

**ANGUS COUNCIL**

**ENVIRONMENTAL AND CONSUMER PROTECTION COMMITTEE - 26  
MAY 1998  
CONTRACT SERVICES COMMITTEE - 2 JUNE 1998**

**REPORT BY DIRECTOR OF ENVIRONMENTAL AND CONSUMER  
PROTECTION AND CONTRACT SERVICES MANAGER**

**USE OF GREENENERGY CITYDIESEL****Abstract**

**The report informs the Committee of the benefit of fuelling the Council diesel powered fleet with the recently developed fuel, Greenenergy Citydiesel.**

**1. RECOMMENDATION**

It is recommended that both Committees note the environmental benefits of fuelling the operational fleet with Greenenergy Diesel as part of the Council's strategy towards meeting the aims of Agenda 21 and improving Air Quality in Angus streets.

**2. BACKGROUND**

A considerable proportion of the Council's vehicle fleet operates in the streets of our towns and villages carrying out duties such as refuse collection and street cleaning. It was therefore accepted that the Council has a responsibility to take practical action to improve the quality of the emissions from these vehicles.

It is important that Councils take a lead in improving their own contribution to air quality and one tangible method of doing so is to fuel all of the Council's fleet of 100+ diesel powered vehicles on Greenenergy Citydiesel.

Angus will be only the second Council in Scotland to adopt the use of this fuel.

**3. LOCAL AIR QUALITY STRATEGY**

The National Air Quality Strategy, published by the Government in March this year, sets an ambitious national objective of clean air by the year 2005. It places a strong emphasis on local action to cut air pollution. Regulations and guidance will shortly be issued under the 1995 Environment Act requiring unitary authorities to start the process of reviewing and assessing local air quality.

The Environment Act 1995 gives local authorities new duties and responsibilities which are designed to secure improvements in air quality, particularly at local level. As part of their commitment to sustainable development they should review the opportunities open to them and develop a local air quality strategy.

This requirement does not just apply to local authorities likely to have pollution hotspots. The Government says that all authorities are capable of making a contribution to improving air quality and need to ensure that it is a consideration in their decision-making processes. There must be explicit links to local sustainable development planning and the Local Agenda 21 process.

#### **4. CHARACTERISTICS OF THE FUEL**

Greenenergy Citydiesel is an ultra low sulphur fuel. The benefits of the fuel are immediate with up to 80% less black and white smoke being produced and a reduction of up to 85% particulate matter. There is no need to make adjustments to our standard diesel engines or to the tanks and pumps used to store and meter the supplies. Two Refuse Collection Vehicles are being delivered to the fleet shortly and both are equipped with Euro II engines and catalysts. To operate correctly these two machines must be fuelled with ultra low sulphur fuel.

Although all diesel engines will be cleaner with Citydiesel those catalyst equipped machines will have the cleanest emissions currently available from mainstream diesel engines.

There are claims made regarding improved fuel consumption for Citydiesel but the officials are not prepared to comment on this aspect until trialling is complete.

#### **5. FINANCIAL IMPLICATIONS**

The refining of the fuel that Angus Council will be using is a complex process with attached increased costs. The Government has applied a lower rate of duty on this environmentally friendly fuel and now the cost difference is minimal and can be accommodated within the fuel budgets.

#### **6. CONSULTATION**

The Chief Executive, Director of Finance, Director of Law and Administration and Director of Planning and Transport have been consulted on the content of the report.

No background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) were relied on to any material extent in preparing this report.

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SH/FMCI  
7.5.98

