



Addressing Air Quality Standards across the Liverpool City Region

“We are left with little doubt that long-term exposure to air pollutants has an effect on mortality and thus decreases life expectancy.”

*Source: ‘Long-Term Exposure to Air Pollution: Effect on Mortality’ produced by the Health Protection Agency for the Committee on the Medical Effects of Air Pollutants.



In 2013 Public Health England announced the following figures:

- **Total annual premature deaths in Liverpool and Sefton;**

8,096

Due to continued (and increasing) road freight emissions locally this trend is not expected to diminish for the foreseeable future.

- **Merseyside ranked **second worst** area in the UK in relation to **lung cancer****
- **Merseyside ranked **second worst** area in the UK in relation to **all cancers****
- **Merseyside ranked **third worst** area in the UK in relation to **all respiratory diseases****
- **In just one year **725 deaths (age 25+)** were attributable to poor air quality**

Compared to the rest of England central Merseyside has:

- **The lowest** life expectancy rate for women
- **The third lowest** life expectancy rate for men.



The Issues:

The Supreme Court

In April 2015, and following continued breaches of EU air pollution limits by the UK Government the Supreme Court ordered Defra to consult on, and produce a new national air quality plan by the end of 2015 in order for the UK to meet EU objectives for nitrogen dioxide *in all areas*.

As Defra responds to the decision of the Supreme Court it is anticipated that by the end of the year a comprehensive plan to address air pollution will emerge, with the reduction of pollutants emitted by diesel HGV's a key component to future success.

We believe the solutions outlined within this series of publications will assist central Government and local authorities across Merseyside as they seek to meet EU air quality directives.

The Localism Act 2011

In the event of the Government failing to meet its obligations the legal process could ultimately end in the European Court of Justice where the UK could face huge fines if found in breach of the directive.

Under the Localism Act of 2011 any fines set down by the European Court of Justice in relation to air quality may need to be met by the relevant local authority.

It is anticipated these fines will be significant and ongoing annually until EU air quality standards are met.





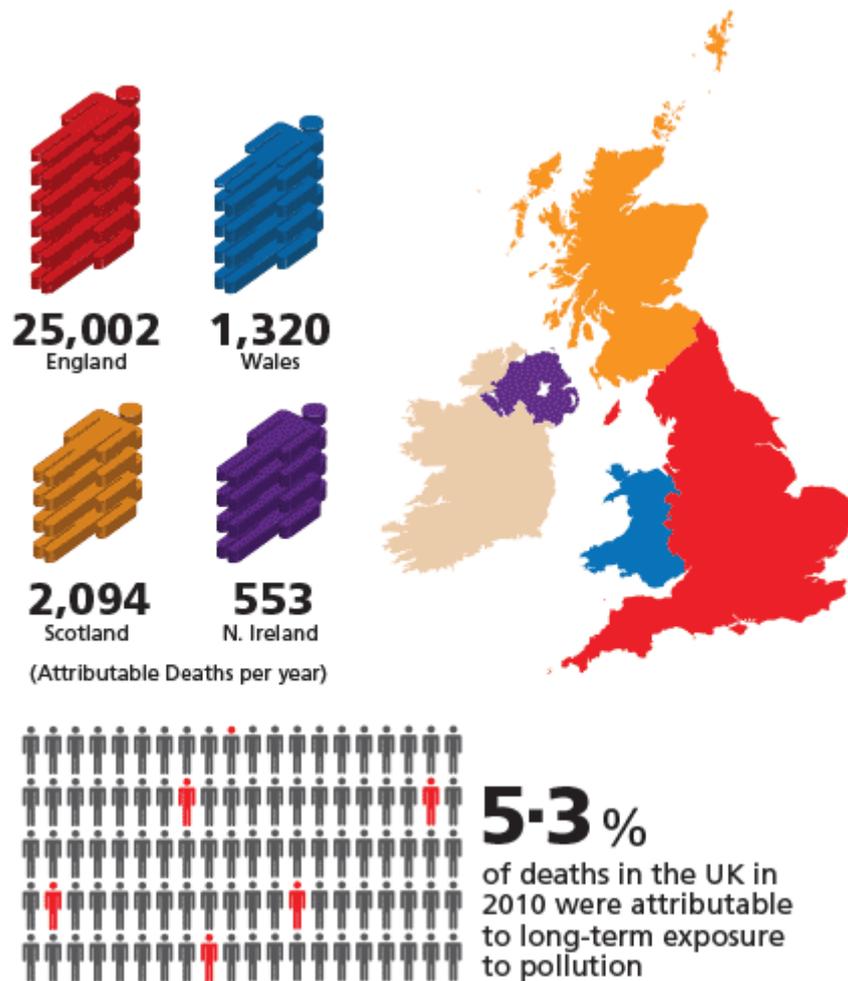
The A5036 Dunnings Bridge Road:High levels of diesel-based air pollutants are evident on a daily basis. Could the individual at the bus stop become a future statistic?

Gases and particulates (PM10's) emitted by road freight traffic include Carbon Dioxide; Nitrogen Dioxide; NMVOC's and Sulphur.

The study to inform the Sefton MBC Air Quality Action Plan established that ***HGV's appear to be a major contributory factor on pollutant emissions, particularly with regards to Nitrogen Dioxide.***

This is despite the fact that 88% of the vehicles observed had a Euro 3 engine rating or above, compared with 79% nationally.





The above statistics were taken from the Environmental Audit Committee Action on Air Quality report (2015).

There is an absence of large-scale, specifically targeted initiatives to address the excessive levels of harmful airborne particulates across Merseyside.

When considered alongside the imminent expansion of the Port of Liverpool a successful resolution to this problem is unlikely to emerge in the foreseeable future.



The Port of Liverpool

Current number of HGV's using the Port at Seaforth

= 400 per hour

Increasing to

800 HGV's per hour*

(Following completion of the new 'Liverpool 2 Super Port' facility
in the Autumn of 2015)

**This figure excludes all other freight traffic that may be destined
for other areas of Merseyside.*

The Road Haulage Industry

The trading activities of road haulage companies and individual HGV drivers are frequently disrupted due to a number of reasons. These disruptions cause financial loss and delays for companies' and drivers as a result:

- Delays and excessive fuel costs associated with traffic congestion
- Inefficient waiting time upon arrival at the Port of Liverpool
- Lack of appropriate rest & welfare provision for drivers
- Criminality against drivers and freight



The Industrial Emissions Directive

(Directive 2010/75/EU)

The Industrial Emissions Directive sets stringent provisions to reduce the emissions of pollutants with the aim of achieving the environmental and human health benefits associated with a reduction in pollution.

Under the Directive, industries *must* use the best available techniques to reduce their emissions.

These techniques, and the emissions limits associated with the use of those techniques, are set out in best available technique reference documents (BREFs).

BREFs are reviewed regularly, which will ensure an ongoing process of improvement to EU air quality achieved through the continuous reduction of pollution.

‘Traffic management can make a significant contribution to help reduce emissions of pollutants from road vehicles, for example, **schemes which restrict or exclude less clean vehicles from certain roads or areas**, such as low emission zones, or reduced road congestion.

The UK Government and the devolved administrations’ transport policies depend to a large extent on local actions. One of the key criteria against which these plans are judged for central funding is the extent these take account of air quality considerations.

Therefore transport schemes ...should improve the quality of life for local communities but need to be designed in ways that offer environmental gains ...and improve air quality wherever possible.’

Source: The Air Quality Strategy for England, Scotland, Wales and Northern Ireland (Volume 1)

There are solutions to each of the issues discussed throughout this document.

These solutions may be implemented in a relatively short span of time. With appropriate organisational commitment the impact could be immediate ...and long term.

The eventual implementation of a strategically located network of **Zero Emission Eco Hubs** would also provide a beacon of best practice for regions of the UK facing similar high-pollution road freight issues.

The manners in which the solutions may be delivered are highlighted in Publication No. 3 of this series.

However, actual details of the proposed solution can be found in Publication No. 2.

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