

**WRITTEN QUESTION TO THE MINISTER FOR TRANSPORT AND TECHNICAL SERVICES BY  
DEPUTY G.C.L. BAUDAINS OF ST. CLEMENT**

**ANSWER TO BE TABLED ON TUESDAY 29th JANUARY 2008**

With regard to his recent decision to adjust parking charges according to a vehicle's emission levels, would the Minister:

**Question**

- a) Advise why he has chosen exhaust emissions instead of lifetime carbon footprint and if his decision was based on concern about the possible effect on climate change caused by transport, would he advise whether this was based on conclusive evidence; in which event would he give references for this scientific evidence

**Answer**

- a) The discounted parking scheme is based on exhaust emissions because the figures are readily available to both TTS and the public, making the scheme both cost effective and simple to operate. Furthermore, low exhaust emission vehicles tend also to be small so they are more likely to have a low lifetime carbon footprint in any case. Hybrid vehicles, with a limited overall CO2 emissions rating, were included in the scheme due to their ability to operate in slow town centre congested traffic conditions on an electric motor. The Intergovernmental Panel on Climate Change acknowledges the existence of climate change and highlights a collective responsibility to minimise emissions in an effort to slow down, stop or even reverse the effects. This is the rationale I have used to introduce such a scheme.

**Question**

- b) Advise whether he has considered the implications on the less well-off who are unable to afford the latest more energy efficient models?

**Answer**

- b) The scheme is not intended to penalise the less well-off in our society but to encourage car drivers who may be considering purchasing a new car, to consider a car which will have a significantly less impact on global, as well as local, air quality rather than the larger models which are available.

## Question

- c) Advise the current level of emission of 3-nitrobenzanthrone and 1.8-dinitropyrene from the Connex bus fleet, together with the level of CO<sub>2</sub>, expressed in kg CO<sub>2</sub>/ passenger mile.

## Answer

- c) Emission levels of 3-nitrobenzathrone and 1.8dinitropyrene are not measured by the National Atmospheric Emissions Inventory (NAEI), a body which monitors serious atmospheric pollutants in the U, and are not incorporated in the Euro Standards specifically for measuring vehicle emissions. The NAEI does, however, state that Polycyclic Aromatic Hydrocarbons, to which group these chemicals are allied, have reduced by 95% in the UK since 1990 because of changes in industrial manufacturing processes. No research figures are apparently available for diesel engine emissions under load in respect of these two chemicals, although it is accepted that they are also created in this manner.

As far as CO<sub>2</sub> is concerned, these emissions are not defined in the same way for commercial vehicles as they are for cars in the manner requested in the question. Car engine emissions are given as kg/km CO<sub>2</sub> but trucks and buses are quoted as g/kwh CO<sub>2</sub> (that is, as a function of engine power) and cannot be compared in any meaningful manner to car emissions.

For the current Connex fleet, the emissions are as follows:

Euro III vehicles - 68% of fleet      CO<sub>2</sub> = 2.1g/kwh

Euro II vehicles - 18% of fleet      CO<sub>2</sub> = 4.0g/kwh

Euro I vehicles - 14% of fleet      CO<sub>2</sub> = 4.5g/kwh