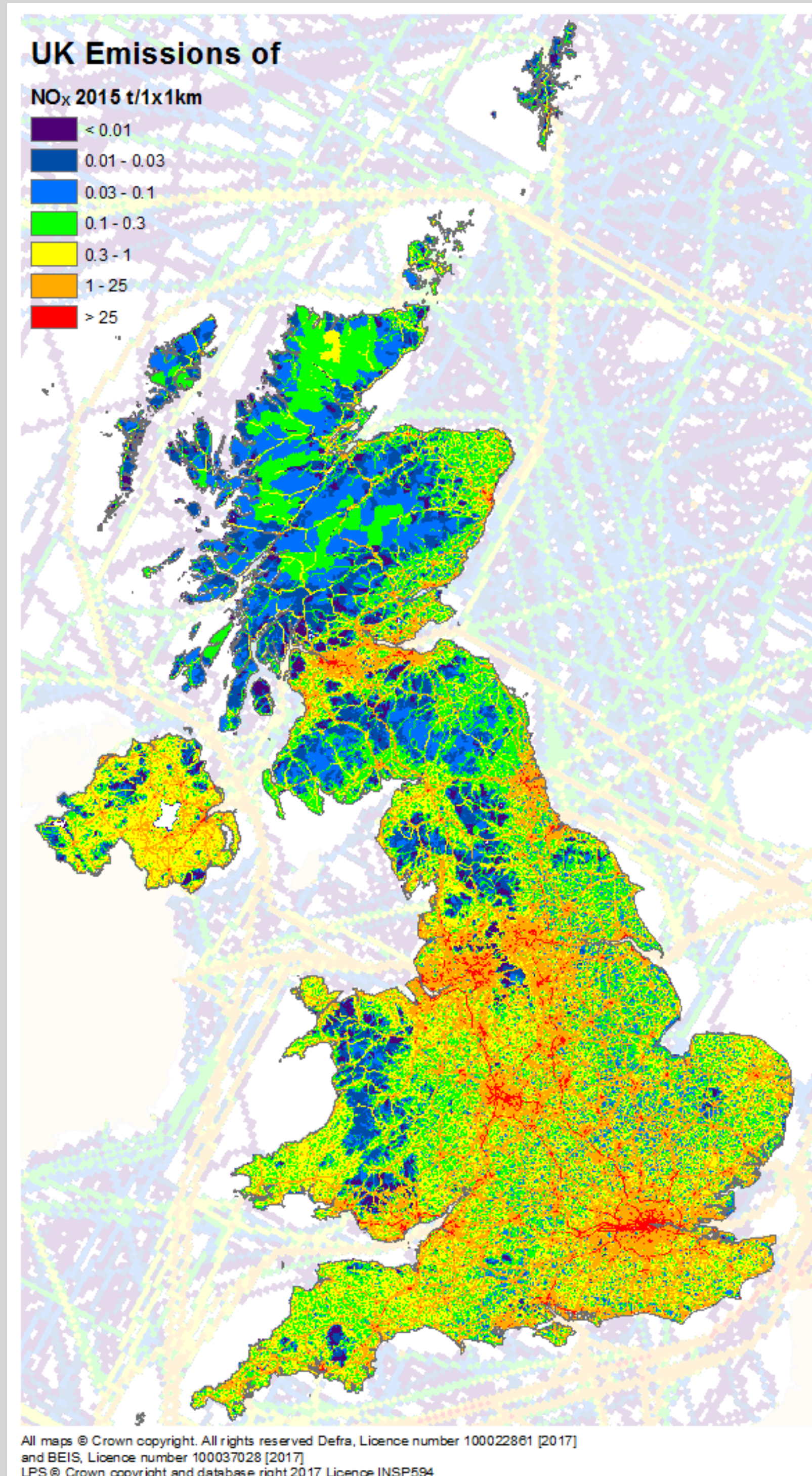


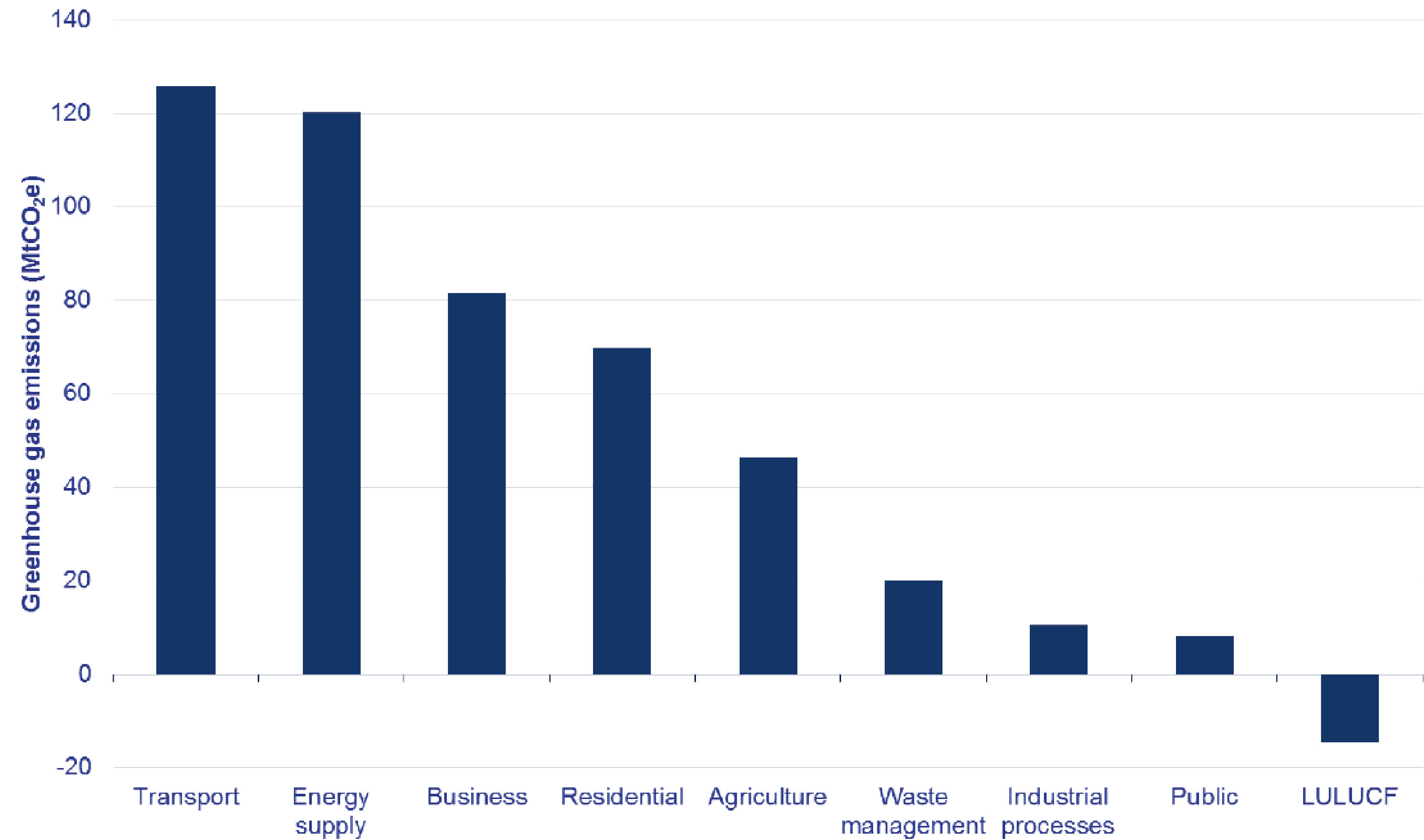


Key policy challenges



Air Quality

Figure 5: Greenhouse gas emissions by source sector, UK, 2016 (MtCO₂e)

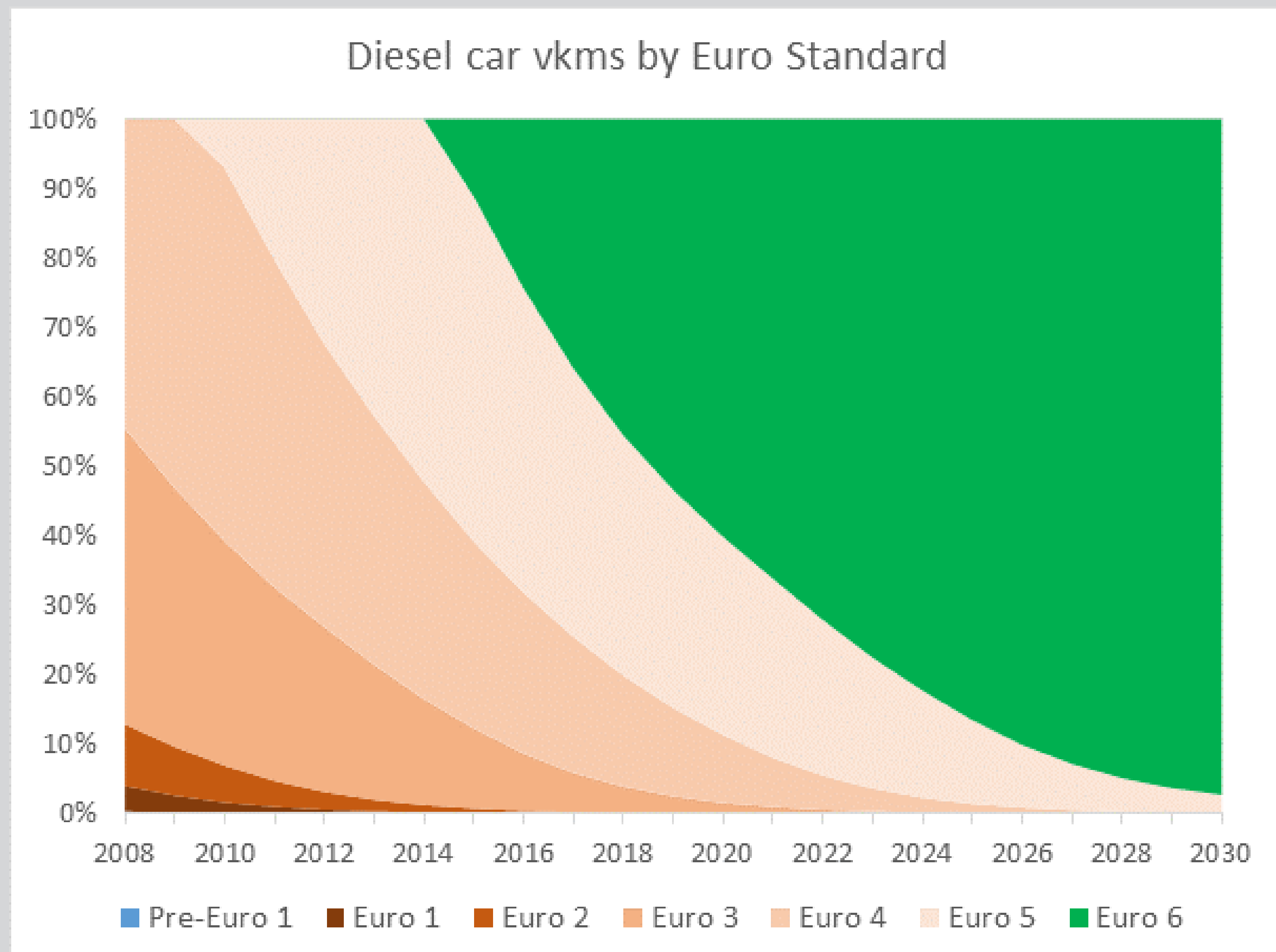
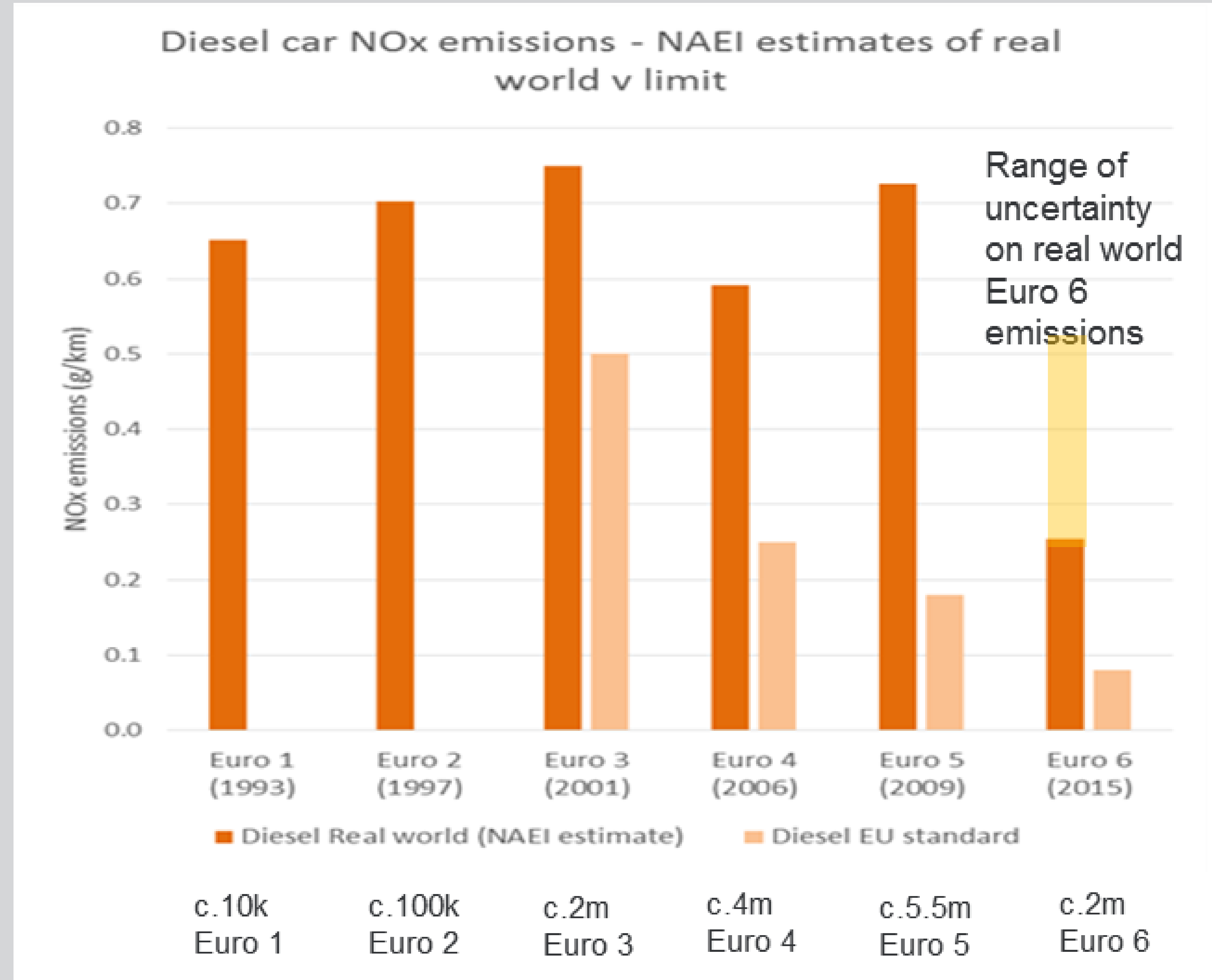
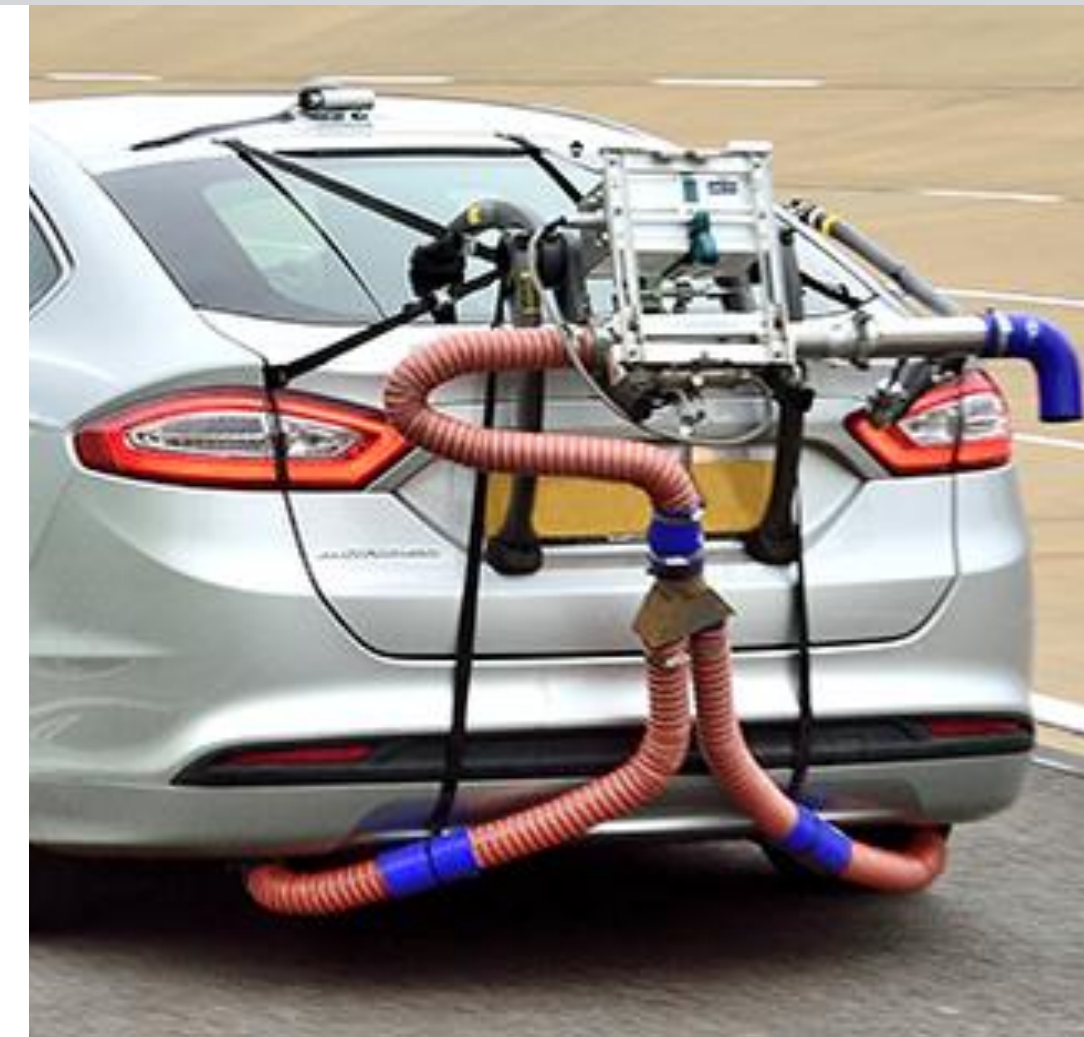
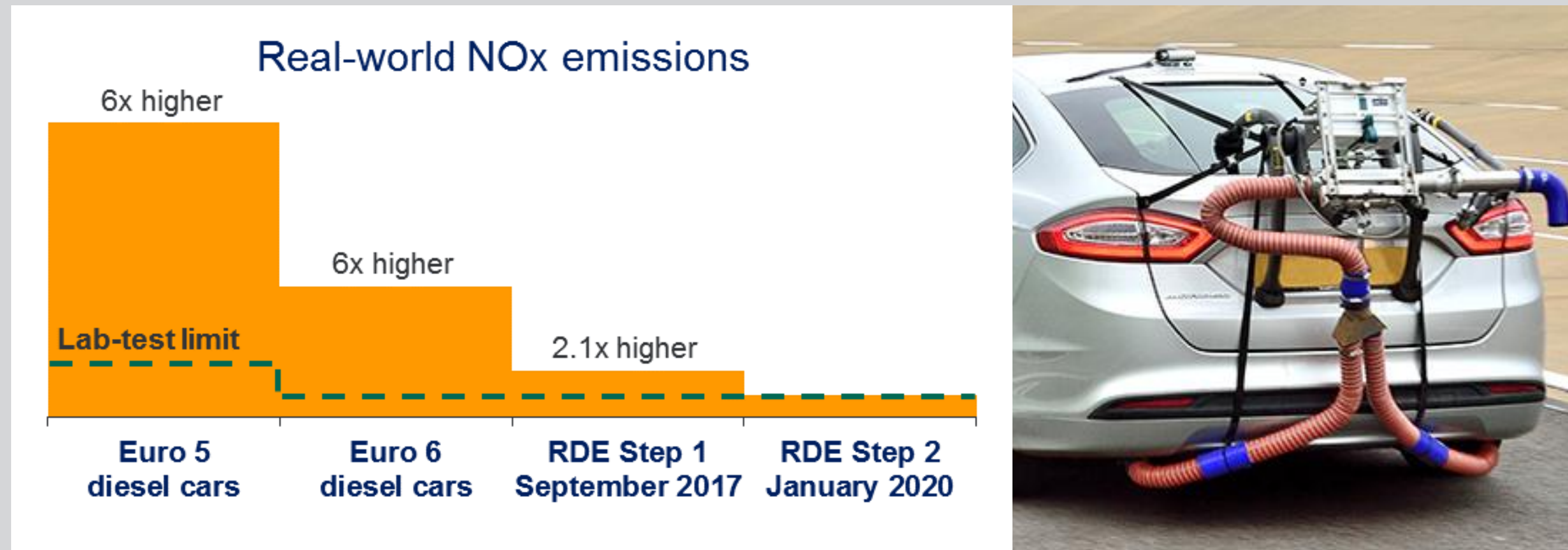


Source: Table 3, Final UK greenhouse gas emissions national statistics 1990-2016 Excel data tables

Carbon



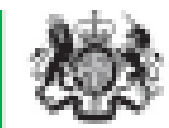
Air Quality - The problem





Department
for Transport

Air Quality- The Plan



Department
for Environment
Food & Rural Affairs

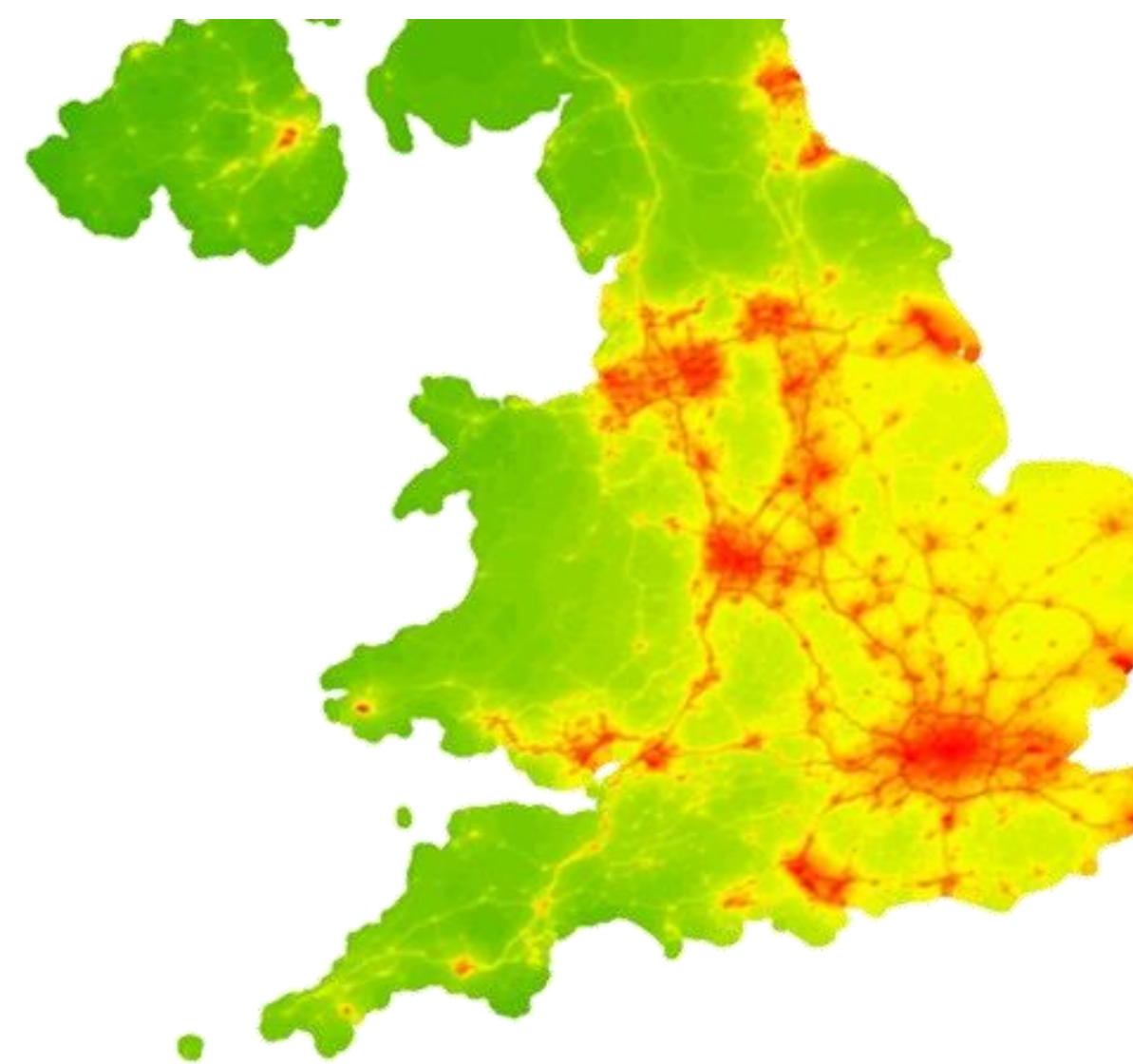


Department
for Transport

UK plan for tackling roadside nitrogen dioxide concentrations

Detailed plan

July 2017



End of the diesel and petrol car

All new vehicles must be fully electric by 2040

Ben Webster Environment Editor

Sales of new diesel and petrol cars and vans will be banned from 2040, the government is to announce today.

The supply of new hybrid vehicles that have an electric motor and a petrol or diesel engine will also end in a move that comes after a similar pledge this month by President Macron of France. Less than 1 per cent of new cars sold in Britain run only on electric power.

The ban is part of a government plan to improve air quality. It includes £255 million to help local authorities to deal with toxic nitrogen dioxide (NO₂) from diesel vehicles. The decision about electric vehicles came as:

• BMW announced that its new electric Mini would be assembled in Britain, going into production in 2019 at its factory in Cowley near Oxford.

• The company said that it had "neither sought nor received" reassurances from ministers on trade arrangements after Britain leaves the EU.

• In a further boost after Brexit, Donald Trump promised to strike a "major" trade deal with Britain, leading to the creation of more jobs.

Under plans to be outlined today by Michael Gove, the environment secretary, dozens of councils with roads breaching legal limits for NO₂ will be required to publish initial plans to cut emissions by the end of next March and final proposals by the end of the year.

Removing speed humps, reprogramming traffic lights and changing road layouts are among measures that councils can use, Mr Gove will say. However, the government will leave

it to councils to decide how to tackle the problem, angering air-quality campaigners, who say that the only effective measure is to require cities to impose entry fees on diesel drivers.

The plan will include a commitment to hold a consultation on a scrappage scheme for older diesel vehicles but will have few details on how it might be funded. Mr Gove will announce that a "comprehensive clean-air strategy to tackle the full range of pollutants" will be published next year.

The High Court ordered the government to publish today's plan after ruling that a previous version failed to comply with an EU directive to reduce emissions in the "shortest possible time". A report by the Royal College of Physicians last year estimated that air pollution — linked to cancer, asthma, stroke and heart disease, diabetes, obesity and dementia — caused 40,000 premature deaths a year.

The announcement comes two weeks after Mr Macron pledged to outlaw the sale of vehicles that use an internal combustion engine from 2040. The government's commitment to a similar ban is a strengthening of its previous position. The Conservative manifesto stated: "We want almost every car and van to be zero-emission by 2050." Two weeks ago the government said that, for this target to be achieved, sales of new petrol and diesel cars would need to stop in 2040.

The air-quality plan announced today is part of a £1.1 billion programme, of which £2.7 billion had already been revealed including £1 billion in grants. Continued on page 4, col 1

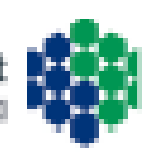


£255m – Implementation

£220m – Clean Air Fund



Scottish Government
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and Rural Affairs
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