



Department
for Environment
Food & Rural Affairs



Department
for Transport

UK plan for tackling roadside nitrogen dioxide concentrations

Detailed plan

July 2017



Scottish Government
Riaghaltas na h-Alba
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Department of
**Agriculture, Environment
and Rural Affairs**
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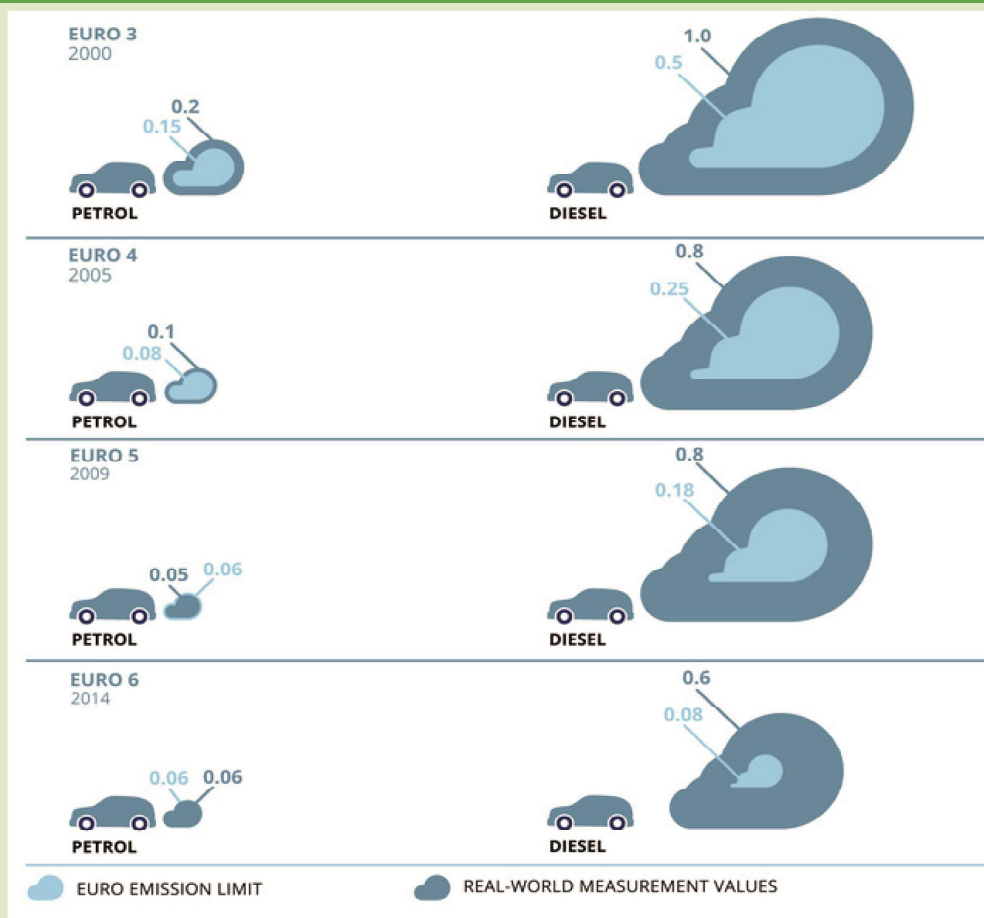


Llywodraeth Cymru
Welsh Government

6. Defining the solution

48. The introduction of increasingly strict vehicle emissions regulations (Euro standards) has not delivered the expected reduction in emissions of NO_x from light passenger and commercial diesel vehicles in real world use (Figure 6). For heavy duty vehicles, the latest emissions standard gives vast improvements over its predecessor, delivering significantly lower real world emissions.

Figure 6: Comparison of emissions of NO_x for different car Euro standards, by emission limit and real-world performance (grams/kilometre)



Source: Adapted from a report by the European Environment Agency²⁵.

²⁵ European Environment Agency (2016) Explaining road transport emissions – A non-technical guide www.eea.europa.eu/publications/explaining-road-transport-emissions

49. As a result, road transport is still by far the largest contributor to NO₂ pollution in the local areas where the UK is exceeding limit values. Addressing road transport emissions therefore presents the most significant opportunity to tackle this specific exceedance problem. However road transport is a key part of almost everything that we do as individuals or businesses with social and economic impacts which are much wider than air quality. This means setting new policies and incentives to promote new technology and innovation, speeding up the move to cleaner vehicles and supporting the industrial strategy to deliver cleaner air for UK towns and cities. The solution involves effective and appropriately targeted actions to:

- a. reduce emissions of NO_x from the current road vehicle fleet in problem locations now, including through promoting public transport, cycling and walking; and
- b. accelerate road vehicle fleet turnover to cleaner vehicles to ensure that the problem remains addressed and does not move to other locations.

50. As mentioned in Section 3, a significant proportion of background emissions of NO_x come from other sources including other forms of transport, industry and buildings so the solution also involves effective and appropriately targeted actions to:

- a. reduce emissions of NO_x from other forms of transport such as rail, aviation and shipping;
- b. reduce emissions of NO_x from industry and non-road mobile machinery (NRMM); and
- c. reduce emissions of NO_x from buildings, both commercial and domestic, and other stationary sources.