

## **Minutes Act. 3, final plenary discussion on 22 feb 1008**

*by Peter van Velthoven*

- A2 (Daniel Cariolle) will provide description and possibly code for effective emission parameterisation before June 2008. Un. Oslo will compare the Cariolle and Kraabol parameterizations in second half 2008.
- A1 will rescale current and scenario emission numbers for aviation to total fuel used (IEA). For ships and road traffic this is not necessary. A1 provide a table with total emission of species for the different scenarios.
- For road traffic a "mitigation failure" scenario will be constructed by DLR-V (Borken) by summer 2008. This will be evaluated by A3 in the second half of 2008.
- The climate chemistry model simulations will be the BASE and ALL TRANSPORT (road+aviation+ships) runs.
- A3 will provide output from future impact runs to A6/A7 in the summer of 2008 (target month is July, in case of problems beginning September). This at least includes the max impact scenario A1(B) for 2000 and 2050 for BASE, ROAD, SHIPS, and AIRCRAFT. One group will also perform 2100 simulations (Un. Oslo?).
- DLR will provide historical composition fields from a past climate-chemistry run with E39C to CNRM (A6) for their transient runs. SSTs will be generated by CNRM itself. A3 will internally use consistent SST boundary conditions provided by DLR (Grewe).