

# London ULEZ

## Factsheet



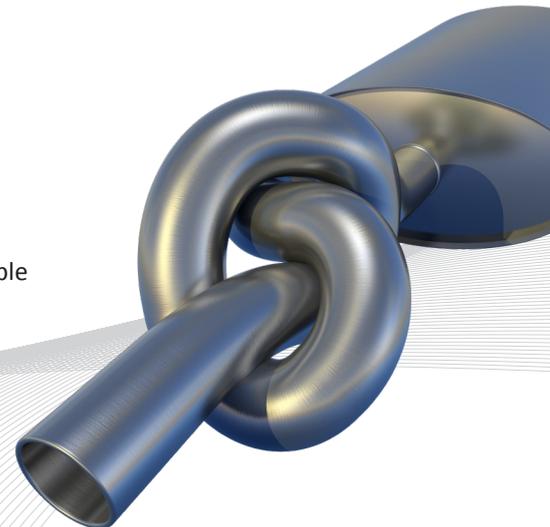
**To help improve air quality, an Ultra Low Emission Zone (ULEZ) will be implemented within central London from 8 April 2019. Most vehicles, including cars, vans, and trucks, will need to meet new, tighter exhaust emission standards (minimum Euro 6 for diesel engines or minimum Euro 4 for petrol) or pay a daily charge to travel within the ULEZ.**

ULEZ charges will be £12.50 per day for non-compliant cars and vans within the central zone, rising to £100 per day for non-compliant HGVs. The scheme will operate 24 hours per day, seven days per week within the current Congestion Charging area.

From October 2021 the ULEZ will expand to an area 18-times larger, covering the region inside London's North and South circular roads.

The new, expanded ULEZ is projected to impact 100,000 cars, 35,000 vans and 3,000 lorries every day.

The BVRLA fully supports the environmental aims behind the introduction of the ULEZ but believes that certain road users need special consideration or additional support in making the transition to more sustainable vehicles and modes of transport.



# The role we can play



**BVRLA members provide affordable access to the newest, cleanest cars, vans and trucks. Using a range of business models, they can provide pay-as-you-go access to vehicles by the minute, hour, day, week, month or year.**

## Rental cars

Typically less than a year old, rental cars provide a reliable, flexible and convenient way of finding an appropriate and compliant vehicle for an occasional trip into the ULEZ.

## Rental vans

Typically less than two years old, rental vans can often be provided pre-fitted to meet the requirements of specific trades such as plumbers, carpenters, electricians or logistics.

## Car clubs

Car clubs provide convenient and affordable access to cars and vans on a self-serve, 24/7 basis and can provide a realistic alternative to vehicle ownership for many city dwellers. The London car club fleet is virtually diesel-free and increasingly electric.

## Lease cars

Traditionally popular with company car fleets, this form of vehicle finance has become increasingly popular as a way for consumers to gain affordable and hassle-free access to a newer, cleaner vehicle. Nearly 10% of all new lease cars are electric or plug-in.

## Lease vans

The average lease van is on contract for around four years. A lack of alternative options means that 99% of lease vans are diesel while just 1% are petrol or electric.

## Truck leasing and rental

The average rental truck is kept on fleet for around four years, while a standard leased truck fleet-cycle is five years. Most truck journeys occur outside of urban areas, but they still play a vital role in city supply chains. Over 90% of everything we eat, drink, wear and build with will travel on an HGV at some point in the supply chain.

## With the right policy environment, the BVRLA and its members can:



**Improve the uptake and affordability of low-emission, ULEZ-compliant vehicles**

Electric vehicles are expensive to purchase up front and require adequate charging infrastructure. Vehicle leasing companies can provide affordable access to both of these with one fixed monthly cost.



**Accelerate the adoption of plug-in electric vehicles**

Many people are still unsure about making the leap to electric motoring. Car clubs, vehicle rental and leasing can provide a 'try before you buy' experience or long-term access to an EV without any of the risks of ownership.



**Support businesses and individuals in changing their transport behaviour**

By providing an affordable, pay-per-journey alternative to vehicle ownership, car clubs and vehicle rental have been shown to help people think more about their trips and make greater use of more sustainable transport options such as public transport, walking or bikes.



# The way forward

The BVRLA would like to work with the Mayor of London, TfL and national government on:

## 1 Promoting vehicle rental, leasing and car clubs

BVRLA members are perfectly placed to support those impacted by the new ULEZ. Leasing, rental, car clubs, as well as supplying to the second hand market, all offer affordable solutions for those requiring a quick upgrade to affordable, compliant vehicles.

## 2 Increasing financial support for SMEs and other essential road users

The new, expanded ULEZ is projected to impact 100,000 cars, 35,000 vans and 3,000 lorries every day across the whole of London. To truly reduce emissions and drive uptake of zero-emission vehicles, we need more funding for mitigation measures that can help small businesses and other essential road users. The Mayor's £23m Van Scrappage Fund is a good start, but much more is needed to prevent the zone becoming little more than an additional tax burden which fails to improve air quality.

## 3 Zero emission zones

Poorly managed or co-ordinated introduction of zero emission zones in certain London boroughs could hurt SMEs that can't afford to upgrade their vehicles, punish businesses with essential for time-sensitive delivery slots times and increase congestion as large HGV cargos are transferred onto multiple EVs with much smaller payloads. Policymakers need to give adequate consideration to EV availability and providing the right package of exemptions and financial support.

## 4 Electric vehicle infrastructure

Without access to an affordable mix of rapid and fast public charge points, businesses and residents travelling into and around London will be unable to fully embrace zero emission vehicles. Priority access should be given to support commercial vehicles as well as rental and car club operators as these fleets provide some of the quickest routes to large scale uptake in electric vehicles.

## 5 Introducing Mobility Credits

The Mayor has previously acknowledged the positive role that a Mobility Credits scrappage scheme could play in driving positive behaviour change amongst lower income households and small businesses that may bear the brunt of the ULEZ. This alternative to a traditional vehicle scrappage scheme has the advantage of encouraging people to abandon vehicle ownership in favour of a credit that can be used on public transport, bike and car sharing.

## 6 A long-term vision

Vehicles are expensive assets, and commercial fleets will make purchasing decisions based on a lifecycle of seven or more years. These businesses are already planning for life beyond 2025, so it is vital that they are given a clear and early vision of the transport constraints they will be operating within in the future.

## The cleanest vehicles on the road

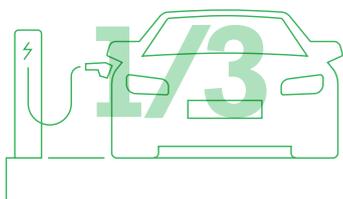
								
	Av. Age	Av. CO <sub>2</sub>	Zero Emission (Pure EV)	Euro 6	Diesel	ULEZ Compliance	NCAP 5+ Star	
	YEARS	G KM-1	%	%	%	%	%	
 <b>CAR</b>	Rental Fleet	0.6	119	0.4%	92%	41%	94%	82%
	Lease Cars	2.0	114	0.2%	75%	76%	75%	88%
	Car Clubs	0.9	103	7%	89%	2%	99%	90%
	UK Car Fleet	7.9	144	0.2%	26%	40%	57%	
 <b>VAN</b>	Rental Fleet	1.7		0%	56%	100%	56%	33%
	Lease Vans	2.5		0.4%	36%	99%	37%	33%
	Car Clubs (Vans)	0.8		2%	94%	98%	96%	10%
	UK Van Fleet	8.1		0%	13%	97%	13%	
 <b>HGV</b>	Lease & Rental	3.8			65%	100%	65%	
	UK HGV Fleet	7.3			36%	99%	36%	

Data accurate as of July 2018

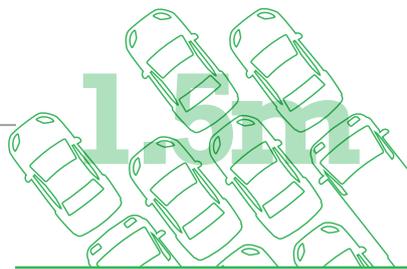
 BVRLA MEMBERS

 WIDER UK FLEET

## About the BVRLA and its members



BVRLA members register around **50% of new vehicles** annually, including approximately **a third of all new electric and plug-in hybrid vehicles**.



BVRLA members dispose of more than **1.5m relatively new cars and vans each year**, providing the UK's **main source of ULEZ-compliant used vehicles**.



The vehicle leasing and rental industry contributes **£5.5 billion** through gross value added and **36,400 jobs in London**.



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