

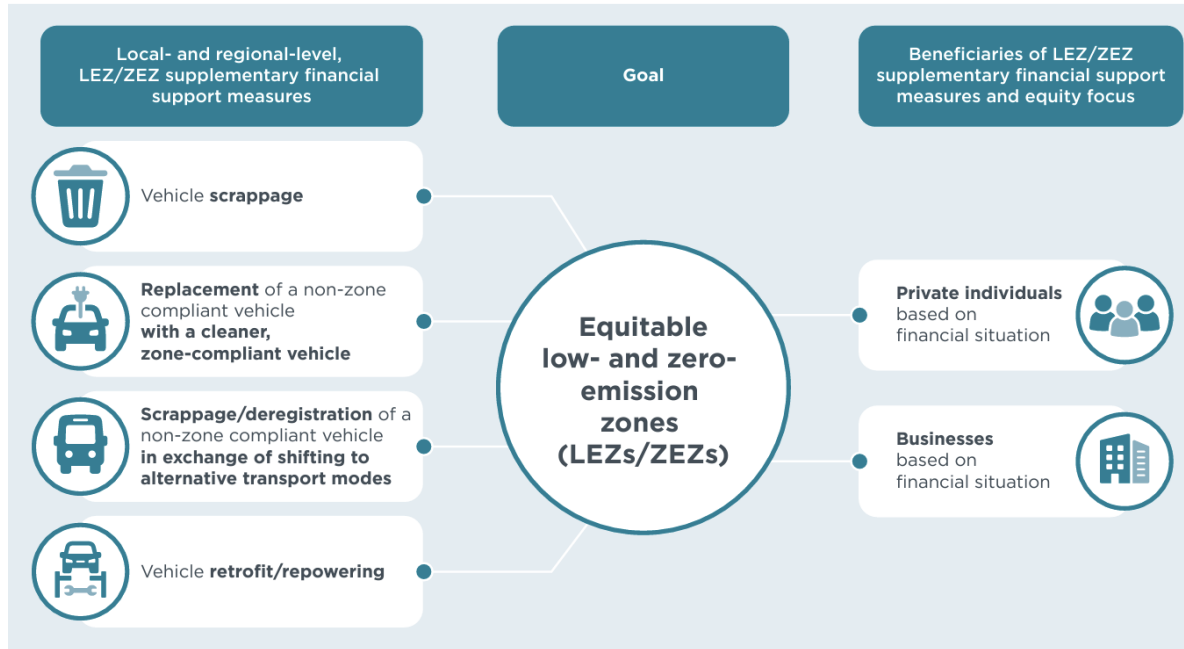
Low- and zero-emission zones and social equity: Supporting the urban transition to zero-emission vehicles and alternative transport modes

Dr. Sandra Wappelhorst, Senior Researcher, ICCT

**POLIS Conference 2021, Session 3C. UVARs:
Regulating access, improving the vehicle fleet?**

29 November 2023

Financial support measures ensure that no one is left behind when planning for or implementing LEZs/ZEZs



Various cities provide financial support measures alongside their implemented or planned LEZs/ZEZs for those most in financial need

- > Belgium: Brussels
- > France: Paris, Aix-Marseille, Grenoble, Lyon, Montpellier, Nice, Reims, Rouen, Saint-Étienne, Strasbourg, Toulouse
- > United Kingdom: London, Bristol (England), Aberdeen, Dundee, Edinburgh, Glasgow (Scotland)



In Brussels, micro and small businesses can get up to €15,000 for the replacement of a non-LEZ compliant with a compliant van

Table 3. Brussels (Belgium) LEZ supplementary financial support measures by local government.

		Businesses operating or active in the Brussels Capital Region		
		Micro businesses (less than 10 employees, annual turnover max. €2 million or balance sheet max. €2 million)	Small businesses (less than 50 employees, annual turnover max. €10 million or balance sheet max. €10 million)	Medium businesses (less than 250 employees, annual turnover max. €50 million or balance sheet max. €43 million)
Van replacement with a cleaner van or quadricycle model				
Step 1	Scrappage of a non-LEZ compliant gasoline, natural gas, or diesel van	Yes		Yes
Step 2	Replacement with a new or second-hand LEZ-compliant van (gasoline or natural gas)	€3,000		€2,000
	Replacement with a new or second-hand LEZ-compliant van or quadricycle (electric)	€15,000 (including €1,000 for a charging station)		€10,000 (including €1,000 for a charging station)
Van retrofit/repowering to an electric version				
	Repowering of a non-LEZ compliant gasoline, natural gas, or diesel van to a BEV or FCEV	€7,500 (including €1,000 for a charging station)		€5,000 (including €1,000 for a charging station)

Note: Aid amounts reflect maximum values; grant amounts applicable if applying for a grant between 2023 and 2024.

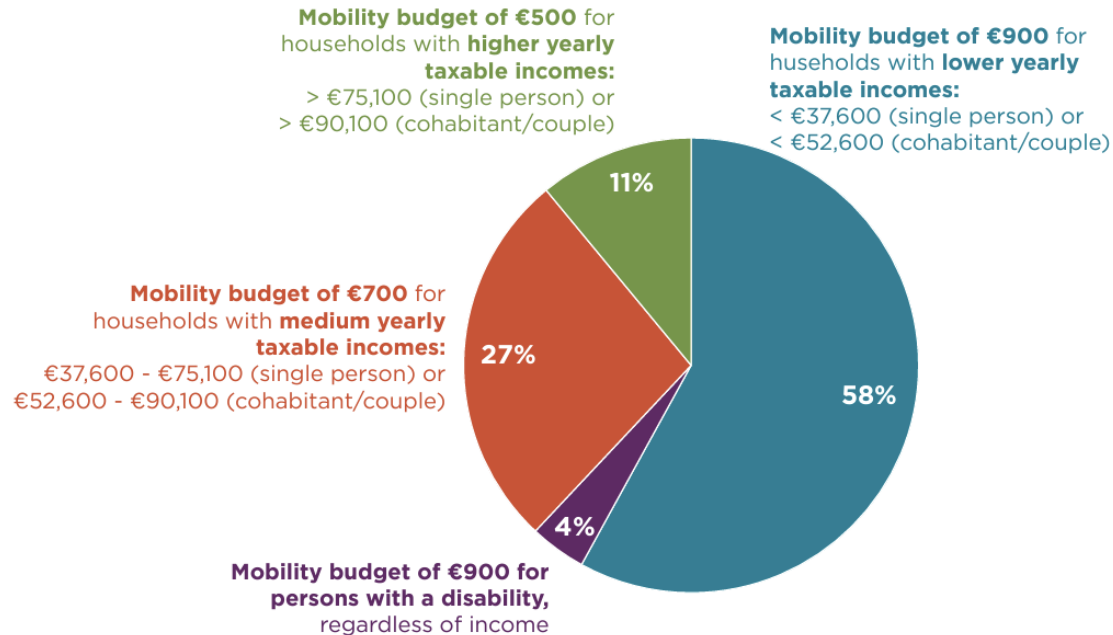
In Brussels, private individuals with lower incomes can get up to 900 Euros when deregistering a private car in favor of alternative modes

Table 2. Brussels (Belgium) LEZ supplementary financial support measures by local government.

		Private individuals living in the Brussels Capital Region with a yearly taxable income of		
		< €37,600 (single person) or < €52,600 (cohabitant/couple) or person with a disability, regardless of income	€37,600 – €75,100 (single person) or €52,600 – €90,100 (cohabitant/couple)	> €75,100 (single person) or > €90,100 (cohabitant/couple)
Car replacement with alternative modes of transportation				
Step 1	Deregistration of a private car	Yes		
Step 2	Mobility budget which can be spent on services by third parties supporting mode shift including subscriptions for public transport and vouchers for TaxiBus, purchase of bike and bike equipment, coupons for a bike sharing system, subscriptions for (electric) carsharing, and coupons to access Mobility as a Service system	€900	€700	€500
		Minimum amounts to be spent on each service depending on the relevant third party offers		

Note: Aid amounts reflect maximum values; grant amounts applicable if applying for a grant between 2023 and 2024.

In Brussels, 58% of people in the lower income brackets received the maximum amount of the mobility budget in 2022



In Paris, private individuals with lower incomes can get up to €6,000 when scrapping an older car/van and replacing with a low-emitting one

Table 4. Greater Paris Metropolitan Area (France) LEZ supplementary financial support measures for individuals by local government.

		Private individuals living in the Greater Paris Metropolitan area with a yearly per capita reference taxable income of			
		€0 - €6,300	€6,301 - €13,489	€13,490 - €35,052	above €35,052
Car or van replacement with cleaner car or van model					
Step 1	Scrapping of a gasoline or diesel car or van registered before 2006 or 2011 respectively	Yes	Yes	No	No
	Scrapping of a gasoline or diesel car or van registered before 1997 or 2006 respectively	No	No	Yes	Yes
Step 2	Replacement with a new or second-hand car or van (BEV, FCEV, PHEV with a battery electric range more than 50 km, hybrid, or CNG vehicle)	€6,000	€5,000	€3,000	€1,500
Car, van, 2- or 3-wheeler replacement with cleaner 2- or 3-wheeler, or quadricycle model					
Step 1	Scrapping of a gasoline or diesel car or van registered before 1997 and 2006 respectively, or a gasoline or diesel 2-/3-wheeler registered before 2000	Yes	Yes	Yes	Yes
Step 2	Replacement with a new or second-hand 2- or 3-wheeler, or quadricycle (electric)	€1,400	€1,100	€900	€600

Note: Aid amounts reflect maximum values; the reference taxable income considers all income of tax and is calculated from the taxable income; BEV = Battery electric vehicle, FCEV = Fuel cell electric vehicle, PHEV = Plug in hybrid electric vehicle, CNG = Compressed Natural Gas

Conclusions

- > Various cities in Europe have adopted supplementary local and regional level financial measures for private individuals and businesses in most financial need alongside the planning and implementation of an LEZ/ZEZ
- > Evaluation shows that these measures can help to support equitable outcomes of LEZs/ZEZs

Questions?
Contact s.wappelhorst@theicct.org

icct

THE INTERNATIONAL COUNCIL
ON CLEAN TRANSPORTATION