



## Communiqué

Announcing the launch of a new initiative  
and a basis for future collaboration

March 2016

# Joining up the climate change and air quality agendas

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We agree that:

### 1. We share a common challenge

1.1 Climate change and air pollution are serious threats to human health, well-being and the wider environment. Emissions of greenhouse gases and air pollutants have common causes and solutions; consequently, policies designed to deal with their negative effects should consider both together.

1.2 We will work together to help the Government ensure it meets its legal obligations on climate change and air quality. We recognise that there are a wide range of approaches to achieving these objectives; the aim of this communiqué is to focus on the contribution of low emission vehicles and fuels.

### 2. There are industrial and economic opportunities for the UK

2.1 There is a major industrial and economic opportunity for the UK to be in the vanguard of technology and innovation as markets for appropriate technologies open up in response to the establishment of wide-ranging international agreements for tackling climate change and polluting emissions.

2.2 Well-designed policies considering the twin challenges of climate change and air pollution will lower the total investment required to meet them.

### 3. Common assessment methods are essential

3.1 Common standards are needed for the definition of vehicles and fuels in terms of their impacts on both carbon emissions and air quality. Assessment methods MUST measure the impacts on both to ensure policies are complementary and do not conflict.

3.2 An improved national network of air quality assessment is needed to provide a better evidence-base for policy.

3.3 Performance monitoring and accreditation of technology should reflect driving operations representative of real-world. Tests for Real Driving Emissions (RDE) verification must be introduced with urgency.

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### 4. Policies should be based on performance not technology and be directed at the appropriate level

4.1 The adoption of zero emission vehicles (ZEVs) and policies such as Clean Air Zones serves both agendas and national and local initiatives should aim to accelerate their uptake. Where electricity is the technology choice, generation should be low or zero carbon.

4.2 Such policies should be applied at the appropriate level – localised problems should primarily be addressed through local policy actions, national-level policy should enable local action; both should enforce national or internationally regulated emissions standards.

### 5. Accelerated and consistently applied action is needed to meet and exceed mandated national targets and European regulations for climate change and air quality

5.1 The latest Euro VI / Euro 6c and Ultra Low Emission Vehicles (ULEV) can provide a step change now in terms of NO<sub>x</sub> emissions reduction. Therefore measures to accelerate and then maintain the uptake of low carbon vehicles meeting these and future standards are needed.



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# Signatories



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