



ONLINE DISCUSSION

DIESELGATE 5 YEARS ON: WHAT LESSONS HAVE WE LEARNED?

18 SEPTEMBER 2020 | 10.30 - 11.30

ORGANISED UNDER THE AUSPICES OF THE EUROPEAN
MOBILITY WEEK 2020

BACKGROUND TO THE DISCUSSION

5 years after the Dieselgate scandal was first uncovered, important changes have been made to protect consumers, public health and the environment. What are the implications of these new European rules on vehicles in cities for a post COVID 19 healthy recovery?

Join the European Public Health Alliance and Eurocities for an online discussion on the legacy of Dieselgate

The first legacy is the more stringent [checks](#) introduced on 1st September 2020, Not only are national authorities now required to check a larger number of cars on the road (one for every 40,000 newly registered cars), but the European Commission will also, for the first time, be able to issue EU-wide recalls or impose fines on carmakers if no appropriate action is taken by Member States. In addition, EU lawmakers are currently [reviewing](#) the nitrogen oxide (NOx) limits applicable to Euro 6 cars and vans.

The other legacy of Dieselgate has been its [dangerous impact on human health](#). Dirty cars continue to pollute the air of European cities, aggravating the health and climate burden of emissions. Europeans remain on the frontline as they suffer the health consequences. And with [51 million grossly-polluting diesel cars and vans](#) currently on Europe's roads - putting a higher burden on the Eastern Europe - not enough has been done to protect people's health.

This year, the COVID-19 health crisis has seen people in cities across Europe enjoy on cleaner air, as many political barriers were suddenly cleared in an effort to find new ways to encourage people to walk and cycle around our cities, encouraging healthier, more active mobility.

Many cities are responding positively to their [citizens' demands](#) and are leading the healthy and green recovery through innovative solutions to decrease pollution, increase physical activity and re-design the urban environment to have a green economic recovery.

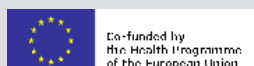
However, given that transport is a key source of pollution in cities, where do we stand? New regulatory framework is there but the devil dwells in the details: would the European Commission be in the position of cleaning the dirty, polluting fleets? How would those roles be implemented at national level? Will they result in cleaner cars in cities?

With the involvement of EU decision makers and city officials in charge of transport policies, this on-line discussion will examine the following questions:

- What are the implications of these new EU rules for cities?
- What measures did cities undertake to address transport pollution?
- How can the EU help cities to their efforts to contribute to a healthy, green recovery?

MORE INFORMATION:

<https://epha.org/dieselgate-5-years-on/>



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