

The Cost of Air Pollution

Health Impacts of Road Transport

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Corrigendum

Page 22:

At the end of the second full paragraph:

Please replace the reference “(Hunt and Ferguson, 2010; and Hunt, 2011)” by “(Hubbell, 2002)”.

Page 23:

First bullet-point:

Please replace the first two lines with the following text: Whether monetised or not, QALYs can involve an element of “double jeopardy”. As described in Hubbel (2002): “If the QALY loss is”.

Page 27:

Endnote 6:

Please replace “See Hunt (2011),” by “See Chestnut, Mills and Agras (2000),”.

Page 37:

Last sentence of the last full paragraph:

Please replace the text in parentheses by “(the best-known example of this being London: see for example the data in Le Vine and Jones, 2012)”.

Page 38:

Last sentence of the first, incomplete paragraph:

Please replace the sentence by “Here – as Amman, Klimont and Wagner (2013) report it – “the evolution of air pollutant emissions has effectively decoupled from economic growth”.”

Page 41:

Penultimate paragraph, penultimate sentence:

Please replace “(CSE 2013a; CSE 2003b)” by “(CSE, 2013a; CSE, 2013b)”.

Page 42:

First full paragraph, last sentence, first parenthesis:

Please replace the parenthesis by “(in particular: Lim et al., 2012, and Institute for Health Metrics and Evaluation, 2013b)”.

Page 43:

Fourth paragraph, first sentence:

Please replace the sentence by “As shown graphically in Figure 2.1 above, what is captured here first and foremost is that, on a global scale, the death toll from air pollution is high, much higher than previously assumed.”.

Page 57:

Last, incomplete paragraph, first sentence:

Please delete the parenthesis at the end of the sentence.

Page 63:

Third paragraph, second sentence:

Please replace the parenthesis at the end of the sentence by “(EEA, 2013)”.

Fourth paragraph, second sentence:

Please replace the sentence by “This suggests that road transport’s share of the total was 28% – or, alternatively, 34%, if the denominator is restricted to power generation, industry, aviation, and road, marine and rail transport.”.

Page 64:

Table 2.20, final column:

Please replace the number “≈ 763 720” with the number “≈ 363 720”.

Page 65:

Penultimate paragraph, second bullet-point:

Please replace “(Caiazza et al., 2013; Amann, Klimont and Wagner, 2013)” by “(Amann, Klimont and Wagner, 2013)”.

Endnote 1:

Please replace the note by the following: “In regard to GBD 2010, see in particular, Lim et al. (2012) and Institute for Health Metrics and Evaluation (2013b). And see also Cohen et al. (2004; 2005) and the argument therein on the need for a better estimation of air pollution impacts than was provided previously in GBD 2000.”.

Page 66:

Endnote 9:

Please replace the note by the following: “See *ibid* and also Banerjee et al. (2012). It is important to note that increased congestion contributes directly to an increase in air pollution: on this point, see *inter alia* European Commission (2011a) and more especially European Commission (2011b).”.