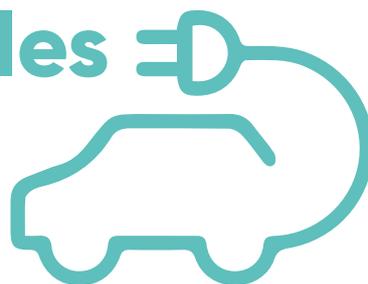


GREEN PAPER

Towards Cleaner Vehicles on our Roads



CONSULTATION BRIEF

Start date: 15th June 2021
Closing date: 13th July 2021



GOVERNMENT OF MALTA
MINISTRY FOR THE ENVIRONMENT,
CLIMATE CHANGE AND PLANNING



Introduction

Road transport is an activity with a high contribution to total national Greenhouse Gas emissions in Malta, primarily from the combustion of fuels in internal combustion engines. The trend in road transport fuel combustion emissions for the period 1990 till 2020 is presented in Figure 1. Emissions from this activity have seen a general growth over the years: in 2018, emissions for this category were 86% higher than in 1990.

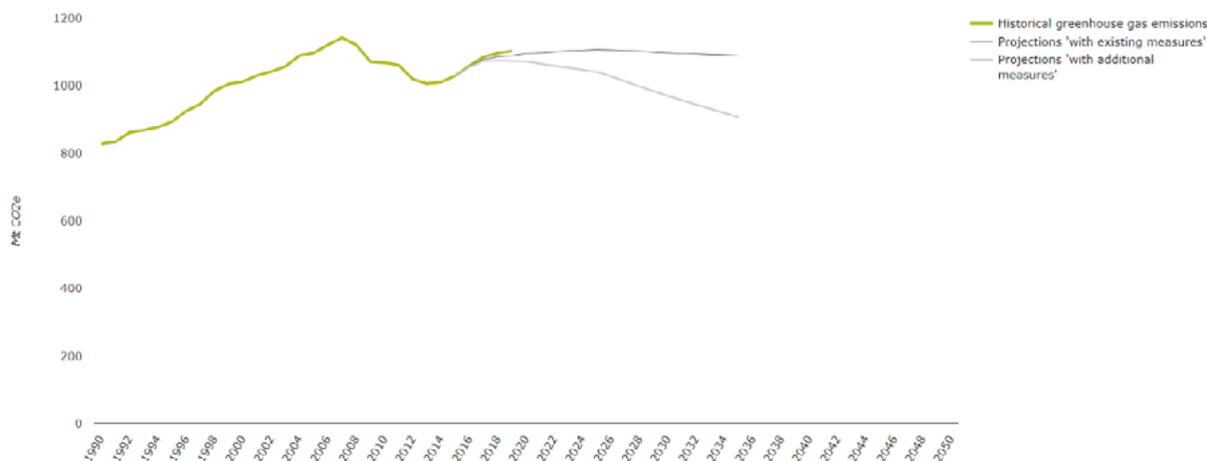


Figure 1. Trend of GHG emissions from fuel combustion in Road Transport (<https://www.eea.europa.eu/data-and-maps/indicators/transport-emissions-of-greenhouse-gases-7/assessment>).

Furthermore, following analysis of considerable years of Air Quality data, it is evident that road transport is the major contributor to air pollution, specifically for air pollutants directly associated with road traffic. Air pollution hot spots exist mainly in roads with heavy traffic flows. A very similar situation applies for environmental noise, whereby major roads experiencing higher traffic influx result in elevated noise levels. Both air quality and noise have a negative impact on human health, as laid down in various scientific studies¹. The cause of death of 10.7% of all deaths in Malta for 2016 was the result of diseases of the respiratory system².

Government recognises that measures need to be implemented as of today to reduce these emissions. In its electoral manifesto of 2017, the government identified a number of measures that have to be implemented.

The reduction of emissions from road transport necessarily involves a suite of

1 WHO, 2014, Burden of disease from ambient air pollution for 2012 – Summary of results, World Health Organization (https://www.who.int/phe/health_topics/outdoorair/databases/AAP_BoD_results_March2014.pdf) GBD 2016 Risk Factors Collaborators, 2017, 'Global, regional, and national comparative risk assessment of 84 behavioural, environmental and occupational, and metabolic risks or clusters of risks, 1990–2016: A systematic analysis for the Global Burden of Disease Study 2016', *Lancet* 390(10100), pp. 1345–1422 (<https://www.sciencedirect.com/science/article/pii/S0140673617323668?via%3Dihub>) Kapoor, Neeru. (2014). Noise, the Silent Killer. *Translational Research in Environmental and Occupational Stress*. 155–167. 10.1007/978-81-322-1928-6_13.

2 Eurostat, Respiratory diseases statistics, August 2020

measures tackling both demand and supply, such as: reducing the need for road-based travelling within the Maltese territory; shifting mobility to alternative modes of transport and shifting road-based mobility to mass transport and also alternative technological solutions to the current internal combustion engine (ICE) system. No one measure will be enough by itself.

The Cleaner Vehicles Commission was set up in 2019 with the objective to propose a cut-off date for the registration of passenger cars and small vans that are not zero or low emission. Various other European countries have announced cut-off dates for internal combustion engine cars ranging from 2025 to 2040³.

In our case, a cut-off date will mean that it will not be possible to import L⁴, M1⁵ or N1⁶ running on an internal combustion engines unless being zero or low emission vehicles⁷. This means that all car imports beyond the cut-off date would essentially need to be electric ZEVs or plug-in hybrid type (LEVs). At this point, it is envisaged that all vehicles on the Registry as on the cut-off date can continue to be used in Malta. The drive towards low emission vehicles is also defined within the Malta Transport Strategy (2016).

Two studies were commissioned and the Cleaner Vehicles Commission has also held consultation with stakeholders that ranged from Government entities, to the vehicle related industry and users, to representatives of economic, social and civil society.

With this Green Paper, the Commission wishes to launch a broad public debate on the matter.

3 2025 – Norway; 2030 – Netherlands, Iceland, Ireland, Sweden, UK, Israel, China; 2035 – Denmark, California; 2040 – France and Spain

4 Motor vehicles with less than four wheels

5 Vehicles used for carriage of passengers, comprising not more than eight seats in addition to the driver's

6 Vehicles used for the carriage of goods and having a maximum mass not exceeding 3.5 tonnes.

7 Vehicles that belong to categories M or N are classified as light-duty vehicles (passenger cars and vans), or heavy-duty vehicles (trucks, buses, and coaches)

Charging Points

The Issue

Charging infrastructure expansion is directly related to the development of electromobility and the uptake of electric vehicles. Amongst the greatest concerns is lack of accessibility of charging points and lack of charging infrastructure.

Currently in Malta, 102 charging points are available to the general public. Plans are underway to install a substantial number of charging points across Malta and Gozo in the near future.

How can access to and payment for charging from public pillars be made easier?

What measures can be introduced to make vehicle charging at home more effective?

Should you own an EV where would you intend to charge your vehicle [indicate in order of preference]:

garage

street charging

car parks

at place of work

How long are you willing to walk to arrive at the nearest charging station to charge your electric vehicle?

Do you have any further feedback or suggestions with regards to charging of electric vehicles?

Improving Air Quality

The Issue

The main environmental issues in our localities are predominantly linked to air pollutant emissions including NOx and PM.

Despite progress in car technology the growth in traffic and the 'stop-go' nature of driving in urban areas means that cities are a major, and growing source of CO2 emissions, which contribute to climate change. The situation is similar in the case of air pollution, mainly Particulate Matter (PM) and Oxides of Nitrogen (NOx), whereby, both the fuels used and the technology of the engine are the main factors leading to such emissions.

Malta's average age of vehicle fleet is considerably higher than that of the EU, and although a slow changeover in vehicle technology has happened throughout the years, any expected improvement in air quality is being offset by the large number of cars registered on our roads every day. Sustainable mobility measures, modal shifts and measures such as low emission zones cannot function independently and need to be coupled with measures that incentivise a change in the technology of the fleet together with a gradual shift to the use of cleaner, low/zero emission vehicles.

1. Should there be areas and zones in our localities which completely ban the use of ICE vehicles? How do you think this would impact your daily life?
2. Would you oppose plans that transform the area you live in or work into a low emission zone?
3. Would the creation of a low emission zone incentivise you to switch to a zero emission vehicle?

Certified Technical People

The Issue

Most panel beaters and mechanics (blue collar workers) are conversant with ICE technology but less so with ZLEV technology. As newer ZLEV models are introduced to the local market, knowledgeable technical people would be required. All workers involved in the automotive industry would need to upgrade their skills. Over a period of time, this would require the reskilling and upskilling of the current workforce. New people would also have to be trained to be able to work in this field.

We want to make sure that Malta has the required knowledge and skills so that current workers will continue to work in this field whilst new workers are equipped with the required know-how to be able to carry out the best work possible. At the same time, self-employed workers in this sector need to be protected and their job needs to be valued so as to ensure that the sector remains competitive.

1. What measures can incentivise the uptake of upskilling and reskilling of current workers in the automotive industry, particularly mechanics, electricians and panel beaters?
2. As an automotive professional:
 - a. do you feel confident working on ZLEVs?
 - b. if you have no experience on ZLEVs, what training do you consider essential?
 - c. would you consider the introduction of ZLEVs as an opportunity?

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Incentives and Disincentives

The Issue

Since 2014, and as of recent in 2021, the Government launched a number of package of incentives, including cash grants, to promote the uptake of electric vehicles. The measures in place have been increasing year on year. Grants of between €1,000 to €9,000 are available for the acquisition of electric vehicles when de-registering an older conventionally fuelled vehicle depending on the category of electric vehicle and registered a new or used electric vehicle. Incentives have been issued both for private individuals as well as for registered Companies and Partnerships, Local Councils, Registered NGOs, Self-Employed, and Cooperatives.

Electric vehicles do not pay registration tax and are exempt from paying the annual licence fee for the first 5 years. Companies can avail themselves for up to €200,000 in cash grants. Electric Vehicles are not charged for entry in Valletta (no CVA charged) and can charge for free in Government Solar Car Ports (12 charging points in total).

Substantial financing of various kinds is needed in order to invest in infrastructure and the maintenance and operation of EV charging networks, fleet renewal and maintenance, public awareness and communication campaigns.

1. What kind of measures, over and above the current one, can help drivers to opt for ZLEVs?
2. What other additional measures should be introduced?
3. What kind of measures should be introduced so as to disincentivise the use of ICE vehicles?

Determining a cut-off date is an important policy decision which is intended to give a clear path for the transformation of the road transport sector.

An early cut-off date would contribute towards a more rapid reduction of air pollutants and contribute towards the decarbonisation of the transport sector. However, the cut-off date should strike a balance between realizing these benefits and allowing sufficient time for future developments necessary to overcome existing barriers.

It should also provide the necessary lead time for the various affected sectors to adjust their operation and for investors to take the opportunities presented by new technologies.

1. In your opinion, when should ICE vehicles stop being imported into Malta:

a. Before 2025

b. Between 2025 – 2030

c. Between 2030 – 2035

2. Do you have any further concerns /comments related to the cut-off date and roll out of ZLEVs?

3. What are the benefits you envisage from an increase in ZLEVs on our roads?

4. What stopped you from buying a ZLEV so far?



Consultation

The Cleaner Vehicles Commission wishes to continue to incorporate in its further work the views of stakeholders. The Green Paper launches the second intensive consultation that will last until 13th July, 2021. All interested parties are invited to contribute to the vision of a Maltese policy for cleaner vehicles and reply to the most relevant questions for them. Their views, unless confidentiality is explicitly requested, can be made public.

Comments and suggestions can be put forward via email to:

info.cleanervehicles@gov.mt

