



# The London Low Emission Zone (LEZ)

## Introduction

The objectives of the London Low Emission zone are:

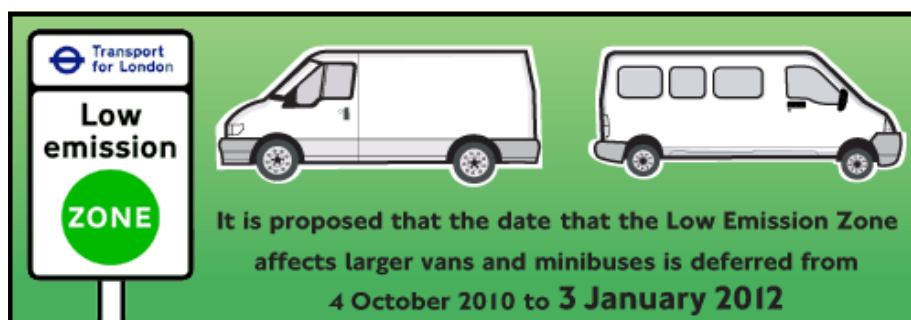
- ◆ To move London closer to achieving National and EU air quality objectives
- ◆ To improve the health and quality of life for people who visit, live and work in London, through improving air quality.



It is estimated that poor air quality accounts for some 1,000 premature deaths and additionally a similar number of hospital admissions. Many more experience discomfort as a result of pollutants which aggravate respiratory and cardiovascular conditions.

## Implementation Dates & Emission Standards

LEZ Stage	Implementation date	Vehicle size/type	Minimum emission standard	Stage status
Stage 1	February 2008	HGV > 12t GVW	Euro III PM	Operational
Stage 2	July 2008	HGV 3.5-12t GVW, Buses, Coaches	Euro III PM	Operational
Stage 3	Deferred from Oct 2010	LCV 1.2 - 3.5t GVW, Minibuses (8+ seats)	Euro III PM	In consultation
Stage 4	January 2012	HGV >3.5T, Buses, Coaches	Euro IV PM	Confirmed



The introduction date for Stage 3 — affecting light commercial vehicles (LCV's) including large vans and minibuses has been deferred from October 2010. The proposed date for introduction is currently **03 January 2012**, although this is under consultation and an announcement is expected soon. For more information visit the TFL website—link below:-

<http://www.tfl.gov.uk/roadusers/lez/about/6573.aspx>

## Frequently asked questions....

### How does the LEZ work ?

- The LEZ is enforced using fixed and mobile cameras which will read your vehicle's registration number plate as you drive within the zone. This will then be checked against a database of registered vehicles which meet the LEZ emissions standard. If your vehicle doesn't meet the LEZ emission standard or qualify for an exemption or discount, you will have to pay the daily charge
- Operators of vehicles not meeting the Low Emission Zone standards can become compliant by fitting pollution reducing equipment to their older vehicles, by fitting new engines in their vehicles or by buying/leasing a compliant vehicle. Operators that do not pay the daily charge and whose vehicles are identified as not meeting the emission standards will incur a penalty charge.
- The Low Emission Zone applies to UK registered and non-UK registered commercial vehicles driving within the zone. Cars are not affected

### What area does the LEZ cover?

- ◆ The area covered would be all of the Greater London Area, excluding the M25, operating 24 hours/day, for 365 days per year.
- ◆ The boundary has been designed to allow vehicles to divert away from the zone if they wish. Vehicles that do not meet the emissions standards would be able to use the M25 to bypass Greater London without entering the Zone.

### What are the daily charges?

- ◆ A daily charge of £200 is set for non-compliant HGVs, buses and coaches driving within the zone.
- ◆ A daily charge of £100 is set for non-compliant heavy vans and minibuses.

The charging levels are designed to encourage operators driving frequently within the zone to ensure their vehicles are compliant, whilst at the same time allowing operators of non-compliant vehicles to drive within the proposed Low Emission Zone on an occasional basis, albeit at a cost. If the charge for a non-compliant vehicle is not paid, a penalty charge would apply. This would be £1000 (reduced to £500 if paid within 14 days) for HGVs, buses and coaches, and £500 (reduced to £250 if paid within 14 days) for LCVs and minibuses.

For HGV's, this means that retrofitting a vehicle with suitable abatement technology, would be justified if making more than 15 visits into the LEZ.

**For more information on payments, please consult the TFL website using the following link:-**  
<http://www.tfl.gov.uk/roadusers/lez/5725.aspx>

### What are the LEZ emission standards?

The emission standards for the Low Emission Zone are based on Euro standards. These are European standards which define the limits for exhaust emissions for new vehicles sold in EU member states.

The Euro III standard became mandatory for all new HGVs, buses and coaches sold in the EU from October 2001 and for LCVs and minibuses from Jan 2002. Euro IV became mandatory in October 2006 for all new HGVs, buses and coaches sold in EU and became mandatory for LCVs and minibuses from Jan 2007.

For the LEZ the following standards apply to HGV's affected by stages 1,2 & 4:

- ◆ **In 2008, Euro III for particulate matter—stages 1 & 2**
- ◆ **In 2012, Euro IV for particulate matter—stage 4**

From early 2012, the proposed emission standard for the Low Emission Zone is Euro IV for particulate matter. This would allow all vehicles manufactured to the Euro IV standard and above to operate within the zone without charge. Pre-Euro IV vehicles would be allowed to operate in the zone without charge if operators had taken steps to meet the Euro IV standard for particulate matter, for example by fitting pollution abatement equipment to their vehicles.

### How can I modify my vehicle to meet the standards?

**Adastra FBC DPF's from Astra are accredited for application to all HGV vehicles affected by the London LEZ.**

- ◆ **Pre Euro, Euro 1 and Euro II engines retrofitted with Astra FBC DPF's for stage 1 & 2 of the LEZ will remain compliant (subject to a valid LEC test) when stage IV is introduced in January 2012**
- ◆ **Stage 4 (Jan 2012) affects all HGV's older than 2006 manufactured to Euro III or earlier emission standards, including all Euro II engines previously on the "eligible engine list" which is now obsolete.**