

NEW INTERNATIONAL AIR INDEX LAUNCHED

City policy makers, car buyers and fleet managers now have access to independent, standardised on-road car emissions ratings

- Easy to understand and comparable ratings provide clarity for car buyers.
- Policy makers can now use accurate information to improve urban air quality in a fair way.
- The independent **AIR Index** shows the actual nitrogen oxides (NO_x) emissions for each vehicle type tested.
- The A-E colour-coded rating is endorsed by global air quality and vehicle emissions experts.
- Consumers advised not to buy another car until they have checked the **AIR Index**.
- More information available at the **AIR Index** website www.airindex.com

00h01 28 February 2019: From today the smog surrounding car emissions starts to clear with the launch of the **AIR Index** an international, independent and standardised rating system that reveals accurately how much pollution a vehicle produces when it is used in towns and cities.

The slump in diesel car sales shows that car buyers across the world are confused about petrol and diesel emissions following Dieselgate, but until now have only been able to use the information provided by car makers' own tests which they clearly don't trust.

The **AIR Index** has been created to inform and empower car buyers and city policy makers with the real facts about vehicle emissions when making choices about car purchase and usage. A simple A-E colour-coded rating, shows the difference between clean and dirty vehicles.

Citizens in many of Europe's urban areas are exposed to concentrations of air pollutants above the air quality standards defined in the 2016 Air Quality Directive¹. Policy makers must act swiftly, but fairly, to ensure that only the cleanest vehicles based on their actual emissions are allowed on our streets to cut NO_x emissions and clean up the air we breathe.

Today's launch of the **AIR Index** allows consumers and policy makers to make effective decisions about car choices through access to reliable, independent information. The **AIR Index** shows 'at a glance' how clean a car's tailpipe emissions are, allowing comparison with other vehicles based on scientifically robust, on-road vehicle testing according to the latest CWA 17379 methodology.

Inspiration for the **AIR Index** has been NCAP, the independent vehicle-safety rating system developed in the US in the 1970s that became the industry standard in the EU and around the world. The programme held car makers accountable for their safety performance, resulting in a voluntary adoption of technologies that led to safer vehicles.

Massimo Fedeli, Co-founder and Operations Director, AIR said: *"The **AIR Index** is a game changer. It gives easy to understand, at-a-glance information on actual vehicle emissions in towns and cities. It compiles the results of the most independent, consistent and thorough tests ever carried out. It provides car buyers with the answers they need to make the right purchasing choices, it makes the industry accountable to produce cleaner cars and gives cities and policy makers the accurate data to create fair policies.*

*“We have worked hard over the last year with our expert academic and industry group to deliver European standardisation for the **AIR Index** through the CEN Workshop Agreement. For the first time there are comparative ratings between vehicles as a result of setting tough but fair testing criteria, all conducted on the road in real driving conditions. The same standardised test is applied to each different car type.*

*“For the first time policy makers have the ability to improve urban air quality, using the **AIR Index** to control vehicle access, without penalising consumers unfairly because the vehicle that they bought in good faith is dirtier, on the road, than they were led to believe.”*

Nick Molden, Co-founder of AIR said: *“The transparent publication of independent, on-road emissions testing results is the most efficient way to improve air quality. The **AIR Index** removes the confusion among car buyers and policy makers around petrol and diesel emissions, and around testing processes. Our tests go further than current car approval testing WLTP (Worldwide Harmonised Light Vehicle Testing Procedure) and RDE (Real Driving Emissions). WLTP is a step in the right direction but is still conducted in the laboratory and is not fully independent. RDE comes too late to solve the problem of very high NO_x emitting diesel vehicles driving through our towns and cities.*

*“In our testing, we have found a number of the newest Euro 6 cars still emit significantly more NO_x on the road than in the laboratory test used for their type approval. Our tests also reveal some diesel cars cleaner than petrol ones and some older cars are cleaner than newer ones. Change is already underway for new diesel cars and we believe the **AIR Index** can accelerate that change with car makers and policy makers aligned to changing our cities’ air quality – for the better.”*

Dan Carder, Director of the Center for Alternative Fuels, Engines and Emissions at the West Virginia University* said: *“If the AIR Index had been implemented 15 years ago, Dieseldate would likely not have happened. Until the recent implementation of the AIR Index, the air quality debate was devoid of objective, independent, and publicly available assessment of vehicles’ actual NO_x emissions during real driving in urban environments.”*

*Dan led the West Virginia University team that published the earliest evidence that Volkswagen was cheating on US emissions tests uncovering the scandal which became known as Dieseldate. He is a member of AIR’s Scientific Advisory Committee.

Gerry Keaney, Chief Executive of the BVRLA said: *“Companies engaged in vehicle rental, leasing and fleet management will welcome the transparency on urban NO_x emissions provided through the AIR Index. This is a win-win solution for fleet owners and policy makers, offering independent guidance to select the cleanest vehicles which will improve air quality now. The Index should not be used to create retrospective air quality policies that would punish fleets for vehicle choices they have already made based on less accurate NO_x data”.*

The results of the six vehicles tested by AIR, on display at the launch event and rated in the **AIR Index** are:

Make	Model	Year	AIR Index Rating	Fuel Type	Official NO _x limit	Euro Standard
Land Rover	Discovery 3.0 TD6	2018	A	Diesel	80 mg/km	Euro 6
Nissan	Qashqai 1.2 DiG-T	2017	B	Petrol	60 mg/km	Euro 6
MINI	Cooper S 3dr 2.0 d	2015	C	Diesel	80 mg/km	Euro 6
Dacia	Duster 1.5 DCI	2018	D	Diesel	80 mg/km	Euro 6
Ford	Focus 1.5 TDCI	2017	D	Diesel	80 mg/km	Euro 6
Renault	Clio 1.5 DCI	2017	E	Diesel	80 mg/km	Euro 6

AIR has now commissioned a programme of vehicle testing and more results will be added to the **AIR Index** periodically.

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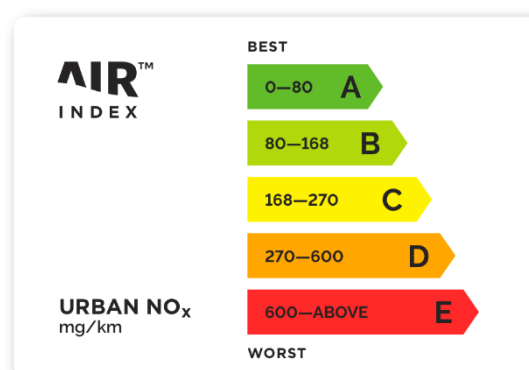
About the AIR Index

Cars rated for the **AIR Index** are tested according to the CWA 17379 standardised methodology which ensures that the results are independent, comparable and can be used as the basis for a legal framework for vehicle policies.

The testing is carried out on at least two cars, sourced independently from vehicle manufacturers with portable emissions testing units (PEMS) recording actual on-road driving in towns and cities. For a result to be considered acceptable for rating in the **AIR Index** there must be at least five, 10 km trips completed during three separate journeys on at least two matching vehicles in line with the CEN standard.

The results of the tests provide the basis to rate the vehicle according to the A-E, colour-coded scale.

The **AIR Index** website includes more than 200 results of the first tests conducted with ratings A-E, but also provides a facility to check other vehicles on the road to see if they would be allowed access (or not) to the 14 German cities which have set a NO_x limit of 270 mg/km under the Federal Emissions Control Act.



Other cities across Europe are considering a similar threshold to control access and allow only the cleanest cars to enter. Car buyers should consider carefully the implication for a vehicle's residual value, and their own mobility requirements, if it is unable to enter a town or city where emissions are controlled.

About AIR

AIR (Allow Independent Road-testing) is an independent alliance of public and private organisations, which promotes the voluntary uptake of independent on-road emissions testing.

The alliance's key objective is to contribute to delivering a cost-effective and timely reduction in harmful vehicle emissions in urban areas, while ensuring the lowest CO₂ emissions from the global vehicle fleet.

AIR seeks to empower citizens, industry and public authorities to take informed decisions on their mobility practices and policies by promoting full transparency on vehicle emission levels.

Scientific Advisory Committee

The development of the AIR Index has been led by the world's leading academics in the fields of emissions and air quality and they make up AIR's Scientific Advisory Committee (SAC).

- Professor Helen ApSimon, Professor of Air Pollution Studies, Imperial College London.
- Dr Adam Boies, Reader in the Energy Division, Department of Engineering, University of Cambridge.
- Dan Carder, Director for Alternative Fuels, Engines and Emissions, West Virginia University.
- Dr Claire Holman, Chair, Institute of Air Quality Management.
- Dr Guido Lanzani, Head of Air Quality Unit, Regional Environmental Agency, Lombardy Region.
- Dr Norbert Ligterink, Senior Research Scientist, TNO.
- Martin Lutz, Head of Sector Air Quality Management, Berlin Senate Department for Environment, Transport and Climate Protection.
- Dr Xavier Querol, Institute of Environmental Assessment and Water Research, Spanish Council for Scientific Research.
- Dr Marc Stettler, Lecturer in Transport and the Environment, Centre for Transport Studies, Imperial College London.
- Dr Martin Williams, Professor of Air Quality Research, Kings College London.

AIR's full mission statement can be found [here](#).

Notes on European Air Quality

The European Environment Agency provides independent information on the environment for those involved in developing, adopting, implementing and evaluating environmental policy and the general public. In its latest report, published in April 2018, updated in November 2018, the European Environment Agency stated that for particles and nitrogen dioxide, because of the widespread exceedance levels in urban areas, it is unlikely that the air quality standards for these pollutants will be met by 2020 across the EU.

¹ see <https://www.eea.europa.eu/airs/2018/environment-and-health/outdoor-air-quality-urban-areas>

Background to the AIR Index testing process

Emissions Analytics (EA), founded by Nick Molden (Co-founder of AIR), was a pioneer in methodologies to test on-road emissions using Portable Emissions Systems (PEMS) equipment. The experience and insight gained from more than 2,000 tests conducted by EA informed the development of the CWA 17379 protocol on which the **AIR Index** rating is based.

Emissions Analytics has licensed the use of its data including the EQUA Index within the **AIR Index** database, enabling insight for car buyers and policy makers as to whether vehicles are allowed access (or not) to enter cities which have set a NO_x limit of 270 mg/km.

Further information about Allow Independent Road-testing (AIR) can be found at www.allowair.org

About the BVRLA

Established in 1967, the British Vehicle Rental & Leasing Association (BVRLA) is the UK trade body for companies engaged in vehicle rental, leasing and fleet management.

On behalf of its 980+ member organisations, the BVRLA works with governments, public sector agencies, industry associations, consumer groups and other stakeholders across a wide range of road transport, environmental, taxation, technology and finance-related issues.

BVRLA members are responsible for a combined fleet of almost five million cars, vans and trucks on UK roads, that's 1-in-8 cars, 1-in-5 vans and 1-in-5 trucks. The vehicle rental and leasing industry supports over 465,000 jobs, adds £7.6bn in tax revenues and contributes £49bn to the UK economy each year.