



Ultra Low Emission Zone proposal

Update to private hire trade

April 2014

Agenda

- ULEZ consultation update
- Charging infrastructure
- Procurement lead-in / fleet replacement cycles
- Availability / affordability of vehicles
- Next steps



Update on announcements and process

- The Mayor has confirmed the ULEZ variation order
- From 7 September 2020, new vehicle emission standards will be introduced in central London (all PHVs will need to comply with these).
- The OLEV has confirmed a £200m plug-in car grant fund, alongside a specific £20m OLEV national taxi scheme and £10m for charging infrastructure in London.
- The Mayor has asked us to continue to work with you to finalise a solution to achieve emissions savings in London and increase the number of zero emission capable vehicles in the PHV fleet.



Responses to the consultation

- A ZEC 2018 requirement should be subject to a separate consultation process.
- Start date of 2018 is unreasonable and unfounded.
- Need to look at what is possible and how to achieve the ULEZ objectives, with a structured and achievable timeline.
- There needs to be a clear plan on charging infrastructure.
- There needs to be a suitable and affordable range of vehicles available.
- There should be a gradual implementation of the requirement with clear milestones.
- TfL should address the provision of wheelchair accessible vehicles.



Charging infrastructure

Rhona Munck
Senior Strategy Manager, Surface Transport

Current understanding of charging needs

- London already has 1,400 publicly accessible electric vehicle charge points through Source London.
- Majority of Source London charge points are standard 3kW or fast 7kW charge points. It takes 6-8 hours to fully charge a vehicle at a standard point or 3-4 hours at a fast point.
- Source London provides a vital service to electric vehicle drivers but TfL recognises that further infrastructure is likely to be required to support commercial fleets, including private hire vehicle fleets.
- The PHV zero emission capable requirement allows fully electric vehicles and plug-in hybrid vehicles with a minimum 30 mile zero emission range to be licensed.



Why aren't there more rapid charge points in London?

- Rapid charge points are needed to support the uptake of zero emission capable commercial vehicles.
- Rapid 43kW or 50kW charge points can provide full charge in ~30 min. A 15 minute charge could provide ~40 miles range.
- Barriers to rapid charge point installation include:
 - Limited electricity supply and cost of new substations
 - Cost and availability of land to site charge points and substations
 - Size of charge points
 - Limits to the amount a network operator can expect drivers to pay to charge their vehicle.



Vehicle charging – next steps

- TfL will publish an Ultra Low Emission Vehicle Delivery Plan for London in summer 2015.
- This will also set out what we will do to further enable and encourage the uptake of electric vehicles, including PHVs. Will set out how TfL will deliver a rapid charging network in London.
- We need more evidence to estimate number of charge points for private hire.
 - TfL talking to operators trade, industry and key stakeholders to gather your views.
 - TfL commissioning more research to inform our deployment approach for rapid charging.
- TfL has also secured £10m from National Infrastructure Plan for charging infrastructure. TfL will bid for further funding OLEV funding for rapid charging.



PHV charging questions

- What type of electric vehicle suits private hire operation? Why?
- How far do PHV drivers drive on a shift?
- How would drivers fit charging into their working pattern?
- Where should charging points be located?
- Where do drivers park for breaks? How long for?





Procurement lead-in / fleet replacement cycles

Roundtable discussion



ULEZ 2018 newly licensed requirement

Additional engagement

- At our recent discussions, we have considered some key concerns with particular regard to:

Availability / affordability of vehicles

- *Monitoring of suitable zero emission capable vehicles being brought to market*

Financial assistance

- *OLEV bidding process / Government spending*

Charging infrastructure

- *More specifics on what is needed to build confidence*
- *Government funding and delivery plan*

- We want to work with you to alleviate these concerns and consult on a more detailed final proposal with yourselves and other stakeholders after the election.



Possible options (for discussion)

- Match the OLEV plug-in grant requirement and confirm now, subject to ongoing review of vehicle availability?
- Gradual implementation of the requirement over time?
 - Year 1 Maximum 100g/km CO₂
 - Year 2 Maximum 75g/km CO₂
 - Year 3 Maximum 50g/km CO₂
 - Year 4 Maximum 25g/km CO₂
- Exclude specific types of vehicles (accessible, 7-seater)?
 - Sunset period until 2020
 - Subject to future review (no set date)
 - Replacement of like-for-like
- No zero emission range and only CO₂ requirement?
- Lower zero emission range (eg 5 miles)?
- Defer the requirement for all PHVs until later date (eg 2020)?





Next steps

Timetable

- We want to work closely with you to finalise the proposals and on other related matters, such as charging infrastructure. You have now been invited to a number of meetings.
- **7 May**
 - TfL to update on proposed licensing requirements
 - Consultation update
 - If any significant changes are required over those previously consulted upon then a new (short) consultation will be required
 - TfL to outline timetable and process for potential consultation
- **18 June** subject to a new consultation being required:
 - Formal consultation meeting
 - Review of proposals and formal comments by the PH trade representatives and other matters as required
- **16 July**
 - Briefing on Mayor's decision and next steps

