

GOVERNMENT CLEAN AIR STRATEGY

A FRAIKIN EXECUTIVE SUMMARY

SUMMER 2018



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YOU DRIVE, WE CARE

THE AIR THAT WE BREATHE

In May the Department for Environment Food & Rural Affairs (DEFRA) published its long-awaited *Clean Air Strategy 2018* consultation document which sets out the Government's stall on what needs to be done to improve UK air-quality. It follows last year's joint DEFRA/Department for Transport (DfT) policy paper *UK plan for tackling roadside nitrogen dioxide concentrations* which, amongst other things, confirmed the Government's previously-stated intention that sales of new petrol and diesel cars and vans would end by 2040, "...and for almost every car and van on the road to be a zero emission vehicle by 2050."

In his forward to *Clean Air Strategy 2018* Environment Secretary Michael Gove issued a timely reminder of what's behind the new document. "Air pollution is the top environmental risk to human health in the UK, and the fourth greatest threat to public health after cancer, heart disease and obesity. It makes us more susceptible to respiratory infections and other illnesses, and the latest research estimates that the actions outlined in this document could cut the costs of air pollution to society by £1 billion every year by 2020, rising to £2.5 billion every year from 2030."

While covering proposed actions on all the different sources of air pollution, not surprisingly the DEFRA document includes specific actions on transport, reporting that "Our most immediate air-quality challenge is to reduce emissions of nitrogen oxides in the areas where concentrations of these harmful gases currently exceed legal limits."

Road transport is currently the highest source of oxides of nitrogen (NOx) in the UK at 34% overall, and 80% near the roadside. It is also the fourth-largest contributor to the levels of primary particulate matter or 'PM 2.5s' – those small soot particles measuring 2.5 microns in diameter which are 200 times smaller than a grain of sand and can easily be drawn deep into the lungs when breathing and thereafter into the bloodstream. Those figures are clearly driving attitudes within the large Metropolitan authorities and local councils which are planning to introduce urban clean air zones (CAZs).



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KEY PROPOSALS

So what actions involving road transport are being proposed in the *Clean Air Strategy 2018* document, and how will they affect truck operators? Amongst the various actions to reduce emissions are:

- The desire to position the UK “...as the best place to develop, manufacture and use zero exhaust emissions vehicles whilst, during the transition period, ensuring that the cleanest conventional vehicles are driven on our roads.”
- Confirmation that DEFRA will work with international partners to research and develop new standards for tyres and brakes in order to address the problem of toxic non-exhaust emissions from vehicles – so-called ‘micro-plastics’ – which can pollute air and water.
- Moves to introduce new legislation that “...will enable the Transport Secretary to compel manufacturers to recall vehicles and machinery for any failures in their emissions control system, and make tampering with an emissions control system a legal offence.” It’s understood that any new legislation arising from the DfT will force manufacturers of vehicles and machinery (such as construction equipment) to recall products where there is an environmental non-compliance. Moreover, although regulations already exist regarding the strict operation of emission control systems, any new law is expected to further provide for clear legal offences for tampering with them.
- On that last point the document specifically states “We are also laying new regulations that will enhance our existing powers concerning vehicles with a prohibited defeat device. We expect to have these in place for cars, vans, motorcycles, tractors and non-road mobile machinery before the summer.”



SO WHAT DOES THIS MEAN?

Although HGVs are currently not listed in the DEFRA document, we understand they are expected to be included in any new regulations. However, any powers will sit, as usual, with the Secretary of State for Transport who will determine which relevant agency will be responsible for taking action.

Such a move to tackle defeat systems is applauded by Fraikin – and no doubt by those companies which put legal compliance high up their operating agenda. A tougher stance is required to ensure compliant businesses don’t lose out to those operators which cheat to gain unfair financial advantage.

Meanwhile, DEFRA has also identified a number of priority areas where innovation funding will help the Government hit its air-quality goals, not least through the adoption of zero or ultra-low emission heavy goods vehicles. The Government is currently spending nearly £1.5 billion supporting the take-up of ultra-low emission vehicles and investing up to £246 million in the design, development and manufacture of electric batteries too.

Looking to the future DEFRA says it will shortly publish its *Road to Zero* strategy for reducing exhaust emissions from road vehicles. “This, together with the *UK plan for tackling roadside nitrogen dioxide concentrations*, sets out our approach to addressing exhaust emissions from road transport. These are not part of this consultation.”

Other noteworthy items in the document is that DEFRA is consulting on a new, independent statutory body “...to hold government to account on environmental commitments following EU exit.” It will also “Support industry research into rail freight emissions and air-quality to enable better comparisons with HGV emissions, to understand how a shift from road to rail can best be used to deliver a reduction in emissions of air pollutants; developing and deploying cost-effective options for shifting more freight from road to rail, including low emission rail freight for delivery into urban areas with zero emission last mile deliveries.”

LOCAL HEROES

Arguably the most significant action within the DEFRA document is the statement that “We will introduce new primary legislation, which will give local government new powers to improve air quality.” The word ‘local’ is interesting, as up-until now the main bodies regulating the emissions standards of commercial vehicles in the UK have been the European Commission and the Department for Transport (DfT).

However, a number of major Metropolitan and Local Authorities, led by high-profile Mayors with an elected mandate to improve local air quality, are increasingly setting the emissions agenda for urban delivery vehicles. The most obvious example is in London, where Mayor Sadiq Khan has successfully brought forward the introduction of the capital’s new Ultra-Low Emission Zone (ULEZ) by a year to 8 April 2019. To enter the ULEZ (which is based on the current Congestion Charging Zone) free of charge, operators will need to use a vehicle with a minimum Euro-6 emission standard for diesels and Euro-4 for petrol vehicles.

That’s just the start as Mayor Khan has confirmed there will also be a London-wide Euro-6 standard for buses, coaches and trucks from 26 October 2020 using the same boundary as the existing Low Emission Zone (LEZ). Furthermore, the current ULEZ will be extended for all other vehicles up to the North/South Circular roads from 25 October 2021. It is estimated that 100,000 cars, 35,000 vans and 3,000 trucks might be affected by the expanded zone and tighter standards every day.



Ultimately, however, the end-game is to make London a zero-emission city with the aim that from 2040 all newly-registered heavy vehicles driven in London should be zero-emission models, while a London-wide zero-emission zone affecting all vehicles would be in place by 2050. See pages 8/9 for the Zero Emission Road Transport Timeline, published in the *Mayor’s Transport Strategy 2018*.

Other UK cities planning Clean Air Zones (CAZs) for 2019 include Leeds, Birmingham, Nottingham, Derby and Southampton, while in a second phase planned for 2020 they’ll be joined by Sheffield, Middlesbrough, Bath, Greater Manchester, Newcastle, Coventry and Bristol, amongst others.

Although requirements for entry into these CAZs have yet to be finalised, or what vehicles will be affected (i.e. trucks, buses, vans or cars), it’s likely that, for HGVs, London’s ULEZ minimum Euro-6 requirement for diesels will be followed. Scotland, Wales and Northern Ireland are working on their own LEZ/CAZs.

Ultimately, where London leads, other major Metropolitan areas look set to follow and London’s aim of creating a zero-emission zone (ZEE) in the Capital could prove the driving force that would see a new generation of electric and hybrid-electric vans, trucks and buses operating in city streets throughout the country.

Zero Emission Road Transport Timeline

– published in the
Mayor's Transport Strategy 2018

		NOW	2020	2025	2030	2035	2040	2045	2050		
London action	Demonstrating technologies	Zero emission capable taxis	Town centre Zero Emission Zones								
		Electric single-deck buses; bus charging infrastructure									
		Supporting low emission freight									
	Changing purchasing patterns	Deliver a major expansion in electric vehicle charging points		Further investment in charging and refuelling infrastructure			All newly registered heavy vehicles driven in London zero emission				
		At least 15 hydrogen fuelling stations installed in and around London									
		All new taxis zero emission capable	All new private hire vehicles zero emission capable	All newly registered cars and LGVs driven in London zero emission							
		All new buses will be hybrid, electric or hydrogen	Pan-London approach to parking charges for zero emission vehicles								
	Fleetwide adoption and managing congestion	Keep Congestion Charge under review and support borough measures	Develop a new, more sophisticated way of paying for road use, integrating existing and proposed emissions-based and congestion charging schemes						London-wide Zero Emission Zone		
		Emission Surcharge/ Central London Ultra Low Emission Zone	Expanded Ultra Low Emission Zone	Central London Zero Emission Zone	All buses zero emission or hybrid	Wider Zero Emission Zone				Zero emission road transport	
			Tighten Low Emission Zone emission standards for heavy vehicles		All taxis and PHVs zero emission capable	All buses zero emission					
				All public sector car fleets zero emission capable							
National action		Increase use of renewable electricity generation for the National Grid until it results in net zero carbon emissions									
	Plug-in vehicle grants	Taxation encourages ultra low emission vehicles over conventional vehicles					Taxation discouraging ownership of non-zero emission vehicles				
	Funding low emission vehicle research – especially heavy vehicles		Financial incentives for businesses/manufacturers								
	Vehicle tax exemption for zero emission	National diesel scrappage scheme									
Key:		Taxis/PHV	Buses	Fleets	Congestion reduction	Infrastructure	Emissions Charging Zones	Taxation	Aim		

YOUR FUTURE FLEET

Like any Government strategy document, what becomes law will depend on what comes out of the consultation process. But with several UK cities and local authorities looking to improve air-quality, Fraikin will continue to invest in the very latest Euro-6 vehicles and ancillary equipment to allow our customers to operate freely in those new CAZs and LEZs, wherever they are.

Furthermore, we're actively examining alternative fuels and future vehicle drivetrains – which we plan to offer in conjunction with a suite of connected technologies to support customers making the technology transfer from diesel to gas and electric drivelines.

Above-all-else, whatever the future requirements for urban operations, be it low emission or low noise, Fraikin will continue to provide customers with the information they need to make valued decisions on the most appropriate and legally-compliant vehicles for all aspects of road transport.

To that end, within our regular series of 'What you need to know' Guides, we've produced a special briefing on [Sustainable Transport and Clean Air](#) which is available to download.

Have Your Say!

Finally, it's important that the road transport industry contributes fully to the debate over air-quality and new-emission regulations by [responding to the DEFRA consultation](#). Fraikin will certainly be doing so – and we'd encourage you to as well. Note the consultation period runs until 14 August 2018.

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This executive summary aims at highlighting key aspects of the Government's *Clean Air Strategy 2018*, as published in May 2018. However, this summary is for information purposes only and we do not make any warranty or representation on the completeness, correctness, accurateness, adequacy, usefulness or reliability of such information. Therefore, neither Fraikin, nor any of its affiliates, will accept any liability whatsoever based on any information provided in this document, or any use of or reliability on any such information.

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