



Office of Science and Technology

1 Victoria Street, London SW1H 0ET

Telephone (20 7215 5000) Direct Line (20 7215 3825) Fax (20 7215 0414

E-mail: mpst.king@dsti.gov.uk

*From the Chief Scientific Adviser to HM Government and Head of the Office of Science and Technology
Professor Sir David King KBE FRS*

Chris Rose
Co-ordinator
MIPIGGS (Multisectoral Initiative on Potent Industrial Greenhouse Gases)
12 Jolly Sailor Yard
Wells Next the Sea
Norfolk
NR23 1LA

S25163

26 January 2004

Dear Chris,

RE: INDUSTRIAL GREENHOUSE GASES

Thank you for your letter of 9 January following up my article in *Science* and for sending me your views on the proposed EC Regulation on certain fluorinated greenhouse gases.

As I believe you are aware, a partial Regulatory Impact Assessment has been produced by Defra assessing the potential impact of this proposal on the UK and this partial RIA is currently the subject of formal consultation. Details can be found on the following website link:

<http://www.defra.gov.uk/corporate/consult/fluogrengas/index.htm>

You will, I am sure, wish to forward your views to Defra so that they can be considered as part of this consultation. The closing date for responses is 23 February.

I know that officials would particularly welcome your views on the partial Regulatory Impact Assessment recommendation that a mandatory requirement to use low-leakage technology in mobile air-conditioning systems in certain vehicles would deliver similar environmental benefits at far lower cost than the proposed ban on the use of certain HFCs in these systems.



With regards to your various concerns on the proposed Regulation, Defra officials are currently discussing these and related issues with officials from other Government Departments and the devolved administrations. The Government has yet to finalise its position on the proposed Regulation, as this will be informed by responses to the current consultation.

I should emphasise that the Government's general position on HFCs remains as stated in the UK Climate Change Programme. That being that HFCs should be used only where other safe, technically feasible, cost-effective and more environmentally acceptable alternatives do not exist; that HFCs are not sustainable in the long term; and that continued technological developments will mean that HFCs may eventually be able to be replaced in the applications where they are used.

Yours

David King

Sir David King