenges of Air Quality Management - A Local Authority Perspective

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# Air Quality Management in Practice in Dublin City Council

**Unit established in 1973**

## **Key Tasks**

- Air Quality Monitoring
- Enforcement of Air and Noise legislation
- Research
- Expertise

## Challenges –Take away messages

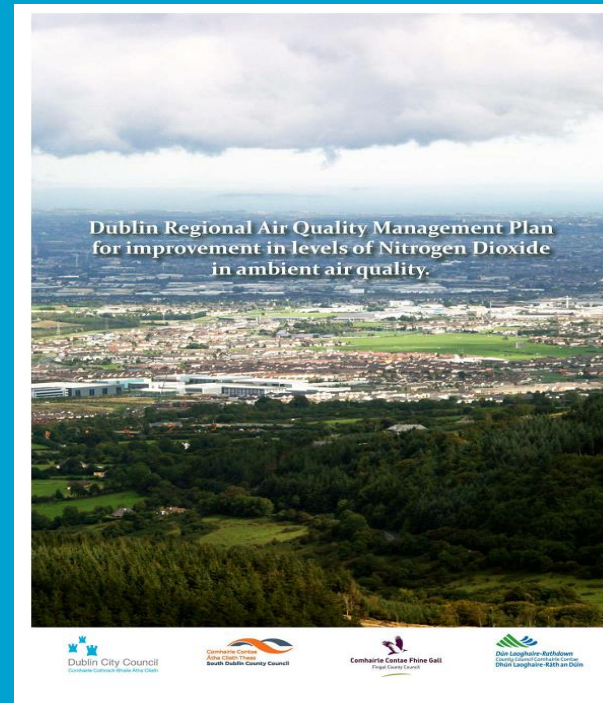
- Effective Air Quality Management requires multi stakeholder leadership, engagement and resourcing. This has yet to be achieved.
- The current policy and legislative basis for effective air quality management in Ireland is not fit for purpose for 21<sup>st</sup> century challenges.
- Public concern around air quality and health is at an all time high and those concerns are valid.
- “Business as usual” is not an option
- Securing compliance with legal limit values is not the end game and settling for that would be a lost opportunity. Improving air quality adds value across multiple agendas
- Local authorities have demonstrated commitment (bituminous coal ban) and want to see other stakeholders step up with them to current challenges



**1982**

*The smog creeps menacingly through doors and windows here. It attacks throat and lungs. It sometimes invades Dublin to such a degree that night appears to fall by midday. “*

**Sheila Rule, New York Times, 18 January 1989**



**2012**

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# Cleaning Our Air

## Public Consultation to inform the development of a National Clean Air Strategy

### Consultation Questions – Clean Air Policy & Legislation;

#### **1. Are there aspects of the Air Pollution Act 1987 that need to be updated so that it remains fit for purpose for the 21<sup>st</sup> Century?**

The introduction of The Air Pollution Act 1987 represented a step change in addressing air quality in Ireland. That said it has in many respects been overtaken by provisions of subsequent legislation including the Environmental Protection Agency Act 1992 and the Protection of the Environment Act 2003. To further compound this situation, the Air Quality Standards Regulations 2011 have parallel and sometimes contradictory provisions in relation to air quality management. Some of the provisions of the 1987 Act have also been demonstrated on application to be impractical.

Dublin City Council recommends that rather than tinker around the edges with the existing Act, a new Clean Air Act should be developed.

**Dublin City  
Council  
responses to  
consultation**

- **Should consideration be given to going beyond statutory compliance with EU standards as set out in EU legislation, and moving towards WHO guideline values in line with the EU 7th Environment Action Programme?**

A determined move towards WHO guidelines should be pursued and evidence from other jurisdictions demonstrates this is a realistic proposition. As current air quality levels do not meet WHO guidelines, fundamental policy and legislative changes would be required across a range of areas.

The sole aim of 'statutory compliance' should not be the driver behind this policy. 'Prevention' should be the most significant 'driver' and procedures should be developed to quantify the significant impacts of, and targets for any 'preventative measures' undertaken

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# Air Implementation Pilot

12 Cities across Europe (Antwerp, Berlin, Dublin, Madrid, Malmö, Milan, Paris, Ploiesti, Plovdiv, Prague, Vienna and Vilnius)

Sharing expertise and developing improved strategies for;

Assessment of Air Quality

Air Quality Management

Dissemination of Air Quality information to the Public



**Completed 2013**

**Updated 2018**

**Update published in 2019**

EEA Report | No 7/2013

## Air Implementation Pilot

Lessons learnt from the implementation of air quality legislation at urban level

ISSN 1725-9177



European Environment Agency 

EEA Report | No 24/2018

## Europe's urban air quality — re-assessing implementation challenges in cities

ISSN 1977-8449



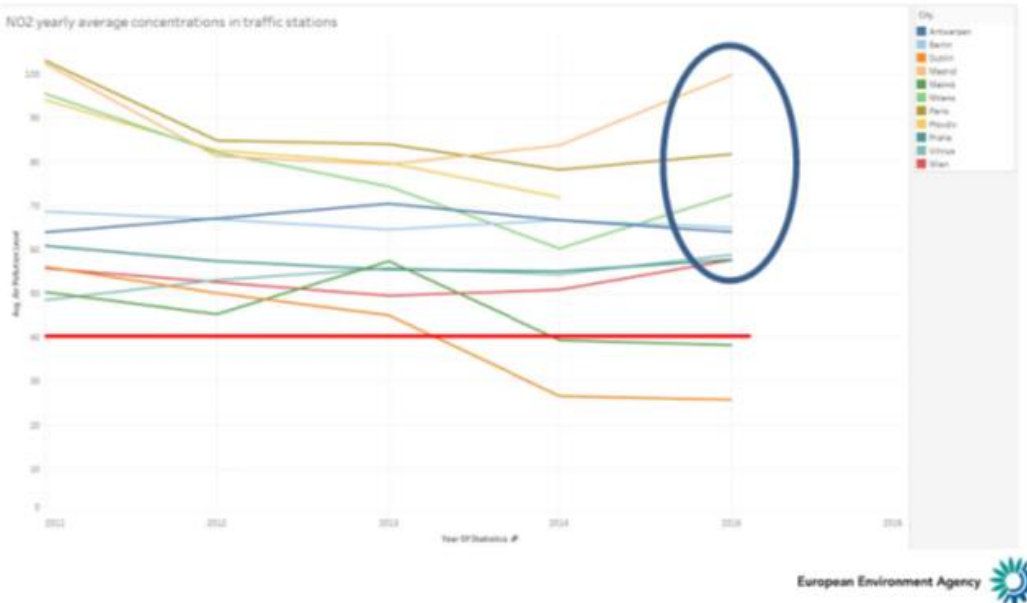
European Environment Agency 

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Baile Átha Cliath  
Dublin City

## Nitrogen dioxide (NO2) trends in 12 cities

NO2 yearly average concentrations in traffic stations



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**Dublin City Council**



## What kind of programmes and practices?

- Creation of Low Emission Zone (LEZ);
- Improvement of public transport;
- Promotion of cycling;
- Management of traffic flow;
- Change of speed limits;
- Investment in technology to reduce emissions from public transport.

- compliance with new low sulphur standards for shipping fuels in the port area
- ban on the marketing, sale and distribution of bituminous coal
- fuel conversion in domestic heating

- creation of the district heating.

**How many of these are predicated solely on improving air quality?**

- measures to reduce diffusive dust emissions in port.
- relocation of factories and industrial sites out of the urban area.

**Mobilise 500 cities by 2020  
to commit to reaching WHO Air Quality Guidelines  
by 2030**



Voluntary commitments

<http://breathelife2030.org/>

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