

McKesson Europe Policy Position Annex

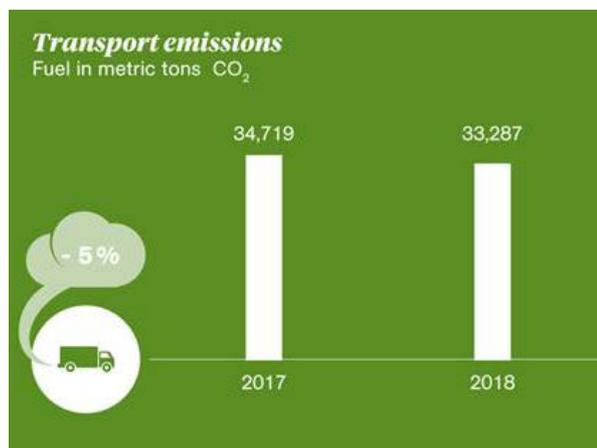
Supporting Material to accompany the McKesson EU Policy Position Paper ‘Diesel vehicle bans must not disrupt medicines supply to patients’

Diesel Vehicle Bans – Supporting Material

April 2019

McKesson Europe’s CO₂ reductions

Within our own fleet we successfully reduced our CO₂ emissions by over 4% in 2018. ¹



Euro Emission Standards

These NOx standards apply to diesel-powered light commercial vehicles. ²

Euro Emission Standard	Up to 1305 kg	1305 - 1760 kg	1760 - 3500 kg
1	-	-	-
2	-	-	-
3	0.500	0.650	0.780
4	0.250	0.330	0.390
5	0.180	0.235	0.280
6	0.080	0.105	0.125

¹ <https://www.mckesson.eu/mck-en/corporate-responsibility/eco-efficiency>

² <https://www.dieselnorm.com/standards/eu/ld.php>

<https://eur-lex.europa.eu/legal-content/en/TXT/?uri=CELEX:32007R0715>

Diesel vehicle bans in Germany ³

Berlin

By June 2019, certain areas in the inner city will be barred to all diesel vehicles up to and including Euro Emission Standard 5.

Bonn and Cologne

From April 2019, certain areas in the inner city are barred to diesel vehicles up to and including Euro Emission Standard 4. From September 2019, this ban may be extended to Standard 5.

Frankfurt

Since February 2019 diesel vehicles with Euro Emission Standard 4 and older are no longer allowed into the city; from September, this will also apply to vehicles with Euro Emission Standard 5. ⁴

Hamburg

From June 2018, two major roads in the inner city are barred for vehicles with Euro Emission Standard 5 and older.

Mainz

An administrative court ruled in October 2018 that the city must introduce a ban no later than 1 September 2019 if the NO² limits are exceeded on average over the first six months of this year. ⁵

Stuttgart

Since 1 January 2019, the whole city is off-bounds for vehicles up to Euro Emission Standard 4, with the possibility to extend this to Euro Emission Standard 5 from 2020.

Diesel vehicle bans in France

Zone à faibles émissions (ZFE)

On 15 October 2018, 15 French cities / urban areas signed an agreement with the government to deploy low-diesel pollutant zones by the end of 2020. ⁶ Although application of this will vary between cities, they will commonly be based on restricting vehicle access according to 'Crit'Air' certification, which is based on Euro Emission Standards.

³ <https://www.tz.de/auto/fahrverbote-deutschland-dieseln-staedten-duerfen-diesel-nicht-mehr-fahren-zr-10367178.html>

⁴ <https://www.faz.net/aktuell/wirtschaft/dieselfahrverbot-fuer-frankfurt-kommt-2019-15773226.html>

⁵ https://www.focus.de/auto/urteil-gefallen-diesel-fahrverbot-in-mainz-ab-april_id_9794732.html

⁶ https://www.ecologique-solidaire.gouv.fr/sites/default/files/2018.10.08_DP_DeploiementZFE_vdef.pdf

The signatory cities are:

- Paris
- Montpellier Méditerranée Métropole
- Métropoles du Grand Paris
- Clermont Auvergne Métropole
- Grenoble-Alpes Métropole
- Saint-Etienne Métropole
- Les métropoles du Grand Lyon
- Grand Reims
- Métropole Aix-Marseille-Provence
- Toulouse Métropole
- Eurométropole de Strasbourg
- Métropole Rouen Normandie
- Métropole Nice Côte d'Azur
- Fort-de-France
- Métropole Toulon Provence Méditerranée

'Crit'Air' certification system

For diesel delivery vehicles, category N1 (up to 3.5 tonnes): ⁷

- Category 1: not available
- Category 2: Euro Emission Standards 5 and 6, vehicles from 1 January 2011
- Category 3: Euro Emission Standard 4, vehicles from 2006-2010
- Category 4: Euro Emission Standard 3, vehicles from 2001-2005
- Category 5: Euro Emission Standard 2, vehicles from 1 October 1997 to 2000

Strasbourg vehicle restrictions ⁸

Strasbourg has already adopted vehicles restriction measures for the city centre:

- From 1 September 2018 – no Crit'Air Category 5 vehicles
- From 1 September 2019 – no Crit'Air Category 4 or 5 vehicles
- From 2021 – no diesel vehicles

⁷ https://www.ecologique-solidaire.gouv.fr/sites/default/files/Vignette_TW_QualiteAir_Tableau_8_Utilitaires_80x440.pdf

⁸ <https://www.strasbourg.eu/nouvelles-regles-de-livraison-au-centre-ville>

From EU Guidelines on Good Distribution Practice of medicinal products for human use ⁹

Although these are termed 'Guidelines' they are in reality obligatory and enforced at national level. Their complexity demonstrates why in many cases pharmaceutical distributors' vehicles must be specially equipped, which can take up additional space and use additional energy. We have extracted below those provisions from **Chapter 9 on Transportation** which would be challenging to apply in electric delivery vehicles:

- 'The required storage conditions for medicinal products should be maintained during transportation within the defined limits as described by the manufacturers or on the outer packaging.'
- 'It is the responsibility of the wholesale distributor to ensure that vehicles and equipment used to distribute, store or handle medicinal products are suitable for their use and appropriately equipped to prevent exposure of the products to conditions that could affect their quality and packaging integrity.'
- 'Dedicated vehicles and equipment should be used, where possible, when handling medicinal products.'
- 'Medicinal products comprising highly active and radioactive materials should be transported in safe, dedicated and secure containers and vehicles. The relevant safety measures should be in accordance with international agreements and national legislation.'
- 'For temperature-sensitive products, qualified equipment (e.g. thermal packaging, temperature-controlled containers or temperature-controlled vehicles) should be used to ensure correct transport conditions are maintained between the manufacturer, wholesale distributor and customer.'
- 'If temperature-controlled vehicles are used, the temperature monitoring equipment used during transport should be maintained and calibrated at regular intervals. Temperature mapping under representative conditions should be carried out and should take into account seasonal variations.'

⁹ <https://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:C:2013:343:0001:0014:EN:PDF>