

GREATER LONDON AUTHORITY

REQUEST FOR DIRECTOR DECISION – DD2169

Title: Cleaner Vehicle Checker – Partnership and resourcing arrangements

Executive Summary:

In March 2017, the Mayor announced a Cleaner Vehicle Checker scheme that will allow motorists to see how much NOx emissions new cars emit in “real-world” conditions, thereby allowing consumers to make more informed purchasing decisions.

MD2137 authorised expenditure of £122,000 on the project. This Director Decision provides additional detail about the partnership and resourcing agreement with Emissions Analytics and the International Council on Clean Transportation (ICCT) to deliver the Cleaner Vehicle Checker web tool and the accompanying Cleaner Fleet Checker service to help consumers make informed purchasing decisions. In this context, it also asks the Director to approve the breakdown of expenditure.

Decision:

That the Executive Director of Development, Enterprise & Environment approves:

- the spend profile for Cleaner Vehicle Checker project, as outlined in 1.9 of the Introduction and background, noting this is in line with the approval given by MD2137 to spend up to £122,000 on the project;
- the entry by the GLA into a memorandum of understanding, license agreement and service level agreement with Emissions Analytics; and
- the proposed ways of working with the International Council on Clean Transportation on The Real Urban Emissions (TRUE) remote sensing project in London.

AUTHORISING DIRECTOR

I have reviewed the request and am satisfied it is correct and consistent with the Mayor’s plans and priorities.
It has my approval.

Name: Fiona Fletcher-Smith

Position: Executive Director of Development, Enterprise & Environment

Signature:



Date:

5.10.2017

PART I - NON-CONFIDENTIAL FACTS AND ADVICE

Decision required – supporting report

1. Introduction and background

- 1.1 Currently, new vehicles sold in the EU and EEA member states must pass Euro 6 standards of acceptable limits for exhaust emissions. Unfortunately, the results produced from manufacturers' laboratory tests don't always accurately reflect the emissions produced in 'real world' driving conditions, particularly in dense urban environments such as London.
- 1.2 On 29 March 2017, the Mayor announced a new vehicle scheme, Cleaner Vehicle Checker, to show Londoners how much toxic NO_x new cars emit under 'real world' driving conditions to help consumers make informed decisions when purchasing new vehicles, allowing them to take dangerous NO_x emissions into account. This should also help to incentivise manufacturers to build cleaner vehicles sooner.
- 1.3 Using data supplied by Emissions Analytics via the EQUA Index (the database that holds technical details for a range of vehicles), the Cleaner Vehicle Checker will provide Londoners with accurate and independent evaluations of the emissions of most new cars and vans on our roads and on the showroom forecourt via real-world emissions testing methods.
- 1.4 An A-H rating system will be utilised to reflect each vehicle's emissions performance, with A ratings given to those that meet the legal diesel limit for NO_x emissions and H given to those that emit over 12x more NO_x than current limit for diesel cars.
- 1.5 A 'Cleaner Fleet Checker' service will also be offered through the Cleaner Vehicle Checker whereby fleet operators can request general assessments of their fleets' emissions performance and the individual cars and vans within it if they were to replace their existing vehicles with the current models of the same (i.e. Euro 6). This service will be undertaken by Emissions Analytics to allow fleet managers to prioritise the replacement of the most polluting vehicles and improve their fleets' overall emissions performance.
- 1.6 Subject to the agreement of this decision, the GLA will enter into a memorandum of understanding, license agreement and service level agreement with Emissions Analytics.
- 1.7 The GLA has also been asked to be a partner in the TRUE (The Real Urban Emissions) project being led by the ICCT. This will involve a large roadside emissions testing programme, which will strengthen London's emissions evidence base and help to strengthen the Cleaner Vehicle Checker by developing a rating system for used vehicles.
- 1.8 Subject to the agreement of this decision, the GLA will propose and agree ways of working with the International Council on Clean Transportation on The Real Urban Emissions (TRUE) remote sensing project in London and ways to incorporate the resulting data, along with existing data sourced by the TRUE project, into the GLA's emissions inventory and enhance the functionality of the Cleaner Vehicle Checker.
- 1.9 MD2137 approved a budget spend of £122,000 in 2017/18 of which £13,000 has been allocated towards the development of the website functionality, £30,000 has been allocated to fund a Grade 6 post to support project delivery from July 2017 – March 2018, and £60,000 will be used to fund the marketing campaign. The remaining budget of £19,000 will be used to fund materials and expenses incurred during promotional and stakeholder engagement events or additional website functionalities and features.

- 1.10 The GLA Marketing team have been provided with a budget of £60,000 to part-fund the procurement of a creative agency to run a multi-channel "Clean air" campaign over the course of six months. The campaign will include specific objectives related to the Cleaner Vehicle Checker, including targeted activity to promote awareness and use of the tool during its launch in October.
- 1.11 It is envisaged that the Cleaner Vehicle Checker will evolve as more robust and relevant data become available from our partners Emissions Analytics and ICCT. The Cleaner Vehicle Checker may be able to display other emissions ratings in the future (e.g. Carbon Dioxide), and/or incorporate emissions data for older vehicles through ICCT's 'TRUE' dataset and future road-side testing work in London. Both datasets are expected to be provided to the GLA on a fee-free basis.

2. Objectives and expected outcomes

2.1 Objectives

- To support the Mayor's commitment to improve London's air quality and to reduce transport emissions;
- Empower Londoners to take action to reduce their exposure to harmful air pollution and realise the benefits of utilising low or zero-emission vehicles;
- Inform Londoners about the health impacts from car emissions, including the harmful effects of NO_x and why action must be taken to limit the amount of exposure to it;
- Identify best and worst performing vehicles to create competition amongst car manufacturers to create cleaner cars sooner.

2.2 Outcomes

- Londoners take the Cleaner Vehicle Checker into account when making purchasing decisions (monitored by web hits and survey);
- Fleet operators participate in the Cleaner Fleet Checker service and take action to reduce emissions;
- The Cleaner Vehicle Checker is embedded in local authority and other fleet procurement decisions;
- Manufacturers are incentivised to invest resources into ensuring that their vehicles meet public and industry expectations for emissions standards.

3. Equality comments

- 3.1 The information and service provided by the Cleaner Vehicle Checker will help deliver improvements in air pollution that will have benefits for all Londoners, including those most vulnerable to poor air quality. Studies show air pollution is not spread evenly across demographic groups. Exposure and associated health risks appear to fall disproportionately on poor and non-white people. Data supports the contention that, disadvantaged groups, many of whom are from racial and financially disadvantaged backgrounds, routinely encounter levels of air pollution that are higher than average.
- 3.2 In terms of ethnicity, there is a normal distribution of exposure for 'white' people, the pattern shows increasing exposure in areas that have higher percentage of non-white ethnic groups, with a particularly skewed distribution for the Black/African/Caribbean/Black British population. A greater proportion of mixed, black and other ethnic groups are exposed to levels of pollution that exceed the NO₂ limit value than their proportion of the total population.
- 3.3 No special gender, religion or sex orientation equality issue is expected to arise. If any issue will arise, it will be promptly resolved as a part of the daily project management.

4. Other considerations

a) Key risks and issues

Risk Category	Level of Risk (Low, Medium, High)	Steps taken to mitigate probability and impact, both prior to risk occurring and if risk has occurred
<p>Reputational – data provided by the Delivery Partner is inaccurate, thus damaging the credibility of the project.</p>	Low	<p>Licence Agreements will ensure Delivery Partners take full responsibility in the accuracy of data provided and relevant Service Level Agreements will be put in place to ensure the GLA is notified as soon as errors are identified for any amendments to be promptly actioned.</p>
<p>Reputational – industry backlash at vehicles being publicly discredited on a public platform.</p>	Low	<p>Emissions Analytics is a well-respected independent vehicle testing company, which has developed the EQUA Index database of ‘real world’ emissions based on urban driving environments for new cars sold in Europe.</p> <p>The EQUA Index was publicly launched on April 2016 and is widely acknowledged by industry. Furthermore, the GLA and TfL have kept stakeholders, including vehicle manufacturers, up to date on the development of the tool.</p>
<p>Partner and stakeholder – different expectations from stakeholders on their involvement and the outcome of the project.</p>	Medium	<p>A memorandum of understanding and a service level of agreement will be signed between the GLA and Emissions Analytics. A letter will be sent to the ICCT outlining the GLA’s anticipated role in the TRUE project (to act as an MOU). The GLA will also work with C40 cities network, who are representing cities on the TRUE Steering Group.</p>
<p>Health, Safety and Wellbeing risk as a result of remote sensing work commissioned by ICCT.</p> <p>Contractor’s equipment to carry out road side emissions testing, e.g. scaffolding, may pose safety risk to public using the paths and roads on which they are set-up.</p>	Low	<p>The GLA and TfL will work with ICCT’s contractors to ensure that all appropriate permits/permissions are acquired and that health and safety regulations are met.</p> <p>The GLA and TfL will review ICCT’s contract with the third party contractor to ensure that all parties involved in the project are fully insured and that any required liability and indemnity agreements in relation to the GLA are in place prior to the work commencing.</p>
<p>Contractual</p> <p>Missed deadlines for return of Cleaner Fleet Check results/reports to operators requesting the service.</p>	Low	<p>Emissions Analytics and the GLA will agree a workable turnaround time for the Cleaner Fleet Check reports to be provided to fleet operators. This will be included in the details of the Service Level Agreement (SLA).</p> <p>The method by which requests for this service are made will enable the GLA to</p>

		<p>monitor and enforce the turnaround time agreed within the SLA. The project manager will be notified when a request is submitted and Emissions Analytics will provide the GLA with copies of the reports.</p> <p>In the event Emissions Analytics is unable to meet the agreed turnaround time (e.g. insufficient fleet data was provided by an operator) the GLA will be notified and asked to liaise with the requester to progress the service in a timely manner.</p>
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b) Links to Mayoral strategies and priorities

The Mayor is clear that ambitious and decisive action is needed to clean up the air in London.

Mayor’s Transport Strategy (draft 2017)

Policy 5

The Mayor, through TfL and working with the boroughs, will take action to reduce emissions – in particular diesel emissions – from vehicles on London’s streets, to improve air quality and support London reaching compliance with UK and EU legal limits as soon as possible.

London Environment Strategy (draft 2017)

Policy 4.2.1

Reduce emissions from London’s road transport network by phasing out fossil fuelled vehicles, prioritising action on diesel, and enabling Londoners to switch to more sustainable forms of transport.

Proposal 4.2.1d

The Mayor aims to reduce emissions from private and commercial vehicles by phasing out and restricting the use of fossil fuels, prioritising action on diesel.

5. Financial comments

- 5.1 Executive Director’s approval is being sought to approve the partnership and resourcing agreement with Emissions Analytics and the International Council on Clean Transportation (ICCT) to deliver the Cleaner Vehicle Checker web tool and accompanying Cleaner Fleet Checker service to help consumers make informed purchasing decisions.
- 5.2 MD2137 approved a budget of £122,000 for 2017-18 for this project. The budget is proposed to be utilised as follows:

	2017-18
Staffing (grade 6 July 2017 to March 2018 including on costs)	£30,000
Marketing campaign	£60,000
Website development and functionality	£13,000
Events and meetings or additional website development	£19,000
Total	£122,000

5.3 The cost of this work will be funded from Environment team's 2017-18 programme budget on Air Quality.

6. Legal comments

6.1 The foregoing sections of this report indicate that the decisions requested of the Director fall within the statutory powers of the Authority to promote and/or to do anything which is facilitative of or conducive or incidental to the promotion of the improvement of the environment within Greater London and in formulating the proposals in respect of which a decision is sought, officers have complied with the Authority's related statutory duties to:

- (a) pay due regard to the principle that there should be equality of opportunity for all people;
- (b) consider how the proposals will promote the improvement of health of persons, health inequalities between persons and to contribute towards the achievement of sustainable development in the United Kingdom; and
- (c) consult with appropriate bodies.

6.2 In taking the decisions requested of her, the director must have due regard to the Public Sector Equality Duty; namely the need to eliminate discrimination, harassment, victimisation and any other conduct prohibited by the Equality Act 2010, and to advance equality of opportunity between persons who share a relevant protected characteristic (race, disability, gender, age, sexual orientation, religion or belief, pregnancy and maternity and gender reassignment) and persons who do not share it and foster good relations between persons who share a relevant protected characteristic and persons who do not share it (section 149 of the Equality Act 2010). To this end, the director should have particular regard to section 3 (above) of this report.

6.3 The GLA is proposing to enter into a service level agreement ("SLA") and a license agreement with Emissions Analytics. Neither agreement involves a payment from either party to the other. Accordingly, there is no requirement for the GLA to run a competitive procurement prior to entering into the license or the SLA. This notwithstanding, given that the Cleaner Vehicle Checker project may stimulate market activity regarding emissions information on new vehicles, towards the end of the term of the SLA, the GLA should consider whether it needs to procure a new SLA via a competitive procurement irrespective of whether the agreement involves a payment to the service provider.

7. Planned delivery approach and next steps

Activity	Timeline
Procurement of contract [for externally delivered projects]	N/A
Announcement [if applicable]	March 2017
Delivery Start Date [for project proposals]	April 2017
Final evaluation start (self):	June 2020
Delivery End Date [for project proposals]	June 2020
Project Closure: [for project proposals]	June 2020 (subject to further funding)

Public access to information

Information in this form (Part 1) is subject to the Freedom of Information Act 2000 (FOI Act) and will be made available on the GLA website within one working day of approval.

If immediate publication risks compromising the implementation of the decision (for example, to complete a procurement process), it can be deferred until a specific date. Deferral periods should be kept to the shortest length strictly necessary.

Note: This form (Part 1) will either be published within one working day after approval or on the defer date.

Part 1 Deferral:

Is the publication of Part 1 of this approval to be deferred? YES

If YES, for what reason:

Publication of the DD should be deferred until project is launched in autumn.

Until what date: 30 November 2017

Part 2 Confidentiality: Only the facts or advice considered to be exempt from disclosure under the FOI Act should be in the separate Part 2 form, together with the legal rationale for non-publication.

Is there a part 2 form – NO

ORIGINATING OFFICER DECLARATION:

Drafting officer to confirm the following (✓)

Drafting officer:

Stella Yeung has drafted this report in accordance with GLA procedures and confirms that:

✓

Assistant Director/Head of Service:

Patrick Feehily has reviewed the documentation and is satisfied for it to be referred to the Sponsoring Director for approval.

✓

Financial and Legal advice:

The Finance and Legal teams have commented on this proposal, and this decision reflects their comments.

✓

Corporate Investment Board:

The Corporate Investment Board reviewed this proposal on 2 October 2017.

EXECUTIVE DIRECTOR, RESOURCES:

I confirm that financial and legal implications have been appropriately considered in the preparation of this report.

Signature



Date

2.10.17

