

London's European Office

EU Air Quality regulation
and the role of cities

19 Sept 2013



EU Air Quality framework

Air Quality Directive

- Limit values on PM10 , NO2, PM2.5 (from 2015)
- Possibility to discount natural sources of pollution when assessing compliance against limit values.
- Possibility for time extensions of three years (PM10) or up to five years (NO2) for complying with limit values, subject to conditions and assessment by the European Commission
- Most Member States have difficulty in complying
- Despite AQ review, not clear that AQD will be amended

EU Air Quality framework

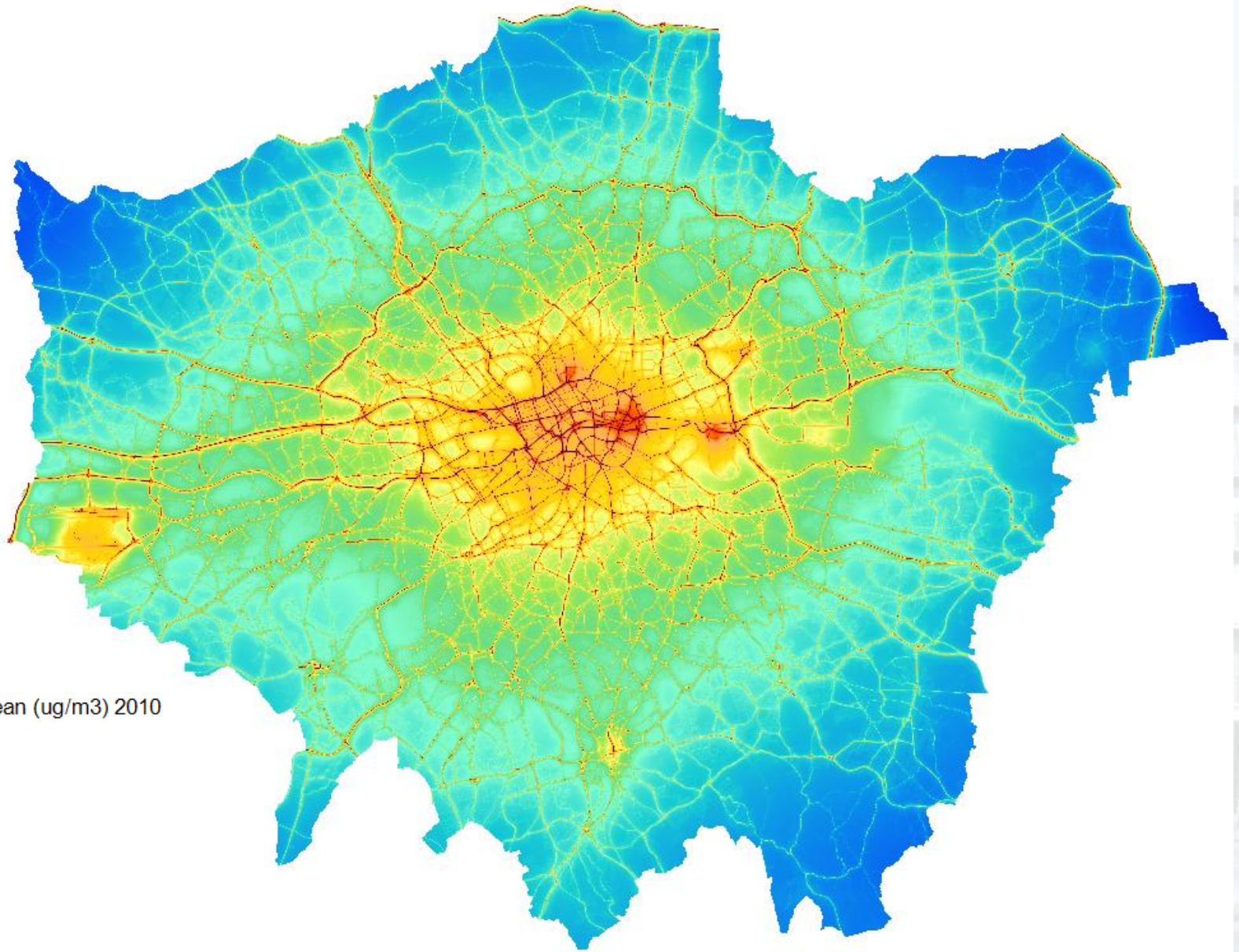
National Emission Ceilings Directive

- sets upper limits for certain pollutants for each Member State (sulphur dioxide, **nitrogen oxides**, volatile organic compounds and ammonia), but leaves it largely to the Member States to decide which measures – on top of specific EU legislation - to take in order to comply.
- Could be amended soon?

Challenges

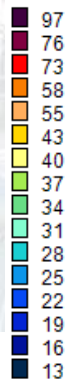
- Transboundary pollution
- Available technology
- Rapidly evolving urban populations and economies
- Pressure on infrastructure





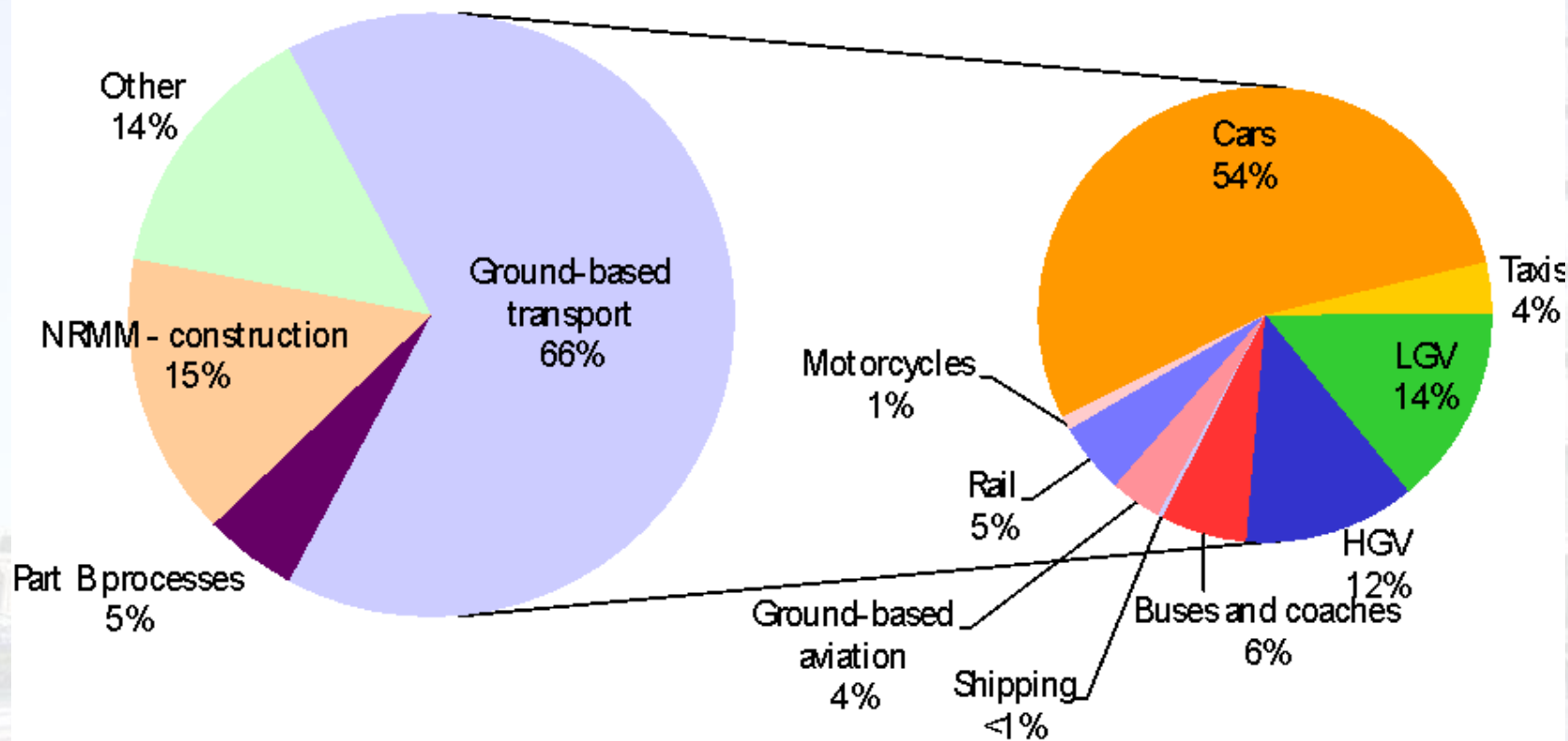
NO2 Annual Mean (ug/m3) 2010

Source: LAEI 2010

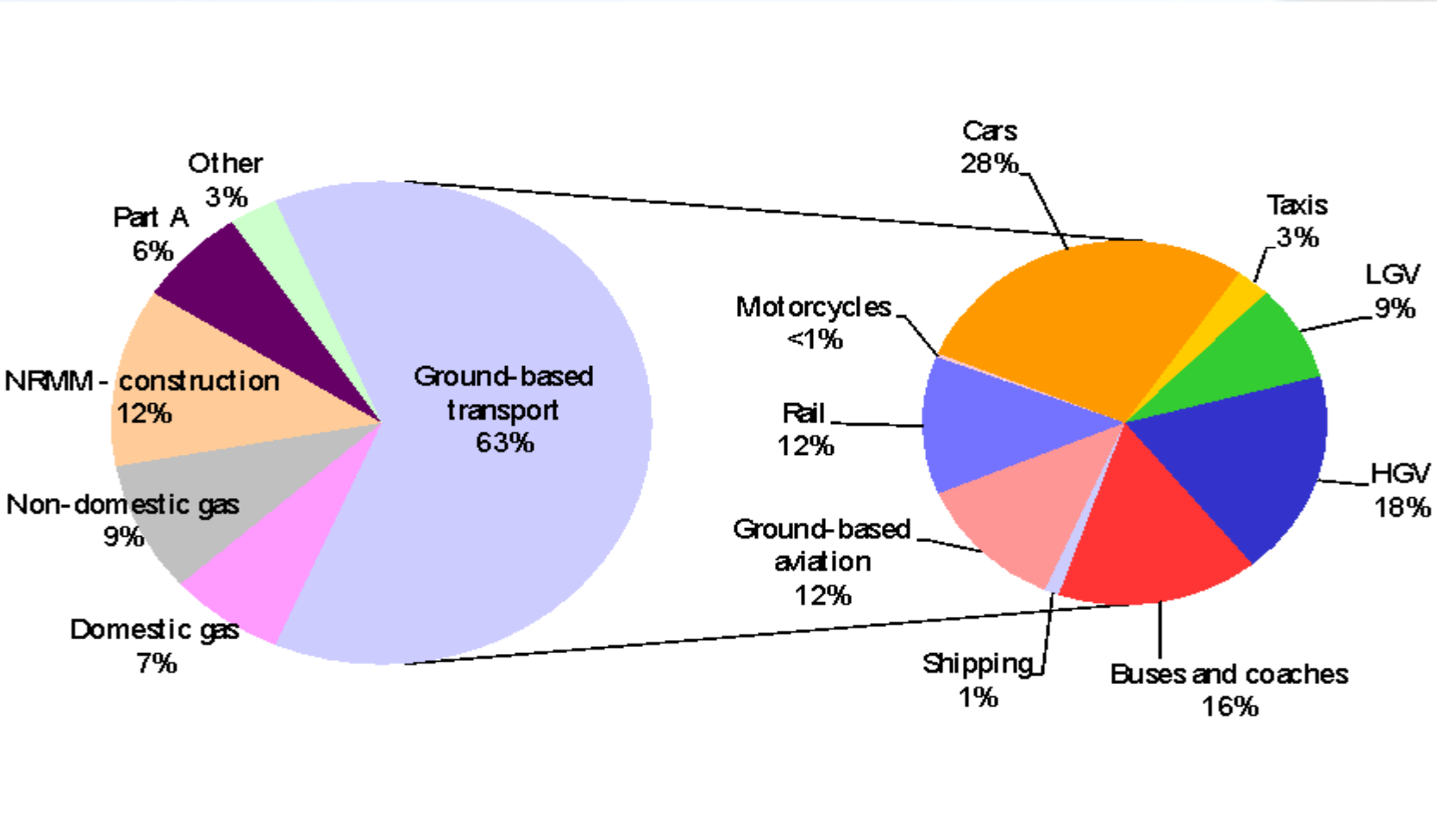


Pollution sources in London – 2010

PM10

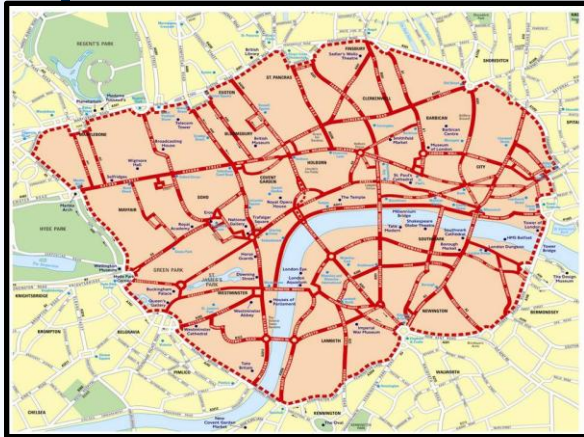


Pollution sources in London – 2010 NOx



Solutions

Congestion



- Since 2003
- Central London
- Removed 70,000 vehicles
- Reduced PM and NOx emissions by 16%

Taxis



- From 2012: 15 year age limit retiring 2,300 taxis (10%)
- Minimum Euro V
- Ultra Low Emission taxi from 2020

Cycling



- Barclays Cycle Hire
- Superhighways
- £900m+ investment over 10 years

The role of retrofit: Low Emission Zone (LEZ)



- 2008: start of LEZ
- 2012: Euro IV for HGVs & Euro III for LGVs
- Compliance achieved through replacement, fleet reorganisation or retrofit
- Retrofit: less expensive
- 20% of HGVs choose to retrofit
- Today: 98% of LGVs meet Euro III & 96% of HGVs, meet Euro IV

The role of retrofit: buses

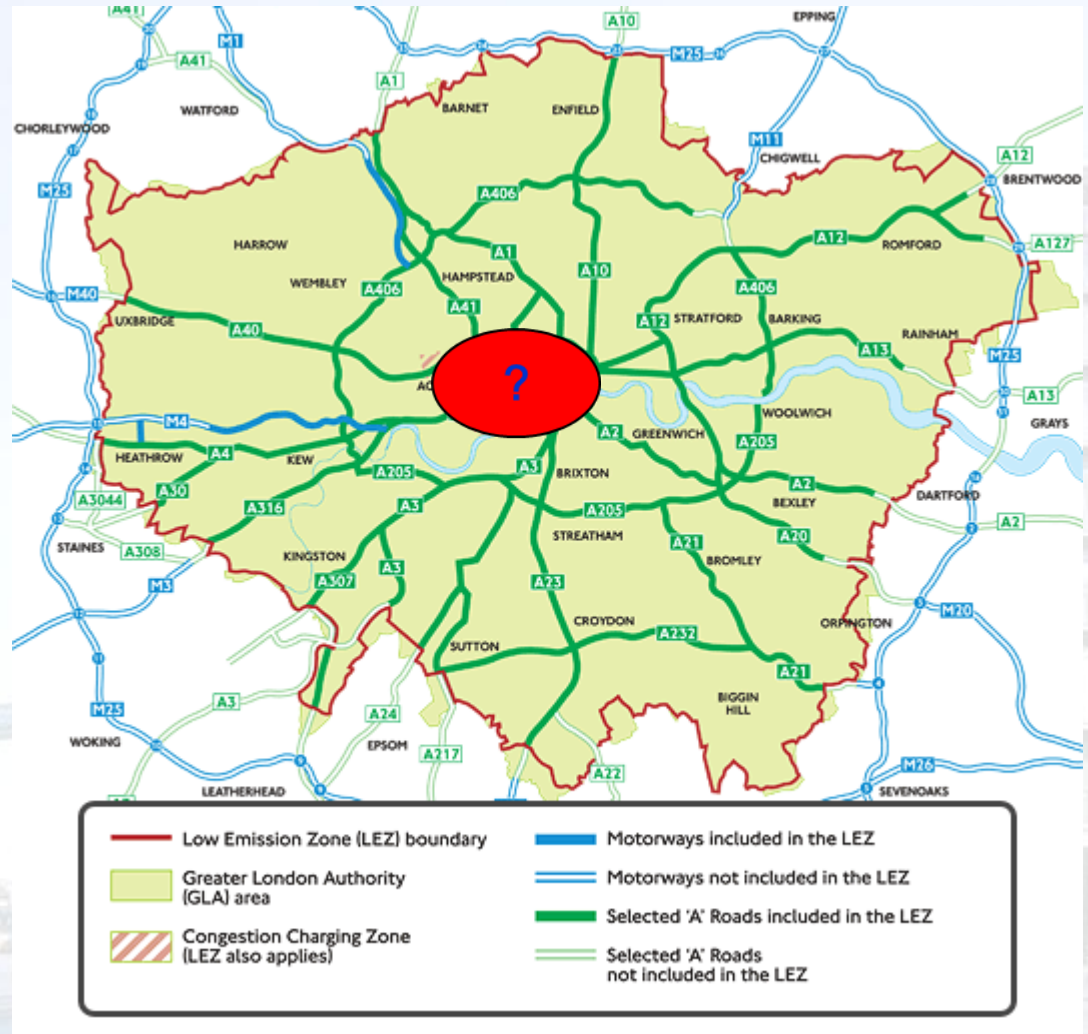


- Diesel particulate filters installed on all pre-Euro IV buses
- Has helped reduced PM10 emissions from bus fleet from 200 tonnes in 1997 to 17 tones today
- New Selective Catalytic Reduction to reduce NOx emissions by up to 88%.
- SCR equipment is being installed on up to 1,000 buses (approx 12% of the fleet)
- Buses meet at least a Euro IV requirement for NOx by December 2015

An Ultra-LEZ?

- Could cover congestion charging zone
- Euro VI currently considered low for NOx
- Different charging hours will be modelled
- Applying to all vehicles - with exemptions regime

<http://www.london.gov.uk/sites/default/files/ULEZ%20scrutiny%20briefing%20-%20July%202013.pdf>



Non-transport measures

- Construction sites (e.g. a low emission zone for Non-Road Mobile Machinery)
- Retrofitting residential and commercial buildings
- New CHP/biomass emissions standards
- Guidance on the application of “air quality neutral” in the planning system

Contact details

Ian Catlow

Anna-Maria Spyriouni

London's European Office

ian.catlow@london.gov.uk

anna-maria.spyriouni@london.gov.uk

Tel. +322 650 0800