

Improving air quality in Southampton

Frequently asked questions

Why are you introducing this charge? Southampton City Council has withdrawn its CAZ proposal.

Southampton City Council specifically requested that DP World Southampton introduced this scheme.

Southampton City Council was proposing to levy a charge of up to £100 a day on non-Euro VI trucks entering the city and other charges for buses and taxis. Instead, it has submitted a proposal to Government which includes the introduction of a Green Charter for the city.

The charter includes working with local businesses and stakeholders to identify more sustainable ways to help improve the quality of air in Southampton.

This smaller charge helped them to put an alternative case to government and avoid the larger £100 charge.

Why £5? Is this a fixed charge?

£5 is a nominal charge which has been set to help drive change and encourage the use of Euro VI trucks. The charge will help to cover the cost of the investment in the new automatic number plate recognition system as well as to cover the administration of the new system and ongoing maintenance.

It is not our intention to increase the charge.

How is it going to work?

In order to promote the use of Euro VI trucks, DP World Southampton has agreed to implement a much smaller charge of £ 5.00 per truck visit for older trucks through our VBS system, using automated number plate recognition (ANPR).

In order to minimise the impact, we are proposing a phased introduction:

- From 1 January 2020 a £ 5.00 charge will be levied on trucks with licence plates of '08' or older

- From 1 January 2022 a £ 5.00 charge will be levied on trucks with licence plates of '63' or older
- We will create a separate database for private licence plates and dock use only trucks, where we will ask operators to demonstrate whether their trucks are Euro V / VI compliant.

All vehicles must have a legible number plate and could face a charge if the system is not able to identify the vehicle.

Full details about the scheme will follow along with our formal tariff announcement in June 2019.

When will this new charge start?

The charge is being introduced for trucks with a '08' or older plate from 1 January 2020.

Truck visits made after 00:01 hrs on 1 January 2020 will be charged.

Cancelled truck visits will not be charged.

The number plate of a truck does not accurately determine the Euro standard of the vehicle

There currently is not a suitable database that registers the Euro standard of vehicles or HGVs. DP World Southampton has had to base this on the age of the truck with the assumption that if the vehicle is 08 or older it is a Euro IV or older class.

Customers that can prove their HGV is of the required Euro compliant standard will not be charged. For example if a clear copy of a suitable "Reduced Pollution Certificate" is submitted to landsideadmin@dpworldsouthampton.com we can add the licence plate to an exemption database.

I have newer trucks on order and I can't get them any quicker.

We understand this. That is why we are introducing the charge in a phased manner from 2020 – 2022. To limit the impact and give haulage businesses the opportunity to plan ahead, we have consciously chosen an implementation date of 2022 for charging the newer Euro V trucks.

Operators of larger fleets could have the option to choose which vehicles visit DP World Southampton.

What about other HGVs that enter the port and city?

DP World Southampton only has influence over HGVs that enter and leave the container terminal.

Associated British Ports (ABP) has published a [*Cleaner Air for Southampton: improving air quality*](#) which outlines the measure and improvements other port businesses and users can make.

Where will the money go from the charge?

The money will be applied to recover the investment in the ANPR system.

Based on analysis of current vehicle arrivals this approach will only affect a small percentage of trucks; we expect less than two percent of all trucks to be Euro IV by 2020.

Why does the charge only apply to HGVs?

The UK Government set out a Clean Air Strategy Framework which every local authority must follow. The framework includes a tiered system which authorities must work through and address each class of vehicle in order to meet the clean air standards.

This means that each authority should look at options to reduced emission starting first with public transport vehicles, private hire vehicles (class A), then HGVs (class B) and finally down to cars and motorbikes (class D).

Southampton City Council was able to demonstrate that the city would only have to make adjustments that effected class A and class B vehicles in order to meet the required clean air standards.

By working closely with Southampton City Council they have decided not to introduce the initial £100 charge but specifically requested that DP World Southampton introduced this scheme to encourage the replacement of older vehicles.

For more information, please refer to the below document.

[Annex A - Clean Air Zone minimum classes and standards](#)