

## Meeting the EU Limit Values in the UK

Martin Williams  
 Defra, UK  
 9 December 2009  
 Air Quality – the major challenges  
 AAMG Conference, London 9-10 December 2009

## EU Limit Values

- PM<sub>10</sub> and NO<sub>2</sub> are the two issues of concern
- PM<sub>10</sub> Limit Values in Directive 2008/50/EC carried over from 1999/30/EC – the first 'AQ Daughter Directive'
- Daily Limit Value (35 allowed exceedences of 24-hour average of 50 µg/m<sup>3</sup> is more stringent than the annual mean of 40µg/m<sup>3</sup>)
- NO<sub>2</sub> Limit Values set for annual mean 40µg/m<sup>3</sup> and for hourly values (200µg/m<sup>3</sup> with 18 allowed exceedences)
- The annual value is the more stringent
- UK is one of the few Member States to report exceedences on the basis of **modelling and monitoring** – ensures **complete** coverage of the territory

## PM<sub>10</sub>

- Directive 2008/50/EC allows Member States to apply for time extensions
- For PM<sub>10</sub> this is to 2011
- In January the UK consulted publicly on time extension
- April: notification submitted to the Commission for 8 zones including London
- September: reported exceedences for 1 zones (London)
- Projecting compliance by 2011 (about 6km of road remaining at risk of exceedence out of 13,600km assessed);
- Awaiting Commission decision

- 2005 Base year calculations show 6 km of exceedence in 2011
- More recent calculations with 2008 base year and with improvements to emission inventories, emission factors and energy/fuel projections show *no exceedences* in 2011

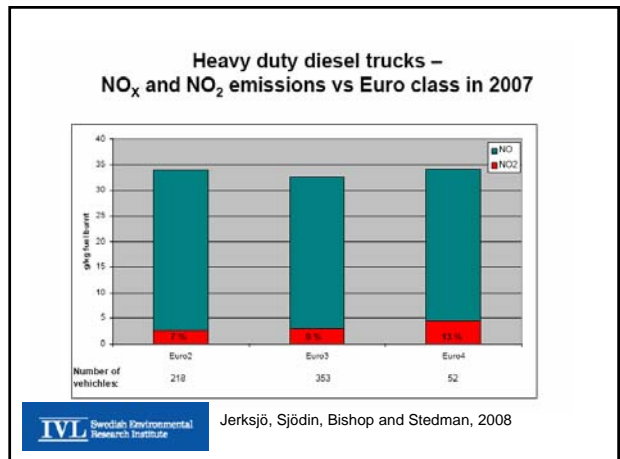
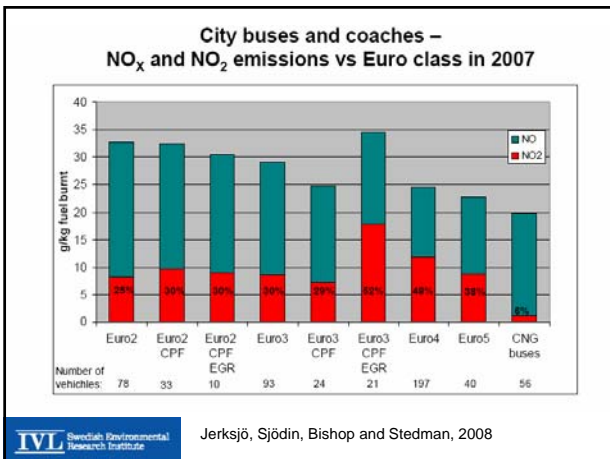
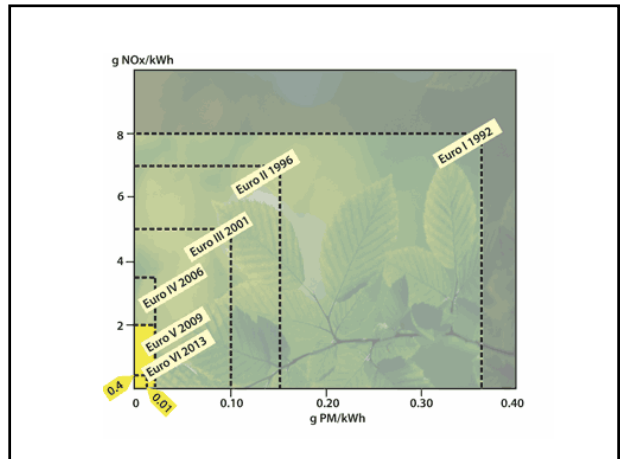
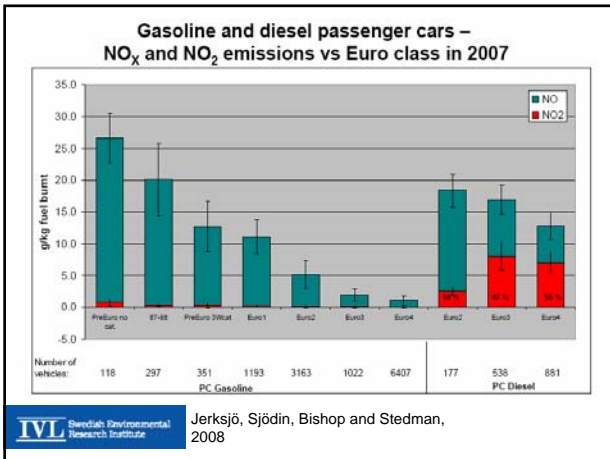
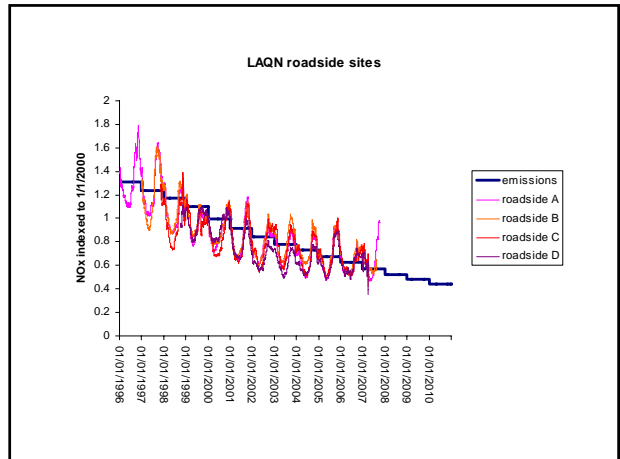
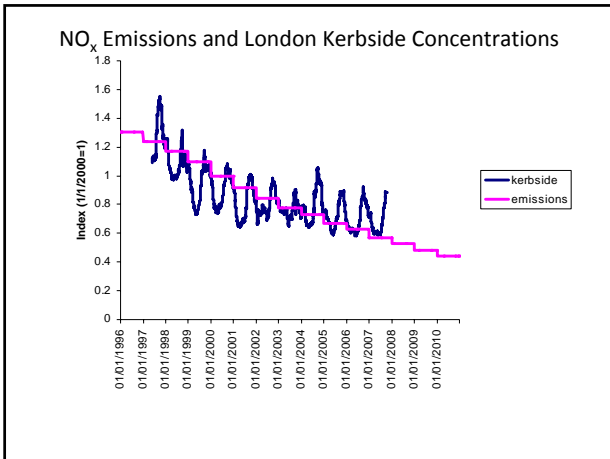
## Measures in PM baseline

- Euro standards including Euro 6 and VI
- IPPC & LCPD
- UK Energy White Paper 2007
- EU-ETS and Energy Efficiency commitment
- Low and Zero Sulphur fuels
- London  
 LEZ; Congestion Charge; Taxi Strategy (all taxis at least Euro 3 by July 2008); all London buses now have Particulate Filters

## Further Measures, not yet in baseline – will impact on both PM and NO<sub>2</sub>

- UK Budget 2009 commitment by Government
  - to incentivise the choice of Euro VI HGVs and Buses
  - to consider incentivising Euro 6 cars
- Measures in UK Low Carbon Transition Plan 2009 to meet climate change targets:
  - 22% for 2008-2012
  - 28% for 2013-2017
  - 34% for 2018-2022
  - And **80% by 2050**
- London Mayor's Air Quality Strategy
- Local measures – Feasibility of Low emission Zones outside London; Accelerating fleet improvements; Strengthen Local Air Quality Management arrangements; Encouraging Sustainable behaviours





## Transposition of Ambient Air Quality Directive

- Directive 2008/50/EC adopted June 2008. Must be transposed by June 2010.
- Draft Regulations put out to consultation on 9 November.
- Consultation ends 29 January 2010
- On track to bring Regulations into force by June 2010
- Considerations post consultation
  - Arrangements for evaluating and meeting PM2.5 target obligations
  - Implications for Local Air Quality management Regulation
  - Streamlining of EU limit values and UK objectives
- Consultation document available at:

<http://www.defra.gov.uk/corporate/consult/airquality-transposition/index.htm>

## Next steps to develop measures

- **Model possible measures to estimate likely impacts on**
  - Costs
  - Health and meeting limit values
  - Scale, location and sources of emissions
- **Further work on feasibility of Low emission zones**
  - Reviewing national and European Experience
  - Looking to work with local authorities to explore in more detail
- **Role of Fleet improvement measures (separate from LEZ)**
- **Strengthening LAQM**

## Review of Local Air Quality Management

- 1995 Environment Act duty for Local authorities to assess local air quality and work towards achievement of strategy objectives
- Currently have over 242 local authorities with one or more AQMAs declared
- Evidence of Air quality improvement as a result of actions plans is limited/difficult to quantify

## Local Air Quality Summit 30 November

- Background
  - Joint Defra/DfT and LACORS event
  - Linked to challenge on improving air quality
  - Aim to raise profile with local authority leaders and decision makers
  - Share best practice and agree further steps to improve focus on air quality
- Attendance
  - Local authority leaders in England (also Scotland, Northern Ireland and Wales invited)
  - Transport stakeholders
  - Central Government Departments
  - Other stakeholders involved in delivering Air Quality improvements
- Ministerial engagement
  - Key note contributions from DfT and Defra Ministers
  - Best practice case studies
  - Prioritise challenges and future action

## Other Actions: LES and Urban Transport

- Urban Transport and Low Emissions Strategies
  - LES guidance to be published as Defra supported guidance
  - Will want to explore opportunities for promoting approach and other benefits of integrating air quality across urban development
- Cabinet Office report on Future of Urban Transport
  - Reviews impact of transport on health, economy and environment
  - Air Quality, obesity, noise pollution and climate change all linked to need for better urban transport planning
  - Vision
  - Urban transport planning that helps to secure healthy, prosperous towns and cities where people and businesses want to be.
  - <http://www.dft.gov.uk/pgr/regional/policy/urbantransport/>

## Ultra Low Carbon Vehicles

- See <http://www.dft.gov.uk/pgr/sustainable/olev/>
- Support for ULCVs – plug-in hybrid, electric vehicles and hydrogen powered vehicles
- £250 million
- Reduce price of electric and plug-in hybrids by around £2000-£5000

## Summary

- Consultation on transposition of ambient air quality directive ends January 2010
- Still awaiting news on PM<sub>10</sub> time extension; NO<sub>2</sub> time extension notification likely to be consulted on early 2010 and submitted later in 2010
- Modelling of measures needs to take into account predictions for NO<sub>2</sub> but also what we know about current progress
- London Mayor's Strategy to be finalised