

25 January 2015

Mayor Johnson and current Government must join Labour apology on diesel

Simon Birkett, Founder and Director of Clean Air in London, said:

“Clean Air in London welcomes Labour’s admission of previous Government blunders favouring diesel over petrol. We eagerly await Channel 4 Dispatches “The Great [Diesel] Car Con” tomorrow.

<http://www.channel4.com/programmes/dispatches>

“Since 1993, successive Governments have prioritised climate change over local air pollution – effectively killing people sooner – from the health effects of ‘carcinogenic’ diesel exhaust – rather than much later from the consequences of climate change. Their decisions then were irrational and delivered no climate benefits at a catastrophic human cost that will be felt for decades.

“Mayor Johnson and the current Government must join Labour in apologising for their love of diesel. The auto industry must also accept responsibility for its share of failings on diesel and stop lobbying against action intended to protect public health now.

“We need public warnings, compensation schemes and a national and EU-wide strategy that will eliminate diesel from our cities within five years as coal was banned so successfully 60 years ago.”

ENDS

Notes

1. London examples

<http://cleanair.london/sources/oxford-street-has-breached-nitrogen-dioxide-hourly-limit-value-for-2015/>

<http://cleanair.london/health/complaint-to-advertising-standards-authority-about-mayors-ulez-advertisement/>

<http://cleanair.london/sources/mayor-publishes-health-study-revealing-deaths-attributable-to-no2/>

<http://cleanair.london/sources/mayor-is-destroying-the-taxi-industry-in-london/>

<http://cleanair.london/hot-topics/stop-hiding-air-pollution-and-ban-diesel-exhaust-in-two-stages-to-2020-as-coal-was-banned-60-years-ago/>

<http://cleanair.london/sources/carcinogenic-diesel-exhaust-disclosed-for-every-significant-road-in-london/>

2. National examples

<http://cleanair.london/indoor-air-quality/eac-report-on-air-pollution-slams-government-and-has-no-plaudits-for-mayor/>

<http://cleanair.london/hot-topics/thousands-may-be-driving-diesel-vehicles-illegally-after-government-failures/>

<http://cleanair.london/sources/investigation-into-governments-failure-to-control-carcinogenic-diesel-exhaust/>

3. Milestones and other links

March 1993 CO₂ introduced for fuel duty

http://www.theaa.com/public_affairs/reports/tax-and-investment-march08.pdf

<http://www.johnmajor.co.uk/page4282.html>

November 1993

<http://hansard.millbanksystems.com/commons/1993/nov/30/road-fuel-duty-and-vehicle-excise-duty>

Big focus on CO₂ reductions after 1997 Kyoto Protocol

<http://trid.trb.org/view.aspx?id=502226>

http://www.foe.co.uk/sites/default/files/downloads/reform_ved_foe.pdf

September 1997

Royal Commission on Environmental Pollution – report

<http://webarchive.nationalarchives.gov.uk/20110112040753/http://www.rcep.org.uk/reports/20-transport/documents/1997-20transport.pdf>

Problems of particulate matter and oxides of nitrogen highlighted in 1998 (see paragraph 2.9)

http://www.foe.co.uk/resource/press_releases/19961122000217

<http://webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/about/strategy/whitepapers/previous/aneuadealfortransportbetterfo5695>

4. Future tax trends

<http://www.nextgreencar.com/company-car-tax/future-trends.php>