

27th November 2018

Scientist who uncovered Dieselgate joins AIR's academic and expert committee

- Two highly-influential vehicle emissions experts have joined AIR's Scientific Advisory Committee (SAC) taking the total number of members to 10
- New members are Mr. Dan Carder, who led the West Virginia University team that published the earliest evidence that VW was cheating on US emissions tests...
- ...and Dr Norbert Ligterink, currently Senior Research Scientist at Netherlands-based independent research organisation TNO, one of the global leaders in the field of real-world vehicle emissions and fuel consumption
- <https://www.allowair.org/our-mission/scientific-advisory-committee/>

[AIR \(Allow Independent Road-testing\)](#), the independent alliance set up to improve air quality by promoting independent, on-road vehicle emissions testing, has welcomed two new members onto its Scientific Advisory Committee (SAC), made up of European academics and experts in the field of emissions and air quality.

Dan Carder, Director of the Center for Alternative Fuels, Engines and Emissions at West Virginia University in the United States, joins the SAC with immediate effect. For more than 20 years, Carder has specialised in the measurement and control of heavy-duty mobile source exhaust emissions and alternative fuels research. In September 2015, Carder found himself at the centre of the worldwide "Dieselgate" firestorm involving the world's largest auto manufacturer concerning a report his team had delivered intimating Volkswagen had intentionally deceived American consumers regarding its cars' levels of environmental pollution for more than seven years. Carder has been named by *Time* magazine as one of its Top 100 most influential people in the world and has appeared in countless global news broadcasts and publications. In addition to his research and study for West Virginia University, he also contributes toward topics on emissions and pollution for automotive and engineering trade publications, including SAE International (Society of Automotive Engineers) and ASME (American Society of Mechanical Engineers).

Joining Dan is **Dr Norbert Ligterink**, a Senior Research Scientist at TNO, an independent research organisation based in the Netherlands which focuses on key issues in the science industry, such as real-world vehicle emissions and real-world fuel consumption of passenger cars. Since 2007, Norbert has been responsible for reporting average real-world emissions of vehicles in the Netherlands and internationally, e.g. for air-quality assessments. He has academic backgrounds in Theoretical Nuclear Physics and in Mathematical System Theory, and is a Chartered Physicist (CPhys) in the UK. Since 2011-2012, when it became clear that lowering limits in type-approval laboratory tests no longer sufficed to ensure reduction of real-world emissions, he has participated nationally and internationally in the effort to make on-road emission testing the new standard, e.g., RDE. Norbert chiefly concentrates on the study of vehicle emissions, measurements and modelling at TNO. He supports the Dutch Government in Brussels and Geneva, in their wish for robust vehicle emission legislation and test procedures.

By joining the panel, Mr. Carder and Dr Ligterink increase the size of the SAC to 10 members. The existing academics and experts already sitting on the committee include **Helen ApSimon, Dr. Adam Boies, Dr. Claire Holman, Dr. Guido Lanzani, Martin Lutz, Dr. Xavier Querol, Dr. Marc Stettler, and Professor. Martin Williams.** Their combined expertise positions AIR as a highly knowledgeable body in the field of air quality improvement. Each members' association with AIR is representative of their own experience and opinion, rather than the institutions they work for.

Massimo Fedeli, Operations Director of AIR, said: "I am delighted to have both Dan and Norbert on board as part of the academic and expert panel that guides the strategy of the independent AIR alliance. I am sure AIR will benefit from their incredible experience, as two highly respected and qualified scientists who have carried out extensive research in the field of vehicle emissions monitoring. Our committee members fully represent the key areas that cover air quality, emissions control and public policy."

Dr. Marc Stettler added: "We warmly welcome Dan and Norbert onto the SAC. They bring with them a wealth of expertise and have been internationally recognised for their contributions to improving our understanding of real-world vehicle emissions. We look forward to working together to develop the evidence base for reducing vehicle emissions in cities and improving air quality."

Robert Evans, Chief Executive, Genex commented: "We are delighted to welcome Dan and Norbert to the AIR Scientific Advisory Committee, their knowledge and expertise will ensure AIR continues to provide independent and reliable analysis of real world air pollution from vehicles."

To find out more about AIR and its mission, visit www.allowair.org.

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About AIR

AIR (Allow Independent Road-testing) is an independent alliance of public and private organisations, which promotes the voluntary uptake of independent on-road emissions testing.

The alliance's key objective is to contribute to delivering a cost-effective and timely reduction in harmful vehicle emissions in urban areas, while ensuring the lowest CO₂ emissions from the global vehicle fleet.

AIR seeks to empower citizens, industry and public authorities to take informed decisions on their mobility practices and policies by promoting full transparency on vehicle emission levels.

AIR's full mission statement can be found [here](#).

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