

Greater Manchester Clean Air Plan

CONSULTATION DOCUMENT

A consultation on the inclusion of M1/M1 Special Purpose vehicles with a body type of 'motorcaravan' within the charging scheme & the sections of the A575 and A580 at Worsley within the Greater Manchester Clean Air Zone



About this document

This document sets out two proposed inclusions to the Greater Manchester Clean Air Plan (GM CAP), which are being consulted on between 1 September and 23.59 on 13 October 2021.

An eight-week statutory consultation on the GM CAP proposals took place in Autumn 2020. Following analysis of the consultation feedback and finalisation of the proposals, the plan has now been agreed by the ten GM local authorities. Whilst the final plan has been agreed, there are two issues that were raised in the feedback to the original consultation that now require a further consultation so that the ten GM local authorities can decide if they are to be included in the final plan. This further consultation intends to seek feedback on the impacts of:

- Including M1/M1 Special Purpose vehicles with a body type of ‘motorcaravan’ within the charging scheme
- Including the sections of the A575 and A580 at Worsley within the GM Clean Air Zone

Throughout this document, when Greater Manchester or GM is used to describe the decision-making body for the proposals, it refers to the ten local authorities of Greater Manchester.

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Foreword by Councillor Andrew Western

Greater Manchester lead for Clean Air
and Leader of Trafford Council

Air pollution is the great public health issue of our time.

It affects us all but particularly our poorest communities, those with health problems, older people, and children. So I'm pleased that Greater Manchester is taking great strides to clean up the air we all breathe.

In 2020, thousands of you gave comments on the Greater Manchester Clean Air Plan during an eight-week consultation. As we build back better from the pandemic, we want everyone to enjoy the benefits of improved air quality that we briefly enjoyed during lockdown. The Clean Air Plan is a key part of Greater Manchester's green recovery.

We listened carefully to the comments we received from businesses and members of the public. The final plan reflects that feedback, as well as considering the impacts of the pandemic on local businesses. We now have a plan that will help us reach legal limits of harmful nitrogen dioxide (NO₂) as soon as possible (by 2024), making our city-region a cleaner, greener place to live, work and grow old.

The final plan includes a Government directed 'Category C' charging Clean Air Zone. It will include light goods vehicles and vans, heavy goods vehicles, buses, coaches, hackney cabs, private hire vehicles and minibuses, but not private cars.

I am very pleased that after extensive negotiation, Greater Manchester has also secured more than £120m Government funding. This will help local businesses, people and organisations to upgrade to cleaner vehicles. That way, they can travel in the GM-wide Clean Air Zone without facing a daily charge. We are gearing up to open applications for funding at the end of November, and the Clean Air Zone is due to launch in May 2022, with some local exemptions until May 2023.



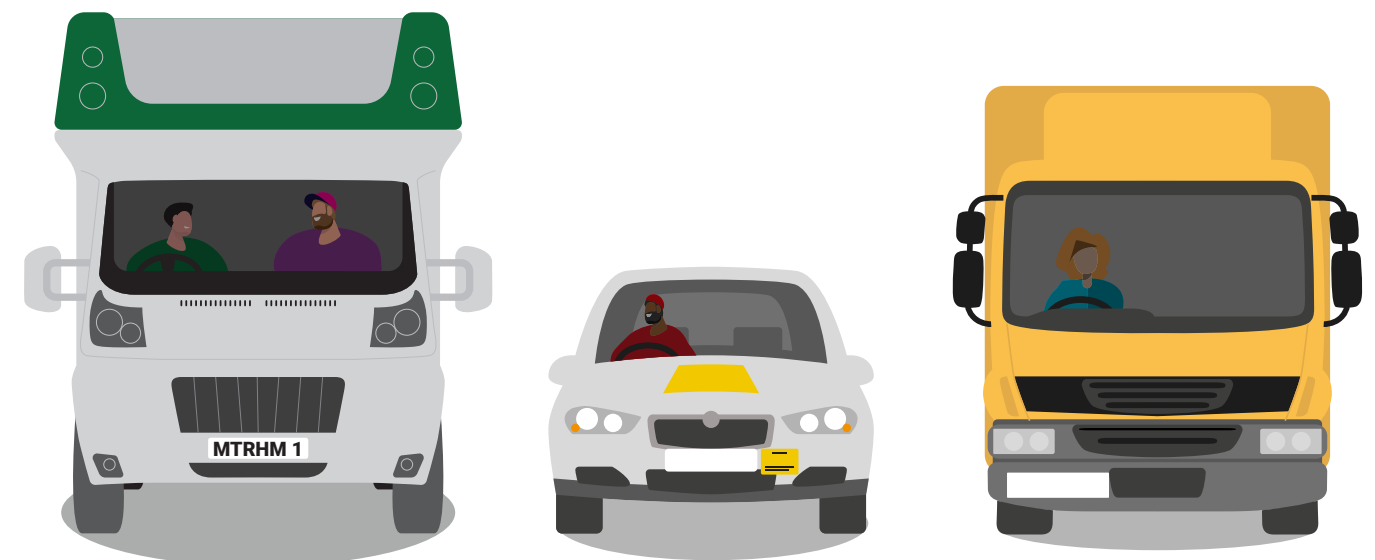
The 2020 consultation highlighted two areas which we are now seeking further views on. It was brought to our attention that not all vehicles with a motorcaravan body type were treated equally. Due to DVLA vehicle categories, some motorhomes/campervans would be charged to drive within the GM Clean Air Zone and some wouldn't.

So we are now proposing to include M1 / M1 Special Purpose motorhomes/campervans within the charging scheme. This would ensure that all vehicles with a motorcaravan body type, which may look similar and have similar levels of emissions, would be treated equally.

The other proposal is a minor change to the Clean Air Zone, to include the sections of the A575 and A580 at Worsley. The roads were previously excluded due to issues with signage in this area, which have now been resolved.

Anyone can get involved but we are particularly interested to hear from people who live in or drive through the Worsley area, and leisure vehicle owners. Filling out the survey will take just 10-20 minutes of your time. You can make comments on either or both of the proposals.

I hope you will spare some time to read more about the proposals in this document, or at cleanairgm.com/consultation. I look forward to hearing people's views so we can make sure we get it right, and secure a greener future for us all.



Why have we produced a Clean Air Plan?

Government is working with more than 60 local authorities across England to improve air quality. The ten GM local authorities have been issued with a Government direction to introduce a Clean Air Plan to bring nitrogen dioxide (NO₂) levels within legal limits in “the shortest possible time”.

GM must take action to improve air quality, now and for future generations. Pollution from road traffic is linked to a wide range of serious illnesses and conditions. It contributes to the equivalent of around 1,200 deaths a year in GM alone.

As air pollution does not respect geographic boundaries, the ten GM local authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Trafford, Tameside, Wigan) have come together to produce a joint plan to improve air quality in GM. This co-ordinated approach is seen as the most effective way to deal with a problem that affects all parts of GM and will not be remedied on a site-by-site or district-by-district basis. The GM CAP is being co-ordinated on behalf of the ten GM local authorities by Transport for Greater Manchester (TfGM).

The core aim of the GM CAP is to reduce concentrations of NO₂, which have been forecast to exceed the legal limits, “in the shortest possible time and by 2024 at the latest” in line with Government’s direction to GM¹.

Following an eight-week statutory consultation on the GM CAP proposals in 2020, the ten GM local authorities have finalised their plan², with funding for non-compliant vehicles to upgrade available for residents and businesses in GM to apply for from November 2021 and a ‘Category C’ GM-wide Clean Air Zone anticipated to launch on 30 May 2022. The consultation findings and final plan report can be found here: cleanairgm.com/technical-documents

Analysis of GM’s air quality has shown that short term improvements in air quality during the pandemic will not be enough to meet legal limits for harmful NO₂ emissions in the longer term without a Clean Air Zone. The final plan takes into account the impact of the pandemic on GM businesses who need support to upgrade their vehicles, while making sure that the city-region improves its air quality in the shortest possible time.

All the information on the GM CAP, including a vehicle checker which will indicate whether your vehicle is liable for a charge, and the financial support available to upgrade non-compliant vehicles, can be found at cleanairgm.com/clean-air-plans

¹ <https://democracy.manchester.gov.uk/documents/s18580/Appendix%202%20-%20Greater%20Manchester%20NO2%20Plan%20Direction.pdf>

² Whilst the final plan has been agreed, there are two issues that were raised in the feedback to the original consultation that require a further consultation, so that they can be included in the final plan.

The GM Clean Air Plan

GM will be introducing a ‘Category C’ charging Clean Air Zone (CAZ) across the city-region, covering all ten local authority areas.

The boundary of the CAZ will cover the existing administrative boundary of GM as closely as possible³, excluding the Strategic Road Network (SRN)⁴ which is managed by Highways England. However, ministers have agreed to consider including a section of the A57 and A628, which is part of the SRN, within the CAZ. This is subject to Government, Tameside Council, Highways England and TfGM establishing how the charging will be applied to this section of road and the timetable for doing so. You can find out more detail about the CAZ by visiting cleanairgm.com/clean-air-zone-map



³ It will exclude a small stretch of the A555 from the junction with the B5166 in the west to the junction with A523 in the east (from Styal Road to the Macclesfield Road junction). This is to enable movements between Poynton and Handforth (which are towns located in the district of Cheshire East), to continue uncharged, given the expectation that implementing a charge would result in local journeys returning to the roads that the A555 was designed to reduce.

⁴ The SRN consists of roads which are not managed by local and regional GM authorities, namely motorways and trunk roads managed by Highways England. The SRN is illustrated on the Highways England Network Management Map available at: gov.uk/government/publications/roads-managed-by-highways-england

The CAZ will operate 24 hours a day (midnight to midnight), seven days a week, every day of the year. The anticipated implementation date of the charging CAZ is Monday 30 May 2022⁵.

Owners/registered keepers of vehicles that do not comply with the following minimum CAZ Euro emissions standards will be required to pay the following daily charges for driving into or within the CAZ⁶:

Vehicle Type	Minimum ⁷ CAZ Compliant Euro Emission Standard	Daily Charge for non-compliant vehicles*
Bus	Euro VI	£60
Coach	Euro VI	£60
HGV	Euro VI	£60
LGV/Van	Euro 6 (diesel) Euro 4 (petrol)	£10
Minibus	Euro 6 (diesel) Euro 4 (petrol)	£10
Licensed Hackney Carriage	Euro 6 (diesel) Euro 4 (petrol)	£7.50
Licensed Private Hire Vehicle	Euro 6 (diesel) Euro 4 (petrol)	£7.50

*For full details on the discounts and exemptions in place for the GM CAP, the policy is available online⁸.

The CAZ vehicle categories and minimum emissions standards as set out in the Government’s Framework are provided in Appendix 1.

⁵ subject to joint GM and JAQU agreement on overall ‘readiness’, including that the Central Charging Portal and national Vehicle Checker is GM ready.

⁶ Vehicle emission standards determined in Government’s CAZ Framework Department for Environment, Food & Rural Affairs and Department for Transport. 2020. Clean Air Zone Framework. Available at: assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/863730/clean-air-zone-frameworkfeb2020.pdf

⁷ Defra and DfT. 2020. Clean Air Zone Framework, Annex A. Available at: assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/863730/clean-air-zone-framework-feb2020.pdf. The minimum compliant standard is specified in Table 3.1.2

⁸ https://assets.ctfassets.net/tlpgbvy1k6h2/2VNncClzejAvGh3CrVn0oo/827368f3971b13b9d79525c-7c7a60094/GM_Clean_Air_Plan_Policy_following_Consultation.pdf

GM has secured over £120m in Government funding to help GM’s people, businesses and organisations to upgrade their non-compliant vehicles:

- £84m Clean Commercial Vehicle Fund: LGV (£70m), HGV (£7.6m), coach (£4.4m), minibus (£2m).
- £19.7m Clean Taxi Fund: private hire vehicles (£10.2m), hackney carriages (£9.5m).
- £14.7m Bus Retrofit Fund: to retrofit non-compliant buses running services in GM.
- £3.2m Bus Replacement Fund: to support replacement of non-compliant buses that cannot be retrofitted.

An additional 5% has been awarded on top of these amounts to the ten GM local authorities by Government to administer this funding.

Feedback from the 2020 consultation has been used to refine the GM CAP, including refining the proposed discounts and exemptions to the CAZ charges and determining the final funding offers available to support eligible owners/registered keepers of non-compliant vehicles to upgrade to compliant vehicles, which is now as follows:

Vehicle Type	Daily Charge	Non-compliant vehicle charged from	Replacement Funding	Retrofit Funding
Bus	£60	30 May 2022	Up to £16k	£16k
HGV	£60	30 May 2022	Up to £12k	£16k
Non-GM licensed Hackney Cab	£7.50	30 May 2022	N/A	N/A
Non-GM licensed PHV	£7.50	30 May 2022	N/A	N/A
Coach	£60	1 June 2023	Up to £32k	£16k
LGV/Van	£10	1 June 2023	Up to £4.5k	£6k
Minibus	£10	1 June 2023	Up to £5k	£5k
GM-licensed Hackney Carriage	£7.50	1 June 2023	Up to £10k	£5k
GM-licensed PHV	£7.50	1 June 2023	Up to £6k	£5k

Previous consultation activity

An eight-week consultation on the GM CAP proposals took place between 8 October 2020 and 3 December 2020.

The purpose of the consultation was to seek views from residents, visitors, stakeholders and businesses on the proposals to achieve legally compliant NO₂ levels in GM. Some elements of the GM CAP were legally instructed by Government as a result of a Ministerial Direction, (following proposals submitted by GM).

The consultation sought views on:

- The boundary for the CAZ
- The daily charge for non-compliant vehicles
- Discounts and exemptions to the daily charge
- The proposals for the supporting funds.

Feedback from the consultation has now been analysed and the final plan has been agreed by the ten GM local authorities. Further detail about the previous consultation and the findings can be found here: cleanairgm.com/technical-documents. Here you can find:

- **AECOM Consultation Report** – the results of the GM Clean Air Plan consultation which took place between 8 October 2020 and 3 December 2020.
- **GM Authorities' Response to the Consultation** – the GM Authorities' response to the GM Clean Air Plan consultation feedback, as outlined in the AECOM Consultation Report.
- **GM Clean Air Plan EQIA following consultation evidence reports** – GM Clean Air Plan Equality Impact Assessments for each GM local authority following consultation. Each of the GM local authorities have developed a specific report for their district, highlighting equality differences in comparison to GM-wider findings.

Following the 2020 consultation, the policy for the GM CAP⁹ was updated to address a number of issues that were raised during the consultation process. This included making changes to several of the local permanent and temporary exemptions and discounts offered.

For example, owners of non-compliant vans and minibuses specifically adapted for use by a disabled user (and not used for commercial purposes) will now be able to apply for a permanent local exemption. This is because these vehicles have a substantial vehicle adaptation, specific to suit a disabled user's particular needs to enable them to travel in the vehicle and/or drive it.

⁹ https://assets.ctfassets.net/tlpgbvy1k6h2/2VNncClzejAvGh3CrVn0oo/827368f3971b13b9d79525c-7c7a60094/GM_Clean_Air_Plan_Policy_following_Consultation.pdf

Another change following consultation feedback is the establishment of a permanent local discount for non-compliant 'Private HGV tax class' vehicles. Private HGVs are used unladen, privately or for driver training purposes. In this case, the vehicle would be subject to a charge equivalent to the van daily charge of £10 a day, rather than the HGV daily charge of £60 a day. This provides parity with other vehicles which are for private use only.

Further consultation activity

Whilst the final plan has been agreed, there are two issues that were raised in the feedback to the original consultation that now require a further consultation so that the ten GM local authorities can decide if they are to be included in the final plan. Further detail is set out below.

M1/M1 Special Purpose motorhomes/campervans

Following the 2020 consultation, it is now understood that there are several DVLA vehicle categories (also known as 'vehicle type approvals') for vehicles with a body type of 'motorcaravan' which may look similar and have similar levels of emissions.

A vehicle's categorisation can be found in the vehicle's V5C document (logbook) and is determined by the manufacturers' homologation process¹⁰. There are four possible categorisations on the V5C document for a motorhome/campervan:

- M1 or M1 Special Purpose (SP)
- N1
- N2
- In some cases the field on the V5C document may be blank

Finding the vehicle category of your motorhome/campervan

- Find your V5C document
- Go to the vehicle details section
- See the vehicle category classification in field J



¹⁰ Homologation is the process of certifying that a particular vehicle is roadworthy and matches certain specified criteria laid out by government for all vehicles made or imported into that country.

Feedback from the 2020 consultation highlighted that motorcaravans (commonly known as motorhomes/campervans) with a vehicle category of M1/ M1 SP that are non-compliant would not be charged under the current GM CAZ scheme, whereas motorcaravans with a vehicle category of N1 or N2 that are non-compliant would be charged.

This means that the current GM CAP policy would not treat all motorhomes/campervans equally, as some would be subject to a daily charge (N1 and N2) and some would not (M1/M1 SP).

Therefore, recognising the principle of treating similar vehicle types with parity, part of this consultation is to understand the impact of including non-compliant vehicles with a body type of ‘motorcaravan’ classified as M1/M1 SP within the charging scheme, so that they would pay a daily charge for traveling into or within the GM CAZ.

Table 1: Status of vehicles with a body type of ‘motorcaravan’ in the GM Clean Air Plan policy

Vehicle category This is in the vehicle details section of your V5C document (Field J)	Will non-compliant vehicles be charged in the current policy?	Will non-compliant vehicles be charged under this proposal?
M1/M1 Special Purpose	✗ NO	✓ YES – the vehicle would be charged as equivalent to either a van (£10), minibus (£10), bus (£60) or HGV (£60) depending on the details on the vehicle record. This will be based on the weight and seating capacity of the vehicle as set out at Appendix 1. If the vehicle is equivalent to a van, it would be eligible for the van/minibus temporary exemption to 31 May 2023 and then from 1 June 2023 incur a daily charge of £10. If the vehicle has a DVLA Tax Class of Private HGV it would be eligible to apply for a discount on the daily charge from £60 to £10 from 30 May 2022.
N1	✓ YES – would be eligible for the van/minibus temporary exemption to 31 May 2023 and then from 1 June 2023 incur a daily charge of £10.	✓ YES – as per second column.
N2	✓ YES – daily charge of £60 from 30 May 2022. Those with a DVLA Tax Class of Private HGV would be eligible to apply for a discount on the daily charge from £60 to £10 from 30 May 2022.	✓ YES – as per second column.
Blank	✓ YES – the vehicle would be charged as equivalent to either a van (£10), minibus (£10), bus (£60) or HGV (£60) depending on the details on the vehicle record. This will be based on the weight and seating capacity of the vehicle as set out at Appendix 1. If the vehicle has a DVLA Tax Class of Private HGV it would be eligible to apply for a discount on the daily charge from £60 to £10 from 30 May 2022.	✓ YES – as per second column.

Vehicles within the DVLA Historic Vehicle Tax Class (vehicles built or first registered more than 40 years ago) qualify for a national, permanent exemption to the daily charge.

A database of these nationally exempt vehicles is managed via the Central Government Payment Portal, so vehicles are automatically exempt with no additional action required by the owner or registered keeper

Funding support

Eligible owners of non-compliant M1/M1 SP vehicles with a body type of ‘motorcaravan’ would be able to apply for replacement or retrofit funding under the Clean Commercial Vehicle Fund, depending on the size of the vehicle. This funding support will open for applications from November 2021.

Questions:

- Under the current GM Clean Air Plan, non-compliant N1 and N2 vehicles with a body type of ‘motorcaravan’ would be charged to drive into the GM Clean Air Zone. To what extent do you agree or disagree that non-compliant M1/ M1 Special Purpose vehicles with a body type of ‘motorcaravan’ should also be charged to drive in the GM Clean Air Zone?
- Would you / your business/organisation be affected by the proposal to include all non-compliant vehicles with a body type of ‘motorcaravan’ within the Clean Air Zone scheme?



Sections of the A575 and A580 at Worsley

The statutory consultation set out that the proposed boundary of the CAZ would follow the existing administrative boundary of GM as closely as possible, excluding the Strategic Road Network (SRN) which is managed by Highways England. Signage will be in place across GM so that people know when they are leaving the SRN, and therefore when they may be subject to a charge.

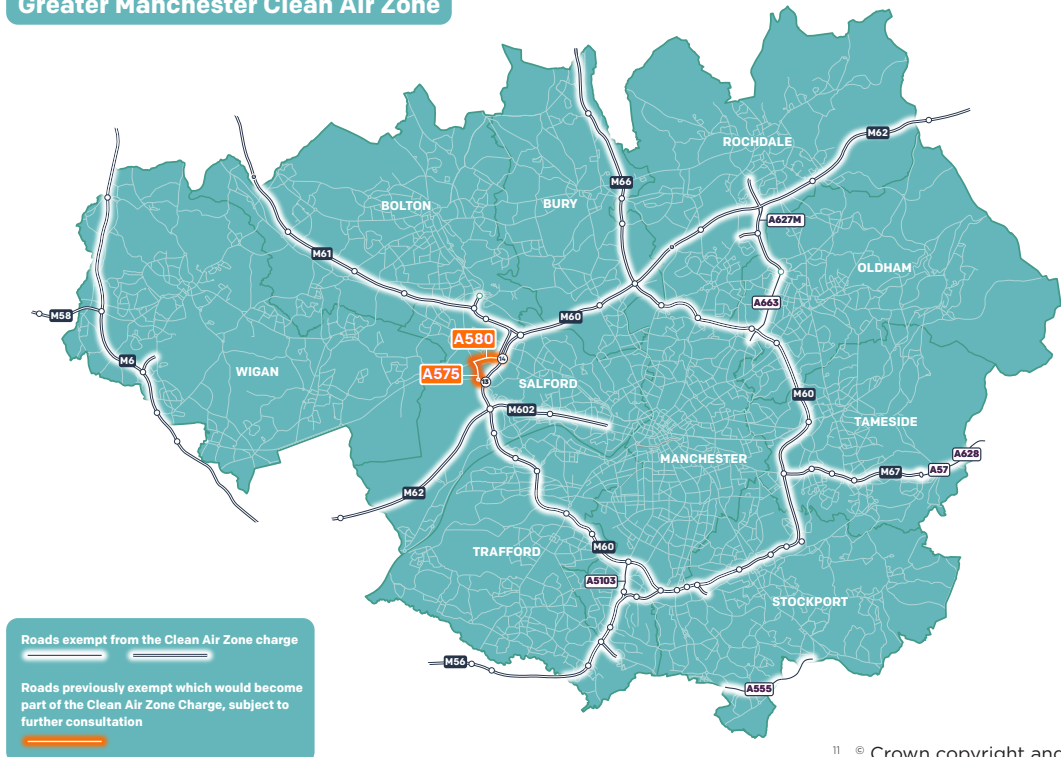
Feedback from the consultation highlighted that sections of the A575 and A580 at Worsley were not included within the CAZ, despite not being part of the SRN. This was because the signage required where these stretches of road join the SRN was initially anticipated to be challenging and would impact on timescales for delivery and achieving compliant levels of NO₂, as well as being costly. An alternative solution to signing the SRN across GM has now been identified by Highways England and would enable the inclusion of highway links in the Worsley area.

It is therefore proposed that the sections of the A575 and A580 at Worsley are now included within the GM CAZ.

Questions:

- To what extent do you agree or disagree with the proposed inclusion of the sections of the A575 and A580 at Worsley within the GM Clean Air Zone?
- How would the proposed inclusion of the sections of the A575 and A580 at Worsley within the GM Clean Air Zone affect you/your business/organisation?

Greater Manchester Clean Air Zone



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How to get involved and have your say

This further consultation intends to seek feedback on the impacts of:

- Including M1/ M1 SP vehicles with a body type of 'motorcaravan' within the charging scheme
- Including the sections of the A575 and A580 at Worsley within the GM Clean Air Zone

Who can take part?

Anyone can get involved to share their views on the impacts of these two inclusions to the GM Clean Air Plan. We are particularly keen to hear from people who may be affected by the proposed policy inclusions.

Where can I get more information?

The questionnaire is available on cleanaairgm.com/consultation, where you can also find supporting documents and sign up for any future updates. You can also request hard copies of the consultation document and questionnaire by calling **0161 244 1100**.

How do I respond?

You can have your say on the proposals by going to cleanaairgm.com/consultation to answer the questions in the online questionnaire. Alternatively, you can:

- Email your feedback to cleanaairgm@aecom.com
- Give your feedback via telephone on **0161 244 1100** (you will be forwarded through to the independent organisation (AECOM) who are conducting this research on GM's behalf to submit your response).
- Write/send a completed questionnaire to

**Freepost RUBS-XRAT-GLBK,
AECOM, 1 New York Street,
MANCHESTER, M1 4HD**

All responses will go to AECOM – the independent agency who are managing and analysing the responses.

For further information or to request paper copies of the consultation document and questionnaire, please ring **0161 244 1100** or email info@cleanaairgm.com. A pre-paid envelope will be provided along with the paper version of the questionnaire so that you are able to return your completed form to AECOM free of charge.

The consultation is open from Wednesday 1 September to 23:59 on Wednesday 13 October 2021.

Access to all

If you need to respond to the consultation in a different way, or require the consultation materials in a different format, please contact info@cleanaairgm.com or call **0161 244 1100** to discuss how we can help you. Support for non-English speakers is available on **0161 244 1100**.

What happens to my response?

Your response will be independently assessed as part of the consultation.

The outputs of the consultation will be analysed and will be taken into account when finalising the proposals. The consultation findings will be reported in the coming months.

Next steps

The GM Charging Authorities Committee will determine the outcome of this consultation in January 2022.

Eligible owners of non-compliant vehicles will be able to apply for funding to support their vehicle upgrades from November 2021. It is anticipated the Clean Air Zone will launch on 30 May 2022.



Appendix 1 – Clean Air Zone vehicle categories and minimum emission standards as set out in the UK Government’s Clean Air Zone Framework¹²

Vehicle Type	Euro Category	Minimum ¹³ CAZ Compliant Euro Emission Standard	Example vehicles ¹⁴
Bus	M3 (Gross Vehicle Weight ¹⁵ over 5000kg and more than 8 seats in addition to the driver)	Euro VI	Public Buses (single decker, double decker and midi), Coaches (single and double decker).
Coach		Euro VI	
HGV	N2 (Gross Vehicle Weight over 3500 kg) N3 (Gross Vehicle Weight over 5000 kg)	Euro VI	Articulated vehicles, rigid HGVs, flatbed lorries, concrete mixers, 2-axle lorry, some motorised caravans (>3.5t) and motorised horseboxes (>3.5t).
Minibus	M2 (Gross Vehicle Weight not exceeding 5000kg and more than 8 seats in addition to the driver)	Euro 6 (diesel) Euro 4 (petrol)	Minibuses (excluding those which are licensed as a Taxi or private hire vehicle – see Taxi and private hire vehicles below).
LGV/Van	N1 (Gross Vehicle Weight not exceeding 3500kg)	Euro 6 (diesel) Euro 4 (petrol)	Vans (short and long wheelbase), some car derived vans, some light 4x4 utility vehicles and pickups.
Hackney carriage and private hire vehicles	Minibus – M2 (Gross Vehicle Weight not exceeding 5000 kg, and more than 8 seats in addition to the driver) M1 Passenger vehicle with up to 8 seats in addition to the driver	Euro 6 (diesel) Euro 4 (petrol)	Vehicles licensed as hackney carriages and/or private hire vehicles.

¹² Defra and DfT. 2020. Clean Air Zone Framework, Annex A. Available at: assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/863730/clean-air-zone-framework-feb2020.pdf

¹³ ibid, note the minimum compliant standard is specified in Table 3.1.2.

¹⁴ As set out by Greater Manchester. These example vehicles do not feature in Government Guidance and are provided for guidance only.

¹⁵ The weight of a vehicle or trailer, including the maximum load, that can be safely carried when it is being used on the road. This will be listed in the owner’s manual. Also known as the maximum authorised mass (MAM) or permissible maximum weight.

Support for non-English speakers

For support to respond to this consultation or to request copies of the summary document and questionnaire please **contact info@cleanairgm.com** or **0161 244 1100**. Support for non-English speakers is available on **0161 244 1100**.

اس مشاورت کا جواب دینے میں مدد یا دستاویز کا خلاصہ اور سوالنامہ کی کاپی حاصل کرنے کے کیلئے براہ مہربانی info@cleanairgm.com یا 0161 244 1100 پر رابطہ کیجئے۔

جن افراد کو انگریزی بولنے میں مدد درکار ہے وہ 0161 244 1100 پر فون کریں۔

“Prosimy o kontakt przez email info@cleanairgm.com lub telefonicznie pod numerem 0161 244 1100 po pomoc w odpowiedzi na tą konsultację lub aby móc otrzymać egzemplarze dokumentacji z podsumowaniem wraz z ankietą.

Wsparcie dla osób nie mówiących po angielsku można otrzymać pod numerem 0161 244 1100.”

“દસ્તાવેજના સારાંશ અને પ્રશ્નાવલિની નકલો મેળવવા માટે અથવા આ પરામર્શનો જવાબ આપવા માટે મદદ મેળવવા કૃપા કરીને info@cleanairgm.com પર ઇમેઇલ દ્વારા સંપર્ક કરો

અથવા તમે 0161 244 1100 પર ટેલિફોન કરી શકો છો.

જ લોકો અંગ્રેજી નથી બોલતા, તેઓ મદદ મેળવવા, 0161 244 1100 પર ટેલિફોન કરી શકે છે.”

"للحصول على الدعم للرد على هذه الاستشارة أو لطلب نسخ من الوثيقة الموجزة والاستبيان، يرجى التواصل على البريد الإلكتروني info@cleanairgm.com أو الإتصال بالرقم 0161 244 1100.

يتوفر الدعم لغير الناطقين باللغة الإنجليزية على الرقم 0161 244 1100."

এই পরামর্শে সাড়া দিতে সাহায্যের জন্য অথবা সামারি ডকুমেন্ট অর্থাৎ সারসর্ম এবং প্রশ্নমালার কপি পেতে ইমেইলে যোগাযোগ করুন - info@cleanairgm.com

অথবা, এই নাম্বারে ফোন করুন- 0161 244 1100

যারা ইংরেজি বলেন না তাদের জন্য সহযোগিতার ব্যবস্থা রয়েছে, সাহায্য পেতে এই নাম্বারে ফোন করুন- 0161 244 1100

