

Our ref. 81525

Thank you for the opportunity to comment on the consultation. My comments on the proposals are below and specifically relates to Section 2.5 Age of Vehicles:

Environmental Quality Team welcomes the proposal to amend the Criteria Policy for Licensed Vehicles to reflect the changes in vehicle technology and alternative fuels and improve the air quality in Wokingham Borough.

There are 3 Air Quality Management Areas in the Borough (M4, Twyford Crossroads and Wokingham Town Centre), all declared due the exceedance of road transport emissions (nitrogen dioxide).

The limits to improve air quality and health have been in existence since the early 1990s, whereby new car models have had to meet increasingly stringent exhaust pollution limits, known as the Euro emissions standards, before they can be put on sale.

The first European exhaust emissions standard for passenger cars was introduced in 1970, however it wasn't until 1992 when the 'Euro 1' standard heralded the fitting of catalytic converters to petrol cars to reduce carbon monoxide emissions. [The latest standard, 'Euro 6'](#), applies to new type approvals from September 2014 and all new cars from September 2015 and reduces some pollutants by 96% compared to the 1992 limits.

The dates below are the implementation date for new vehicle type approvals. The dates in brackets are the implementation date for all new vehicle registrations, normally one year later, so a car registered between the two dates may meet the corresponding emissions standard and a car registered after the date in brackets will meet it.

#### **Euro 4 - January 2005 (January 2006)**

Euro 4 (January 2005) and the later Euro 5 (September 2009) concentrated on cleaning up emissions from diesel cars, especially reducing particulate matter (PM) and oxides of nitrogen (NOx). Some Euro 4 diesel cars were fitted with particulate filters.

#### **Euro 5 - September 2009 (January 2011)**

Euro 5 further tightened the limits on particulate emissions from diesel engines and all diesel cars needed particulate filters to meet the new requirements. There was some tightening of NOx limits too (28% reduction compared to Euro 4) as well as, for the first time, a particulates limit for petrol engines – applicable to direct injection engines only. Addressing the effects of very fine particle emissions, Euro 5 introduced a limit on particle numbers for diesel engines in addition to the particle

weight limit. This applied to new type approvals from September 2011 and to all new diesel cars from January 2013.

### **Euro 6 - September 2014 (September 2015)**

The Euro 6 standard imposes a further, significant reduction in NOx emissions from diesel engines (a 67% reduction compared to Euro 5) and establishes similar standards for petrol and diesel. Exhaust Gas Recirculation (EGR) – replacing some of the intake air (containing 80% nitrogen) with recycled exhaust gas – reduces the amount of nitrogen available to be oxidised to NOx during combustion but further exhaust after treatment may be required in addition to the Diesel Particulate Filters required to meet Euro 5.

### **Euro 6d-Temp, Euro 6d and Real Driving Emissions (RDE)**

From 1 September 2017, more stringent and realistic tests will be used to certify new car models against the Euro 6 emission limits.

Therefore the proposal in section 2.5 Age of Vehicles means that currently (in 2018) a vehicle licensed would be 10 years old or less therefore falling into the category of Euro 4, compared to if a vehicle was 15 years old it would be a Euro 3. Obviously the newer the car the “cleaner” the emissions. Should Members wish to ensure fewer emissions then the policy would need to reflect this in a proposal for Euro 5 compliance by the age being 7 years or less.

Regards

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