



Dieselgate

Diesel was good for Carbon reduction (less fuel use) but we knew it would be bad for SOx, NOx, and particulate matter (esp PM2.5).

Partially copied from the Guardian article listed below

Drivers liked the fuel efficiency of diesel engines, which made running costs cheaper than petrol over the long term. Governments, meanwhile, alarmed by rising carbon emissions, began advising citizens to switch to diesels, which were thought to emit less CO2 than their petrol counterparts. Diesel's biggest moment in the UK was probably in 2001, when Gordon Brown, then chancellor of the Labour government, cut fuel duty on diesel vehicles as a deliberate effort to encourage people to switch.

The adoption of more stringent emission standards (Euro 3/4/5 etc) aimed for a significant reduction of NOx and particulates.

https://en.wikipedia.org/wiki/European_emission_standards

In 2012 came the first major evidence of some truly dreadful health impacts. Nitrogen oxides and dioxides (NOx) and particulate matter (PM) pumped out by diesel exhausts were fingered as silent killers. It was found out that NOx reductions were 'theoretical' as they were achieved through defeat devices that were turned on during test periods only but deactivated during normal driving conditions to prevent impairment on car performance.

As for future implications, the EU action plan on sustainable finance will have far reaching consequences on the automobile industry and on companies (greater disclosure), project finance, green bonds, banks prudential ratios, asset owners and asset managers. Much of it revolves around the new EU green taxonomy.

- The death of diesel: has the one-time wonder fuel become the new asbestos?
<https://www.theguardian.com/cities/2017/apr/13/death-of-diesel-wonder-fuel-new-asbestos>
- Dieselgate: 5 Years Later – experts estimate over 500 premature deaths in Milan per year
<https://epha.org/dieselgate-5-years-later-experts-estimate-over-500-premature-deaths-in-milan/>
 - Study quantifies the excess of nitrogen dioxide (NO2), mainly emitted by the road transport sector, are responsible for over 70,000 premature deaths throughout Europe each year, 15,000 in Italy
 - about 15% of all NO2 pollution is attributable to the difference between the theoretical limit – i.e. caused from non-compliance of diesel car emissions with Euro standards



- Fact Check: are diesel cars really more polluting than petrol cars?
<https://theconversation.com/fact-check-are-diesel-cars-really-more-polluting-than-petrol-cars-76241#:~:text=So%2C%20while%20diesel%20fuel%20contains,car%20tend%20to%20be%20lower.&text=They%20can%20also%20produce%20more,sources%20of%20this%20toxic%20gas.>
 - overall CO₂ emissions of a diesel car tend to be lower, but NOx higher
- UK set to ban sale of new petrol and diesel cars from 2030 -
<https://www.ft.com/content/5e9af60b-774b-4a72-8d06-d34b5192ffb4>