



LONDON LOW EMISSION

CONSTRUCTION PARTNERSHIP

11th July 2017

SUPPORTED BY

MAYOR OF LONDON











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- Raising awareness of industry impacts on local air quality
- Encourage uptake of 'cleaner' mitigation measures
- Present case studies with cost benefit for low emission solutions



Testing

- Measure 'real world' emissions
- Emission reduction trials
- Improve pollution monitoring and quality of data

NRMM

- LEZ enforcement
- Policy support
- NRMM database

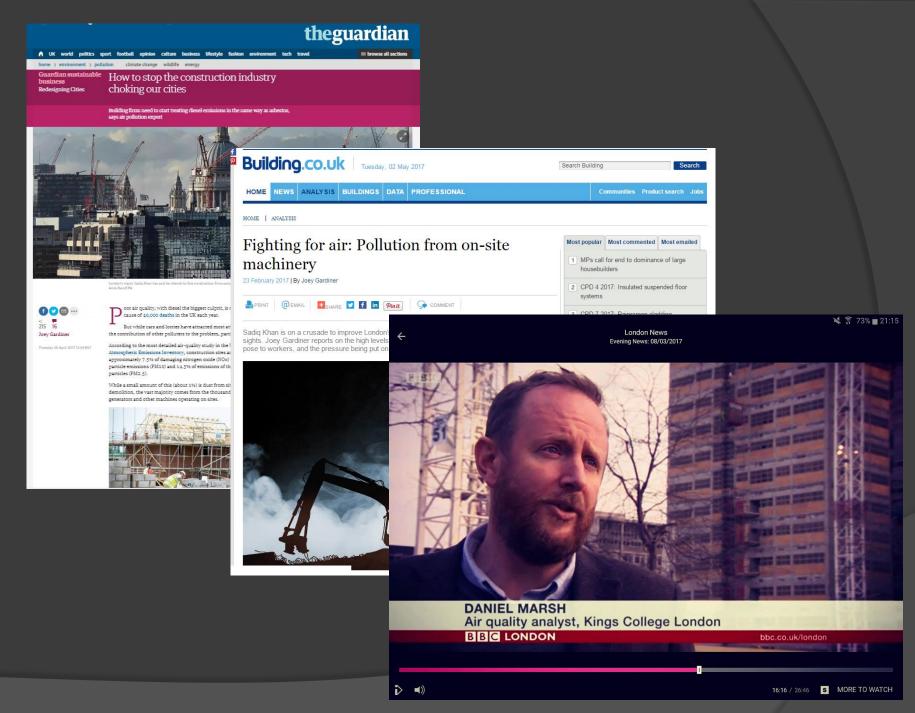
Key Progress since last meeting

- Industry Seminar
- New functionality to NRMM v2.0 web site
- Outreach
- New abatelement measures activity Lewisham CLP, generator SCR/DPF
- Generator PEMs tests analysed
 - Implications for hybrid power generations

10:30	Welcome	Adam Webber
10.35	Review of previous meetings minutes	David Green
	INDUSTRY OUTREACH PROGRAMME	
10.40	Industry Outreach Meetings and Media	Daniel Marsh
10:50	NRMM Seminar feedback	Daniel Marsh
	ABATEMENT MEASURES PROGRAMME	
11:00	Abatement Projects	David Green
11:05	LLECP PhD	David Green
11:10	Generator PEMS results and assessment of hybrid power efficacy	Carl Desouza
	LOCAL AUTHORITIES SUPPORT PROGRAMME	
11:25	Lewisham ESC CLP	Daniel Marsh
11:35	NRMM Website update	Daniel Marsh
11:40	MRMM Officer Support	Rachel Sadler
11:55	AOB / Date of next meeting	All
12:00	Finish	All



01/02/2017 Building.co.uk	"Fighting for air: Pollution from on-site machinery"
01/02/2017 Construction News article	"Impact on emissions reductions on the industry"
01/03/2017Environmental Scientist (IES Journal)	"Controlling non-road mobile machinery emissions in London"
01/00/2017 Environmental odientist (IEO oddinal)	London
03/03/2017BBC London, Toxic London	(18:30 news > 1 million viewers!)
17/03/2017 Natwest/Lombard ContentLive	"Dust busting: ULEZ and the construction sector"
20/04/2017 Guardian online edition - Joey Gardiner	"How to stop the construction industry choking our cities"
01/04/2017 Health and Safety Magazine	"Diesel debate doesn't need hot air"
08/05/2017 Evening Standard	"Luxury flat building boom besides the Thames 'is in breach of toxic air limits"
23/05/2017 ICE Clean Air Task Force	Contribution to indusrty practices paper Presentation to LCATF group
20/06/2017 Costain/GHD	Improving London's air quality - meeeting the challenge (Smart Seed)
05/07/2017Fleet Renewables	Innovation for low emission construction vehicles





Controlling non-road mobile machinery emissions in London

Daniel Marsh explains the impact of non-road mobile machinery on London's air quality and the legislation introduced to bring this not-so-obvious source of pollution under control.

Before gring involved in before detailed movemed, another mechanicy (DASM) policy and emissions another mechanicy (DASM) policy and emissions control measures that have been introduced in a creating in the policy over long-timing who NISOM extually is NISOM in defined as any methic machinic actually in NISOM in the defined as any methic mechanic of transportation industrial equipment, or which carrying passengers or goods we the read and is institled with a combustice origin, either an internal spark, againties (E) peticle regime, or a compression ignition diased engine.

Examples of NEMM on construction who may include, but are not limited to securates, duringers, telebrandler, crasses, and pilling rigs, but also includes generators, compressors and gunges which may not seem so obvious due to their apparent lack of self-mobility. Adultinerally, there are machines such as track resourced crasses which have multiple origines, whose the primary track origine is affected by coronal regulation, it us my secondary is affected by convent origination, that my secondary to the control of the crasses is covered by the NIEMM policy.

For many years, emissions from on-road vehicles have been controlled through European legislation (e.g. Euro 5 and (i) In London, the persetration of the lowest emitting commercial vehicles has been accelerated through the London Low Emission Zone (LEZ), this has been in operation since 2006 and requires increasingly higher Lampons standard engines or the installation of restrict schoology for those vehicles. Until recently, however, there has been very little regulation of the machinery used in construction, and emission controls within this society are new coming under closer scratifing access the EU.

BOX 1: DEFINITION OF PARTICULATE MATTE

The time is policially water (PM) covers of (particles supercicle) the late and a compiler manue of entimode and particles and liquid depoids. This can include both organic and engaging particles such as due, seek, which and policy. Many of time particles are destinated to health when inhalest Two save of particle are conveningly executions.

FO₄₂ Particles with a clumeter of 10 pm or less.

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making Landon the first city in the world to introduce

The policy spills. Lendon into cores requiring NSMA with different EU remission limit which the Central Network of Central Network (Allerent Services). The CAT and Casary What flow a spiller emission requirement of a minimum EU Stage IIII Policy come axis III have consistent of a minimum EU Stage IIII Policy come axis III have cone cases after a sent only currently undergoing a lange amount of redevelopment that are already some of the most published area of the core with the treat of the flow of the treat of the cone of the core of the cone of the core of the cone of the core of the cor

BOX 2: EUROPEAN EMISSION STANDARDS

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of 'Dissolgate', the question should quite rightfully be salted as to whether you can estually reduce emissions by simply introducing and enforcing a policity ball requires tighter machinery emission standards. As with on-raud wholes, so many other factors influence the emissions, such as duration of use, fast quality, of activity long questions of use, fast quality, of activity long questions are proposed or activity and or activity and activity and contractions of the conentity of the contraction of the contraction of the real world conditions?

This quadra is being addressed by the Lenden Lenlimition Constructor Instructivity (LECS), a peoplet limition Constructor Instructivity (LECS), a peoplet funded by the Mayor of Londonand Tamportive London in cultifaction with Swomel London and Tamportive London LECS in particularly with Iriniasian Analytics Limited; in LECS in particular with Iriniasian Analytics Limited; in Leading that the case of a portable emission measurement; through the use of a portable emission measurement; was the Construction of the Construction of the Construction was the Construction of the Construction of the Construction emission for dised which is likely introduce construction.

The initial phases of this work focused on measuring consistents from absed presentates as virtually every development in Lordon initially runs on off-grid power. Unlike other plants on the sist, the power supply is required constantly so the generators are often left running overnight, not only emiting particles, NO_A and hydrocarbons, but also creating noise gollation that impacts on local residents. It is necessary to understand not only the emission concentrations being produced, but also how the NDSM is being used in strate of both charatice and lead. Fortunately, much of the modern machinery is fitted with spoliticated seems and ulteractive systems that allow runted access to profile emissions against activity, as well as accessing additional information such as fuel consumption, even when after exhaust system regenerations events take place.

WHAT DOES THE FUTURE HOLD FOR NRMM!

Isodaing, to the future, from P Jamuary 20%, reveals UN SIRM Mregolation legislation to the Six relating, to gascus and particulate minister limits, replaces to the Six relating, to gascus and particulate minister limits, replaces the existing Emission Discretive Office Coulcide Coulcides and the Council of the Council

REFERENCES

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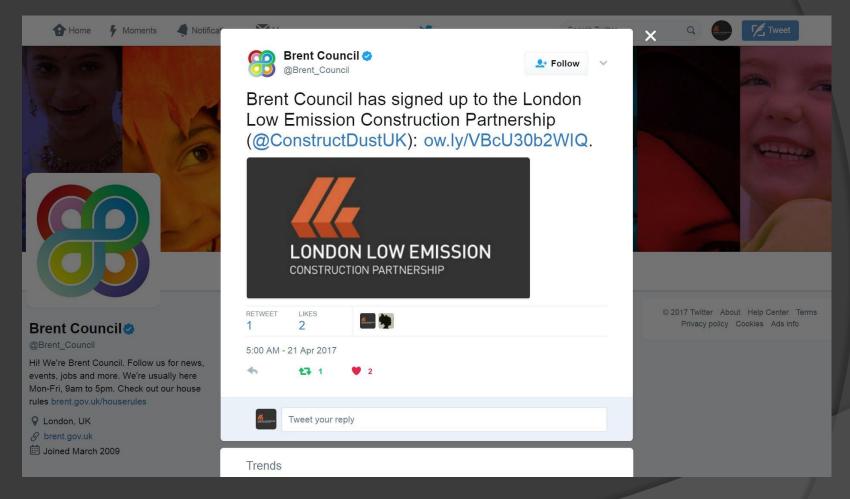


CLEAN AIR ACTO

Environmental SCIENTIST – April 2017

www.the-ies.org/resources/time-new-clean-air-act

Active promotion through the boroughs



@ConstructDustUK



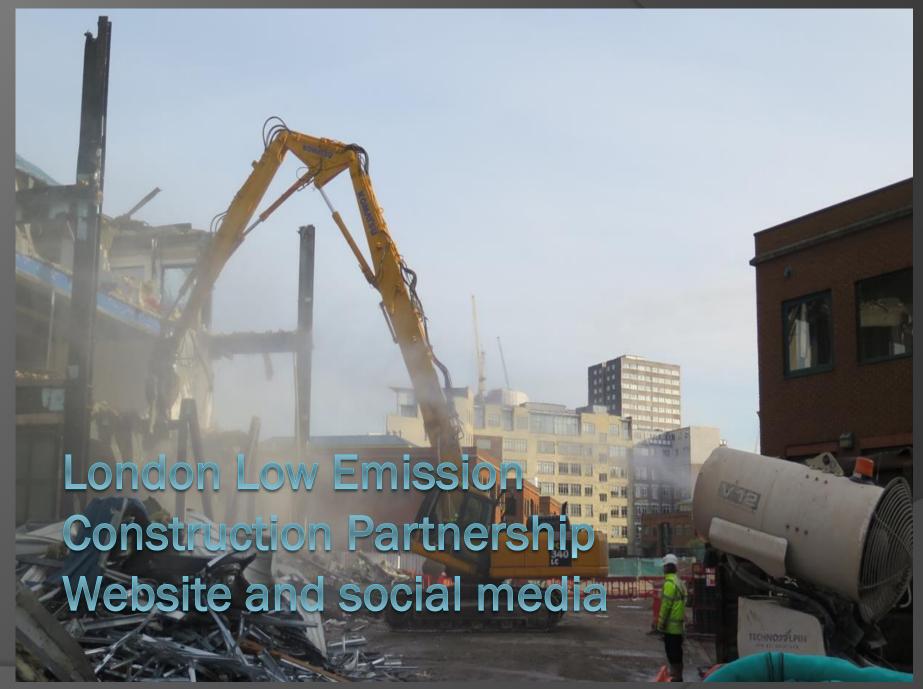
Cleaner machinery for London – February 2017

NRMM Seminar for Industry

- 122 registered attendees (135 places available)
- Approx 100 industry users turned up
- 8 presentations and discussion forum
- Networking event
- Interest in having a developers forum to feedback into the NRMM process
- Many Thanks to all LLECP members who attended and helped!

NRMM seminar feedback survey

- "Very useful and comprehensive event"
- "The event was useful as it was informative"
- "The most informative part of the session was the questions and answers at the end"
- "More information around the actual NRMM regs and around enforcement would have been more useful"
- "Generally it was a good and useful event but as a Sustainability Manager a couple of the presentations were more technical than I was expecting"









LLECP Meeting Minutes

This section of the LLECP website is not for public access or linked through to the main site and is for archiving the presentations given at each of the LLECP group meetings for member reference. These meetings are held quarterly and are attended by representatives of the LLECP member boroughs, GLA, TfL and King's College London.

4th June 2014

10th July 2014

2nd October 2014

13th January 2015

Quick links

About

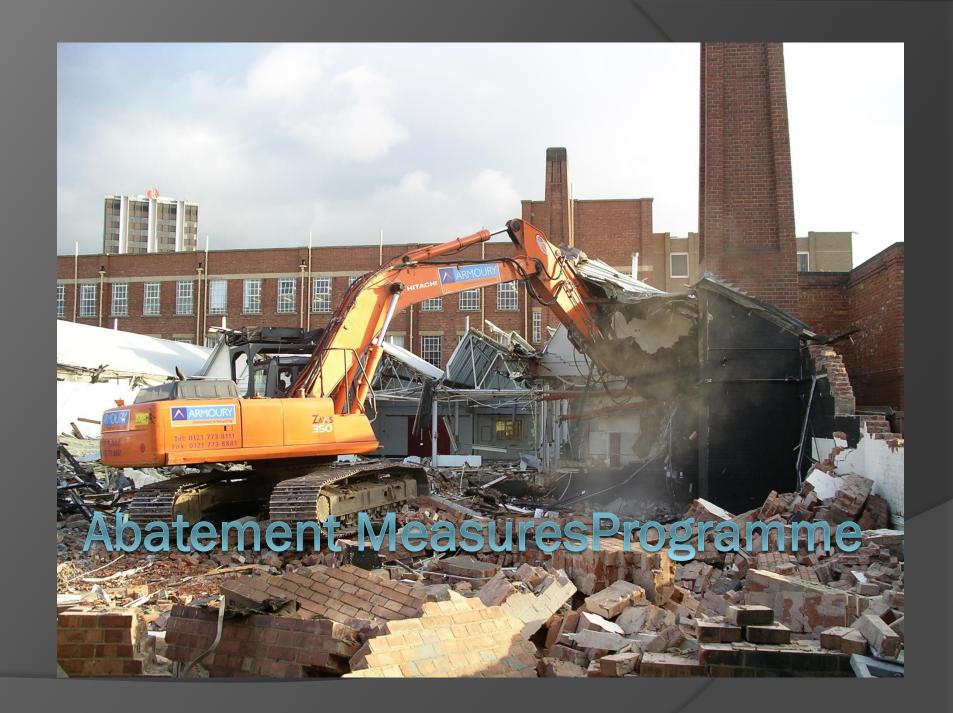
Read more about the project.

Advice

Health advice for construction dust.

Resources

Useful resources to download.

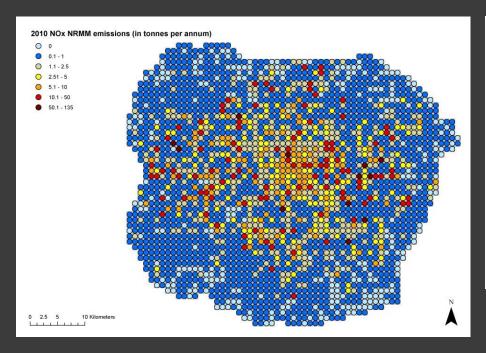


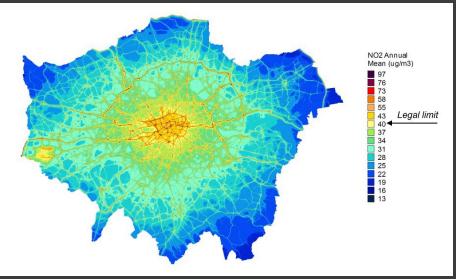
Emission reduction trials



Characterising Non-Road Mobile Machinery Emissions through Portable Emissions Testing and Emissions Inventory Development

London Atmospheric Emissions Inventory

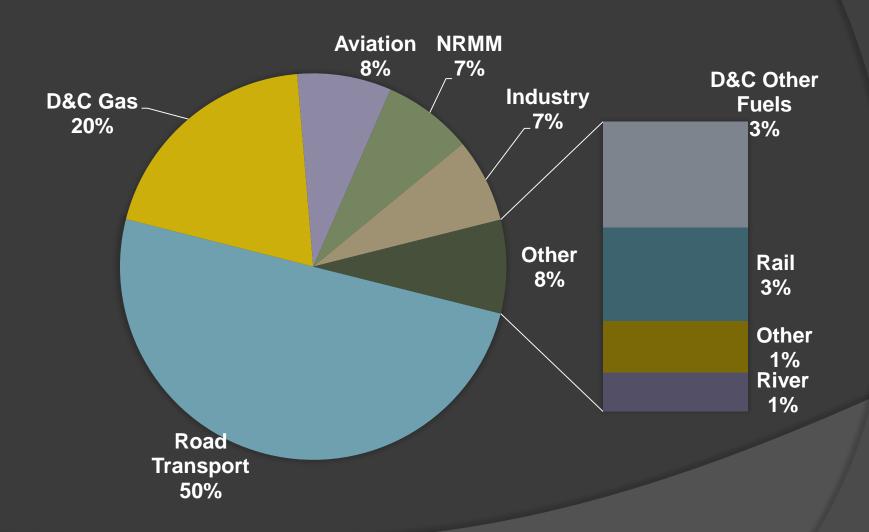




NRMM NO_X Emissions Inventory

Concentrations of NO₂ annual average

NO_X Emissions Inventory



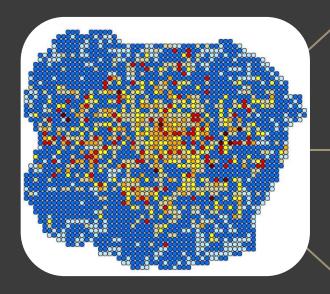
Current approach to NRMM Inventory

- National Atmospheric Emissions Inventory (NAEI) constructed by Ricardo
- London Atmospheric Emissions Inventory (LAEI) adapted by Aether
- Top down approach
- NAEI
 - Fuel consumption is calculated form Digest of UK Energy Statistics (DUKES)
 - Usage is split by fleet composition fleet composition data from DfT
- LAEI
 - Based on a proportion of NAEI emissions, determined by employment in the construction sector and distributed geographically using the London Development Database (LDD).

NRMM Bottom Up Inventory

Real World Emission Factors

- Engine Test Bed Emissions Factors
- PEMS measurements
- Mini PEMS measurements



Fleet and Location

- NRMM Register
- Supplier data (e.g. JCB Live Link)
- Hire company data
- Compliance visits

Activity Data

- Engine Telematics
 - JCB Live Link
 - Generator suppliers
 - Direct measurements

NRMM Website Update

- New site developed based on wider industry user feedback than first release
- Allows advanced search and data download functions
- Enforcement officer support tools
- Improved system self-checks for noncomplaint plant, registered developments with no NRMM, duplication etc





ABOUT -

NRMM REGISTER +

HOW TO USE →

GUIDANCE →

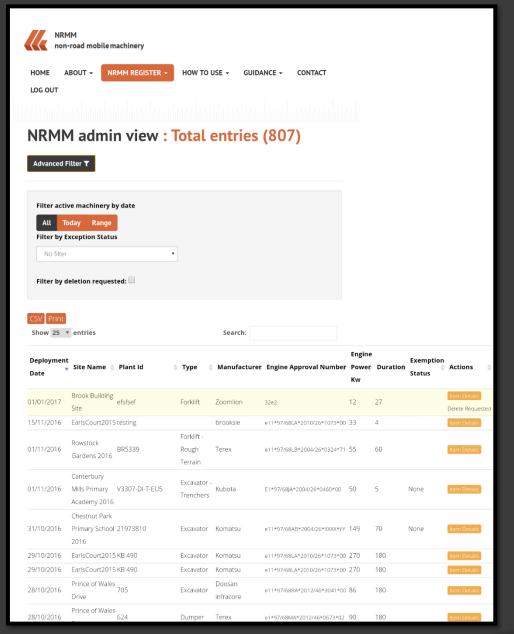
CONTACT

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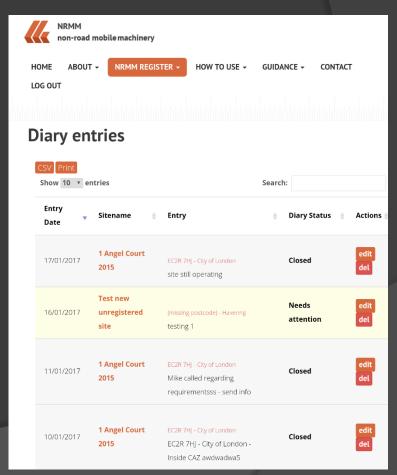
LONDON'S 'LOW EMISSION ZONE' FOR NON-ROAD MOBILE MACHINERY

Since 2008, heavy duty diesel road vehicles have had to meet emissions standards for particulate matter to avoid being charged for travelling within the London Low Emission Zone (LEZ). The Mayor has recently announced his intention to introduce an ultra low emission zone (ULEZ) in central London from 2020. This will require all vehicles to be either zero or ultra-low emission. It is also important to take action to reduce emissions from non-road mobile machinery (NRMM) to protect and improve Londoners health. The latest version of the London Atmospheric Emissions Inventory estimates that in 2013 the NRMM used on construction sites was responsible for 7% of NOx emissions, 14% for PM2.5 and 8% of PM10 emissions in Greater London.

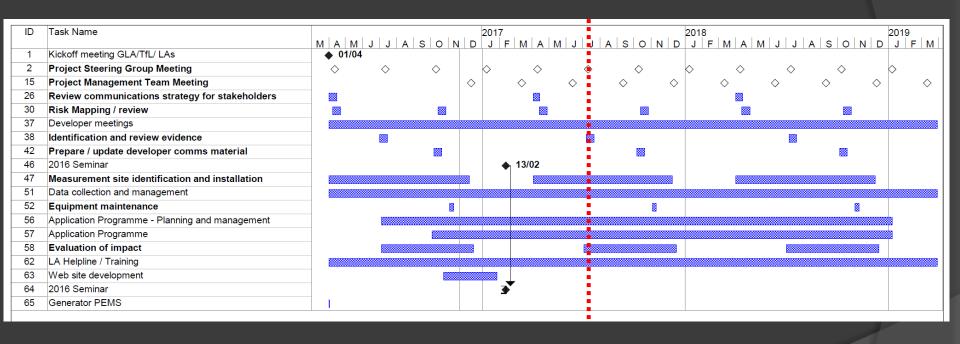


Advanced filters active, date range, data download and print options

NRMM enforcement tools



Project Plan



Looking Ahead

- NRMM v2.0 website launch
- Generator SCR/DPF Testing
- Lewisham CLP
- JCB PEMs testing
- NRMM activity assessment





London Air Quality Network Conference



Any other business?

Date of next meeting