

Mr Simon Birkett by email

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Dear Mr Birkett,

### **Oxides of Nitrogen Abatement**

Thank you for your recent emails, responding to our previous letter on the above subject.

The Department for Transport gives considerable weight in its decision making to the need for the United Kingdom to meet its legal obligations with respect to air quality. The United Kingdom was actively involved in the setting of the current air quality targets, and would regard their contribution to public health as important even if they were not legally binding. Cost-benefit analysis is an essential tool in policy formulation, but it is not the sole consideration. If cost-benefit analysis, or any other single factor, could be permitted to be the sole consideration in the formulation of policy, then the process would be much simpler than it usually is.

Transport for London, very sensibly, bases most of the environmental requirements that it places on vehicles upon standards set at a national or international level. If a system of national or international certification for retrofitted devices for the control of Oxides of Nitrogen existed, then it would clearly be sensible for Transport for London to base any requirement that it chose to impose on vehicles upon that system. The absence of such a system, however, does not prevent Transport for London from drawing up its own list of approved technologies or devices if it so wishes.

I believe that Transport for London's Low Emission Zone requirements for particulate matter are based upon European vehicle emission standards, but I would advise you to approach Transport for London for confirmation of this.

Yours sincerely,

**Simon Davies**