

Leaseurope

Annual Review

SEPT 2025-2026

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01

Foreword

Obtaining concrete
results for the industry





STEFAN DAVIDSSON
Leaseurope's Chair

Foreword

The past year has once again demonstrated how rapidly the environment in which European businesses operate can change.

Geopolitical tensions, trade frictions, shifting global supply chains, technological transformation and continued regulatory developments are creating an increasingly uncertain landscape for European industry. In such an environment, the ability to adapt quickly is more important than ever.

This is where leasing and rental can make a tangible difference. By providing flexible access to the assets businesses need to operate and grow, our industry enables companies to invest, adapt and remain competitive, while facilitating access to newer and more efficient technologies. As Europe seeks to strengthen its competitiveness while navigating major ecological and technological transitions, the contribution of leasing is becoming increasingly important.

The 2026 Annual Report reflects the breadth of work undertaken by Leaseurope across a wide range of policy and industry priorities. From prudential regulation and securitisation to sustainability, the future of mobility services, electrification and access to finance, our expert Committees and Taskforces have continued to provide evidence, expertise and practical solutions. Through sustained engagement with European policymakers, and close cooperation with other industry associations, we have worked to ensure that the perspectives of the leasing and automotive rental sectors are fully understood and taken into account in an increasingly complex policy environment.

None of this would be possible without the active involvement of our members. The expertise, time and commitment contributed by our national associations, corporate experts and Board have been instrumental in advancing our priorities and strengthening our collective voice. It is a privilege to lead a Board comprising committed industry leaders from across Europe, and I would like to thank them for their continued guidance, engagement and dedication.

My sincere thanks also go to the Leaseurope Secretariat, whose expertise, professionalism and commitment underpin everything we do. Together, we have achieved a great deal over the past year. As the challenges facing Europe continue to evolve, our ability to work collectively, respond pragmatically and adapt to change will remain among our greatest strengths.

OK

"In a period of geopolitical uncertainty and rapid economic and technological change, resilience is about more than withstanding disruption. It is the ability to adapt, invest and continue moving forward. Leasing has repeatedly demonstrated the vital role it can play in enabling that resilience. Through strong collaboration across our industry, we can continue to support a European economy that is competitive, sustainable and equipped to adapt to change."

STEFAN DAVIDSSON
Leaseurope's Chair

Thank you to our Board

The work of Leaseurope would not be possible without the support and guidance of our Board of Directors, who generously donate their time to the benefit of our entire industry.

Chair

STEFAN DAVIDSSON
EXECUTIVE VICE PRESIDENT, DNB FINANS

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CEO, RAIFFEISEN LEASING

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SENIOR VICE PRESIDENT FOR EUROPE, ENTERPRISE RENT-A-CAR

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JÚLIO JACOB
HEAD OF LEASING & FACTORING, NOVO BANCO

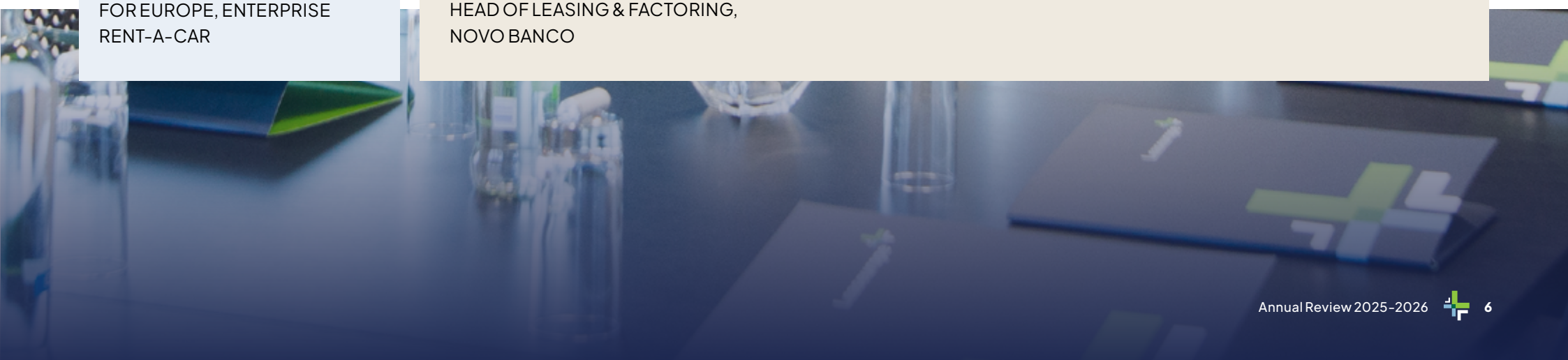
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YANN LERICHE
ASSETS & SUPPLY DIRECTOR, PETIT FORESTIER GROUP





02

About Leaseurope

Representing the leasing
and automotive rental
industry in Europe

About Leaseurope

The voice of leasing and automotive rental in Europe since 1972.



Leaseurope connects its members, regulators and other stakeholders, working to ensure a strong leasing and automotive rental sector supporting the European economy. We advocate for this on relevant regulatory initiatives, provide expertise on a wide range of topics, publish valuable statistical reports and research on our industry, and create a community of lessors and others to exchange on relevant topics.

As an umbrella federation, Leaseurope brings together 48 national associations throughout Europe representing bank-owned, captives and independent lessors as well as long and short-term automotive rental companies. The scope of products covered by Leaseurope's members ranges from hire purchase and finance leases to operating leases of all asset types (automotive, equipment and real estate) and also includes the rental of cars, vans and trucks. It is estimated that Leaseurope represents approximately 91% of the European leasing market.

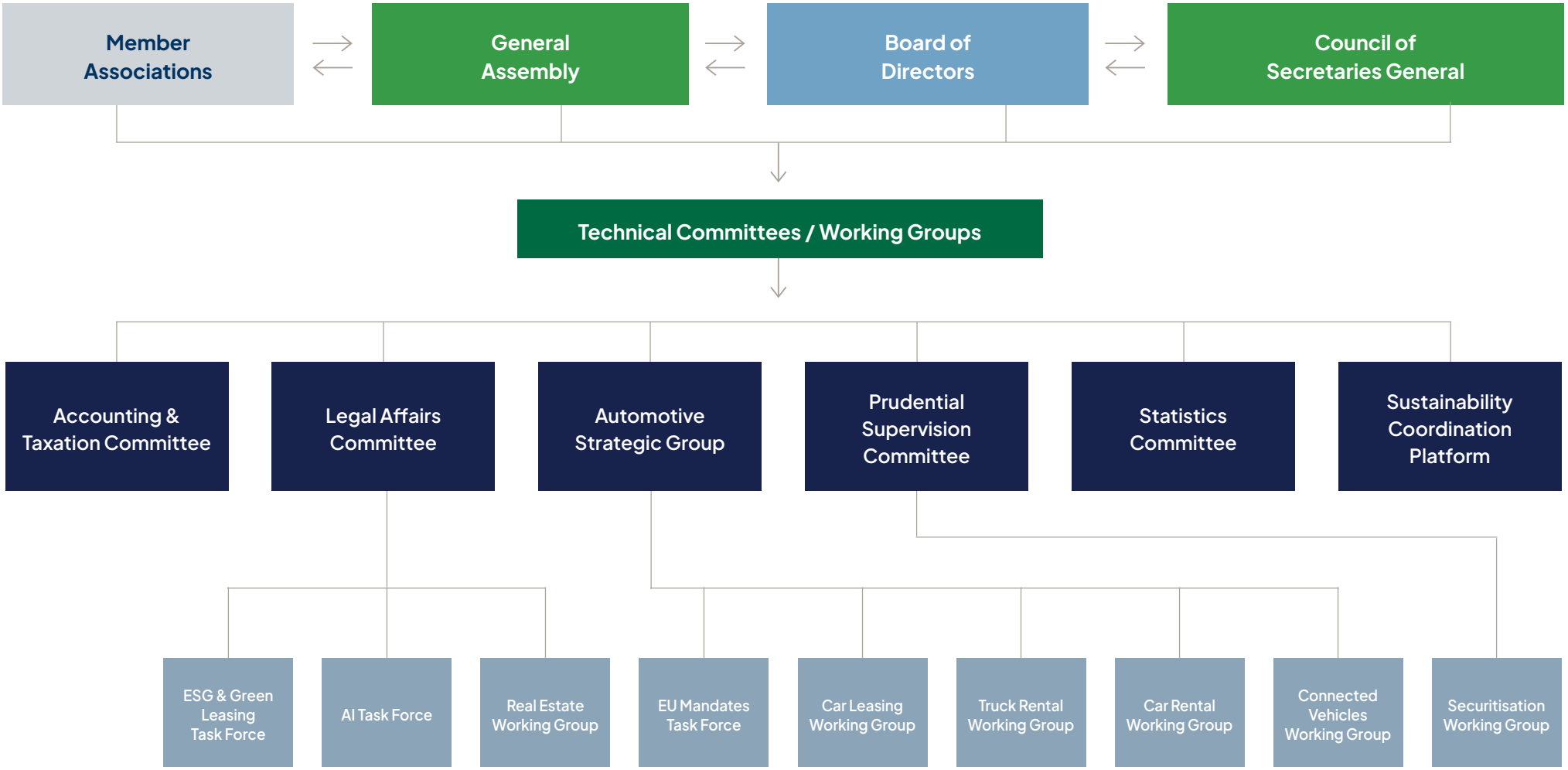
Our Mission

Leaseurope's represents and promotes the interests of its members as the expert and natural voice of the European leasing and automotive rental industries.

How we achieve this

- Representing the leasing and automotive rental industries vis-à-vis European and international bodies as a fair and reliable partner and a contact point for key stakeholders.
- Promoting member industries, services and contribution to a positive social and economic environment at European and international levels.
- Informing our members of all European or international developments that may impact their industry.
- Developing and defending industry positions that are supported by technical research and expertise.
- Producing European-wide statistics in order to explain who Leaseurope represents and its importance in the economy, and assess the current state of the market, identify trends and facilitate benchmarking.
- Providing members with a platform to exchange views and best practices, network and, meet relevant third parties (EU officials, experts, etc.)

Our Structure



Our Team

At Leaseurope, we are a small team of dynamic and committed professionals.
We build our work on strong expertise, a European mindset and a sound network.



RICHARD KNUBBEN
DIRECTOR GENERAL



RAFAEL ALARCÓN ABETI
SENIOR DIRECTOR,
FINANCIAL SERVICES
& SUSTAINABILITY



ISAK BENGTZBOE
EUROFINAS CHIEF POLICY
& LEGAL ADVISER



JULIE DEBRUYNE
SENIOR MANAGER,
OPERATIONS & EVENTS



STELLA MITTA
SENIOR LEGAL
& POLICY ADVISER



JULIAN ROSE
ADVISER, LEASE
ACCOUNTING & TAXATION



TRINH TO NGUYEN BAO
ADVISER, DATA
& STATISTICS



SIMANIS EZERINS
ADVISER, MEMBERSHIP
ENGAGEMENT



MARTINA APICELLA
POLICY ADVISER,
MOBILITY



ANDER JIMENEZ MORILLAS
ADVISER, COMMUNICATIONS
& PUBLIC RELATIONS

03

Advocacy

Engaging with policymakers on your behalf and helping our industry secure a prominent voice in Europe



Building the Case for Lower Risk Weights for Leasing

For the European leasing industry to reach its full potential, banking regulation needs to reflect the actual risk of leasing exposures. A more proportionate prudential treatment would not only recognise the low-risk profile of leasing but could also increase the industry's capacity to finance businesses, SMEs and investment across Europe.

Following the extensive preparatory work reported last year, 2026 saw the European Banking Authority's (EBA) assessment of leasing exposures move into its critical data collection and analysis phase. This builds on the specific leasing mandate secured by Leaseurope in Article 495c of CRR III.

Leaseurope continued its intensive engagement with the EBA on the methodology and data templates underpinning the exercise. This followed an extensive process of technical discussions aimed at ensuring that the methodology appropriately captures the specific characteristics of leasing and provides a robust basis for assessing its risk profile.

Working closely with our members and industry experts, Leaseurope coordinated the industry's participation in the exercise, while leasing companies provided the underlying portfolio data for the EBA's analysis. The exercise provides an unprecedented opportunity to demonstrate, on the basis of extensive industry data, the low-risk profile of leasing exposures and assess whether their current prudential treatment appropriately reflects their actual risk.

In parallel, Leaseurope has moved beyond evidence-building towards the development of concrete solutions for a more proportionate and risk-sensitive prudential framework. We have prepared specific legislative proposals for amendments to the CRR, covering the treatment of leasing under both the Standardised and Internal Ratings Based approaches. We have also developed a dedicated economic impact paper demonstrating how a more appropriate calibration could unlock additional financing capacity and support investment, growth and competitiveness across the European economy.

These proposals and supporting analysis will form a central part of our advocacy with European and national policymakers, providing them with both the technical case for recognising the low risk of leasing and the broader economic case for reform.

The next major milestone will be the EBA's report (expected Q1 2027) setting out the results of its analysis and policy recommendations to the European Commission. In parallel, Leaseurope will intensify its engagement with the European Commission and national ministries to build support and prepare the ground for the next stage of the legislative process and potential amendments to the CRR.



Leaseurope has moved beyond evidence-building towards the development of concrete solutions for a more proportionate and risk-sensitive prudential framework.

Clean Corporate Vehicles Regulation

Leaseurope shapes the conversation in Brussels

Since the European Commission presented its Clean Corporate Vehicles Regulation proposal in December 2025, Leaseurope has played a leading role in ensuring that the realities of the leasing and rental sector are understood and reflected in the legislative debate. Through sustained advocacy, detailed technical input and close cooperation with industry partners, Leaseurope has helped shape the discussion around the proposal and build support for a more balanced, workable and market-oriented approach.

The proposal would introduce mandatory targets for the uptake of zero- and low-emission vehicles in corporate fleets, with far-reaching implications for leasing and rental companies and, by extension, for the broader automotive market. It would also introduce fiscal restrictions on the acquisition of non-battery-electric vehicles (non-BEVs).

As the file has progressed through the EU institutions, Leaseurope has been at the forefront of demonstrating the practical and economic consequences of a one-size-fits-all regulatory approach. Our work has consistently underlined the need for effective enabling conditions that support fleet decarbonisation, rather than binding requirements that risk distorting vehicle markets or constraining the ability of leasing and rental companies to respond to customer demand.

In the European Parliament, Leaseurope has engaged extensively with members across all parties, with amendments being tabled ranging from outright rejection of the proposal to scope exemptions, to a shift to non-binding targets. In parallel, we have intensified our engagement with Member States in the Council of the EU, where the proposal has encountered growing scrutiny. Leaseurope has been an important source of sector-specific evidence and expertise in this debate, helping to ensure that policymakers fully understand the operational, financial and market implications of the proposed framework.

A central element of Leaseurope's strategy has been to build a broad coalition around these concerns. We have worked closely with like-minded stakeholders including vehicle manufacturers, business organisations and road transport operators, to develop common messages and amplify the industry's voice. By bringing together perspectives from across the mobility and automotive value chain, Leaseurope has helped demonstrate that the issues raised by the proposal extend well beyond leasing and rental, touching on vehicle affordability, fleet renewal, residual values, competitiveness and the wider transition to cleaner mobility.

Our priorities remain clear: the final framework must be realistic, economically viable and technology-neutral, while creating the conditions needed for effective fleet decarbonisation. Leasing and rental companies are not peripheral to this transition, rather they are among the principal channels through which new vehicle technologies reach businesses and consumers across Europe. Ensuring that the regulatory framework recognises this role is therefore essential.

Bringing the industry together

Leaseurope coordinated two broad industry statements helping to establish a consistent narrative across the sector and increase its visibility with policymakers.

12.2025
Joint letter rejecting LDV Corporate Fleet Mandates as they damage EU business competitiveness

06.2026
Joint statement calling for an effective, incentive-led approach to the Clean Corporate Vehicles Regulation



© European Union, 2026, licensed under CC BY 4.0 | Plennary session in the European Parliament.

"In the ECON Committee, we found a majority for an ambitious compromise that specifically strengthens the European securitisation market and ensures financial stability."

Ralf Seekatz (EPP), rapporteur of the Securitisation dossier

Securitisation

Making securitisation work better for leasing

Leaseurope's active advocacy is delivering important improvements to the securitisation framework for leasing companies, reducing regulatory barriers, broadening funding opportunities and freeing up capacity to finance more European businesses.

Following the European Commission's proposals to reform the EU securitisation framework in 2025, Leaseurope has played an active role throughout the legislative negotiations, working to ensure that the new rules better reflect the characteristics of leasing securitisations.

Working closely with our members and other financial industry associations, Leaseurope has engaged extensively with members of the European Parliament, national governments and EU institutions, putting forward targeted amendments and explaining the specific characteristics of leasing transactions.

This advocacy has contributed to important progress for the industry, including a leasing-specific carve-out from the new resilience criterion. We have also continued to advocate for simpler and more proportionate due diligence and transparency requirements and improved prudential treatment, helping make securitisation a more effective funding and risk-management tool.

A better functioning framework can help leasing companies diversify their funding, facilitate risk transfer and free up capacity for new financing, supporting greater investment in vehicles, equipment and other productive assets across Europe.

The dossier has now entered the final stage of negotiations, with trilogues between the European Parliament, Council and Commission underway. An agreement is expected by the end of 2026 or early 2027. Leaseurope will remain closely engaged to preserve the improvements achieved and secure the best possible final framework for the leasing industry.

Leasing is eligible, but specifics of the sector still need to be considered

Leaseurope's advocacy is delivering improvements to the General Block Exemption Regulation (GBER). The draft of a revised GBER includes amendments that appear useful for leasing, including confirmation that for the Regulation's purposes loans include leases with or without transfer of ownership. Leaseurope further calls for equal treatment for all lease agreements and for a Commission guidance considering the specificities of leasing in State Aid schemes.

Leaseurope contributed to various consultations launched by the European Commission on the review of the *General Block Exemption Regulation (GBER)* over the last year. In February 2026, the Commission published a draft for a revised GBER which covers some types of aid that are most likely to be relevant to equipment or motor finance. This draft includes some amendments that appear to be useful improvements for leasing. Key confirmation is that for the Regulation's purposes loans include leases with or without transfer of ownership. Another important point is that the draft GBER on investment aid concerning zero-emission vehicles includes aid for the leasing of such vehicles with the leases being of a duration of "*at least 12 months*".

There are still specific provisions in the draft revised GBER whereby leases must involve a transfer of ownership to be eligible for aid. Leaseurope has repeatedly called for the adjustment of such strict requirements, as it renders the grant of aid via leasing problematic in many instances, differentiating thereby against leasing contracts. The new EU State aid rules should be focused on asset usage rather than legal ownership.

The Commission is expected to adopt the revised GBER by the end of 2026, with the entry into force on 1 January 2027. Leaseurope has been also calling for practical guidance on adaptations to scheme terms and conditions that may be appropriate for the specificities of leasing.

Leaseurope has prepared a set of Q&As as a means of practical guidance on the application of GBER to leasing. The documents aim at supporting member associations with the designing and application of aid schemes at national level and at promoting discussions with EU stakeholders.



Leaseurope contributed to EU debate

Leaseurope has continued to deepen its engagement on Social Leasing, contributing directly to the European debate on how zero-emission mobility can be made more accessible to lower-income households.

In April, Leaseurope participated as a speaker at a Socialists & Democrats (S&D) event in the European Parliament dedicated to Social Leasing, bringing the perspective and practical experience of the leasing industry directly into discussions with MEPs and other stakeholders. Our contribution emphasised the importance of building future schemes around the existing leasing model and infrastructure, and of recognising the central role leasing and rental and consumer finance companies can play in providing affordable access to electric mobility, as well as, potentially, to other essential assets.

The debate gained further momentum in July, when the European Commission published its long-awaited guidance on Social Leasing as part of its Electrification Action Plan. The guidance sets out recommendations for Member States on the design and financing of social leasing schemes, including through the Social Climate Fund and ETS2 revenues, with particular attention to low- and middle-income households in rural and remote areas.

> Leaseurope will continue to engage closely with the European institutions, Member States and other stakeholders to ensure that future Social Leasing initiatives are practical, scalable and grounded in the realities of the leasing market and the restrictions placed on it by the wider legislative framework.



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Importantly, the Commission also encourages Member States to consider second-hand battery-electric vehicles (BEVs) as part of their schemes, an approach Leaseurope has consistently advocated. This is a significant element of the debate: a stronger role for the second-hand market can materially improve affordability and consumer choice, while also supporting residual values and the development of a healthier and more sustainable market for electric vehicles.

Leaseurope will continue to engage closely with the European institutions, Member States and other stakeholders to ensure that future Social Leasing initiatives are practical, scalable and grounded in the realities of the leasing market and the restrictions placed on it by the wider legislative framework. By drawing on the sector's expertise, established distribution channels and existing financing infrastructure, policymakers can build schemes that deliver genuine access to cleaner mobility while making effective use of proven market mechanisms.



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Thanks to Leaseurope's active and regular engagement with EFRAG in view of the expected technical advice to the Commission, the revised ESRS provide for key new guidance for leasing and rental companies.

Emissions reporting for lessors clarified following Leaseurope action

In July 2026, the European Commission published a simplified set of the European Sustainability Reporting Standards (ESRS), which is based on the technical advice for simplification provided by EFRAG (European Financial Reporting Advisory Group) which will start applying to financial years beginning from 1 January 2027. The ESRS have been revised a part of the European Commission's Omnibus I package which aimed to simplify the sustainability reporting requirements for companies.

The simplified EU rules, i.e. the Directive amending the Corporate Sustainability Reporting Directive, reduce the number of companies covered form the scope by excluding companies with less than €450 million in revenue and fewer than 1,000 employees, as compared to the prior 250 employee threshold. The revised ESRS apply to companies remaining within the scope of the CSRD and they are now simplified in line with the Omnibus' I simplification objectives.

Thanks to Leaseurope's active and regular engagement with EFRAG in view of the expected technical advice to the Commission, the revised ESRS provide for key new guidance for leasing and rental companies. The changes should provide our members and its auditors with much-needed clarity that in general, lessees and users will report Scope 1 and 2 impacts of leased assets rather than lessors, while the lessors will only report Scope 3 impacts. This is regardless of the type of lease (i.e. finance lease, operating lease or right-of-use lease and/or rental).

This rule takes precedence over other parts of the Amended ESRS. Another key point is that more flexibility is introduced allowing the use of estimates which means that there is no need for major data collection exercises by lessors to prepare Scope 3 (upstream and downstream) reporting, if reasonable high-level averages can be used instead.

Transition Asset Finance

Taking steps towards achieving official recognition

The European Banking Authority has created a new metric to capture all finance support provided to customers to support their transition efforts, opening the door to wider recognition of Transition Asset Finance.

Building on work last year to develop a practical definition of 'Transition Asset Finance', Leaseurope has continued to campaign for wider recognition of the critical role of the leasing industry in helping European businesses to transition towards being more sustainable.

In June, the European Banking Authority (EBA) published new Pillar 3 disclosure requirements for banks that included a new metric that is intended to capture all exposures that support the transition efforts of users, not only those that fit the narrow scope of the EU Taxonomy. We believe the new metric is the first attempt by any European authority to quantify the wider transition finance activities of banks. Its use could help leasing arms of banks to demonstrate their strategic importance in delivering group sustainability goals.

Leaseurope wrote to the EBA, pointing out the key role played by the sectors we represent in financing transition-related assets, particularly for SMEs, where such financing frequently supports investment in new and proven technologies that improve the environmental performance of businesses and replace older, less efficient assets. We shared our working definition of "transition asset finance" as a practical example of a robust industry-developed framework for reporting.

We suggested that regulatory recognition or guidance would be helpful in providing institutions with sufficient confidence to apply such frameworks and in promoting consistency across the market. That guidance might come directly from the EBA or more specialist bodies such as the European Financial Reporting Advisory Group (EFRAG) or the Global Reporting Initiative (GRI), both of whom we have kept informed of our transition finance work. On 26 October we are planning to meet the EBA to disucuss use of our transition asset finance framework.



EU Taxonomy

Leaseurope calls for simpler DNSH criteria and for consideration of all leasing solutions

The European Commission is currently reviewing the EU Taxonomy, including the technical screening criteria used to determine whether economic activities can be considered environmentally sustainable. Following Leaseurope's contributions to a number of consultations, the draft revised Taxonomy Delegated Acts published in March 2026 contain several welcome improvements aimed at making the framework more workable for leasing, although further adjustments remain necessary.

Leaseurope has consistently called for a more proportionate and practical application of the Taxonomy to leasing activities. In particular, we have advocated for simpler 'do no significant harm' (DNSH) criteria for road transport activities contributing to climate change mitigation, including more workable requirements relating to tyres. We have also stressed the need to reflect the specific characteristics of leasing in activities contributing to the circular economy, so that the Taxonomy does not inadvertently disadvantage particular leasing models.

A further priority has been the treatment of transition finance. Leaseurope has emphasised that activities which make a meaningful contribution to the green transition, even where they do not yet meet the strict conditions for full Taxonomy alignment, should remain visible within the sustainable finance framework rather than going unreported or unrecognised.

The European Commission is expected to adopt the final delegated acts by the end of 2026, after which they will be transmitted to the European Parliament and the Council of the EU for scrutiny. Leaseurope will remain actively engaged throughout this process, continuing to advocate for an EU Taxonomy that is proportionate, practical and fully workable for the leasing sector.

Simplification of Deforestation Regulation

Operating leases and used products are out of scope

The EU Deforestation Regulation requires operators and traders who place or make available certain commodities on the EU market to comply with due diligence obligations. The Commission latest guidance includes two clarifications on the scope of the EUDR that Leaseurope called for.

In May 2026, the European Commission published a package on the simplification of the EU Deforestation Regulation (EUDR) ahead of its entry into application by 30 December 2026. The package presented includes, amongst others, guidance and a draft delegated act which confirms some of Leaseurope's requests in terms of scope. Firstly, the products leased under a leasing contract where there is no transfer of ownership fall outside the scope of EUDR as they are not considered to be placed or made available on the market. Secondly, used and second-hand products fall outside the scope of the EUDR, including retreaded tyres.

However, for the purposes of the EUDR lessors could be considered as "traders" when "making relevant products available on the market for distribution, consumption or use" and there is transfer of ownership. They will have to comply with additional due diligence responsibilities in relation to in-scope assets, e.g. car tyres made from rubber or furniture made from timber. Leaseurope has been calling for clarification via a Commission guidance which would be key for the leasing industry. When offering purely asset finance services to support the activities of manufacturers, lessors should not be considered "traders" for the purposes of the EUDR. Leaseurope will keep raising awareness on this issue and explaining that in the case of providing pure financing, the lessors are not part of the value chain.

Leaseurope asks to look at who is best positioned to deliver on Asset-related Due Diligence Responsibilities

The Medical Devices Regulation (MDR) is under review for simplification purposes. In this occasion, Leaseurope drew in several opportunities the EU-legislators' attention to an issue of key importance for the leasing industry, which could prove material for the availability of medical devices on the EU market. It is important that MDR provides clarification for the definition of "distributor" for entities that act as finance providers, not as traders. Lessors involved in the provision of medical devices merely as financial intermediaries in a contractual relationship between two or more persons should not qualify as "distributors" with obligation to verify their conformity.

Following Leaseurope's actions, the Medical Device Coordination Group endorsed this perspective in its Q&As in 2023. The Q&As explain that if leasing companies only offer credit/financial services to support the activities of manufacturers or other economic operators, they will not be considered distributors. Leaseurope now calls the EU co-legislators to also incorporate this clarification in the legal text of MDR. Without a normative basis, there is a risk of divergent national interpretations, increased regulatory uncertainty and the de facto misclassification of financial service providers within the medical device supply chain.

Leaseurope will continue conveying the industry's concerns regarding the legal uncertainty arising from the definition of "distributor" and the possible public interest implications. In the same context, Leaseurope is studying other EU rules that lay down conformity obligations for market players who place or make available assets on the EU market, such as the Deforestation Regulation, the Forced Labour Regulation, the Machinery Regulation, the Batteries Regulation, the Cyber Resilience Act (for connected IoT and vehicles). The party best positioned to practically and efficiently take on such responsibilities should be always considered.



Leaseurope will continue conveying the industry's concerns regarding the legal uncertainty arising from the definition of "distributor" and the possible public interest implications.



Data Act

One year after the Data Act entered into force, Leaseurope, together with stakeholders across the automotive aftermarket, continue to advocate for effective, non-discriminatory and secure access to vehicle data, functions and resources. Against this backdrop, Leaseurope welcomes amendments proposed by several members of the European Parliament which would empower the Commission to adopt a delegated act specifying the categories of data that can be made available, the functions and resources concerned, access modalities, interoperability requirements, proportionate security and monitoring measures, and standardised datasets, while protecting personal data. With negotiations now underway in both the Council and the European Parliament, the framework is expected to be finalised in Q1 2027.



IFRS 16

A decade after the introduction of the IFRS 16 lease accounting standard, the International Accounting Standards Board (IASB) continues its post-implementation review. Leaseurope's submitted information to the IASB in October 2025, showing that for most equipment and vehicle lessees reporting under IFRS 16, the implementation costs are likely to have been disproportionately high compared to the benefits to users, as Leaseurope predicted, despite improvements achieved during the standard-setting process. Typically, when international accounting rules change, national accounting standards in Europe follow a few years later. However, reflecting Leaseurope's work to avoid unnecessary complexity for European lessees, the new IFRS 16 'right of use' reporting model remains relevant only to the largest one per cent of companies in Europe.



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Commissioners Valdis Dombrovskis and Wopke Hoekstra

Direct Taxation Omnibus

When the European Commission published its tax simplification package, including the 'direct taxation Omnibus' in June 2026, it proposed that Member States will not be able to set an interest deductibility cap (i.e. the total amount of interest expense that can be used to reduce tax charges) of less than 30% of eligible profits, and that certain low-risk and market-based financing arrangements would be excluded from interest-rate limitations. Both steps are in line with Leaseurope's position that policy makers should avoid discouraging the use of debt finance for genuine investment purposes, such as business equipment and vehicles leasing.

04

Partnerships

Working with relevant representative bodies, institutions and authorities for greater impact











Partnerships

International partnerships

Leaseurope continues to strengthen its partnerships with institutions, fellow federations and associations and international bodies and organisations.

As part of our commitment to engaging with leasing stakeholders beyond Europe, Leaseurope took part in the 5th Middle East and Africa Leasing Conference, organised by the Alta Group / Invigors EMEA Ltd in Dubai (United Arab Emirates) and in a conference organised by Kazleasing in Astana (Kazakhstan).

Back in Europe, we presented at the Dutch Securitisation Event 2026, the Leasing Central, Eastern and South-Eastern Europe (CESEE) Cluster Meeting in Istanbul, and at the 7th Electric Vehicle Conference in Athens.

We also spoke at conferences organised by industry media, at the 2026 Global Fleet Summit organized by Fleet Europe, at the 2026 edition of the Finance Connect Leaders' Summit Europe in Cologne.

Global cooperation is a strategic necessity to influence the policies and standards that shape the operating environment for leasing and rental worldwide, policies that may end up being replicated in Europe. Active engagement at international level ensures that the European leasing industry's voice is heard when rules and frameworks are being designed.

Beyond policy influence, global cooperation also provides significant opportunities for the sector to strengthen its competitiveness, resilience, and capacity to innovate. In today's interconnected financial ecosystem, leasing companies gain by exchanging knowledge, best practices, and data with peers across the globe.

European Partnerships

Leaseurope works closely with European institutions, agencies and relevant stakeholders to ensure that the interests of the leasing and automotive rental sectors are reflected in EU policymaking. Engaging with other stakeholders is a cornerstone of Leaseurope's advocacy strategy.

We also participated in the expert hearing on Clean Corporate Vehicles organized by the European Economic and Social Committee (EESC) and in a forum organized by the Brussels Sustainability Club with the European Commission and other key industry stakeholders such as Chargeup Europe, Renault and ABB E mobility.

This year, Leaseurope engaged with numerous relevant representative bodies



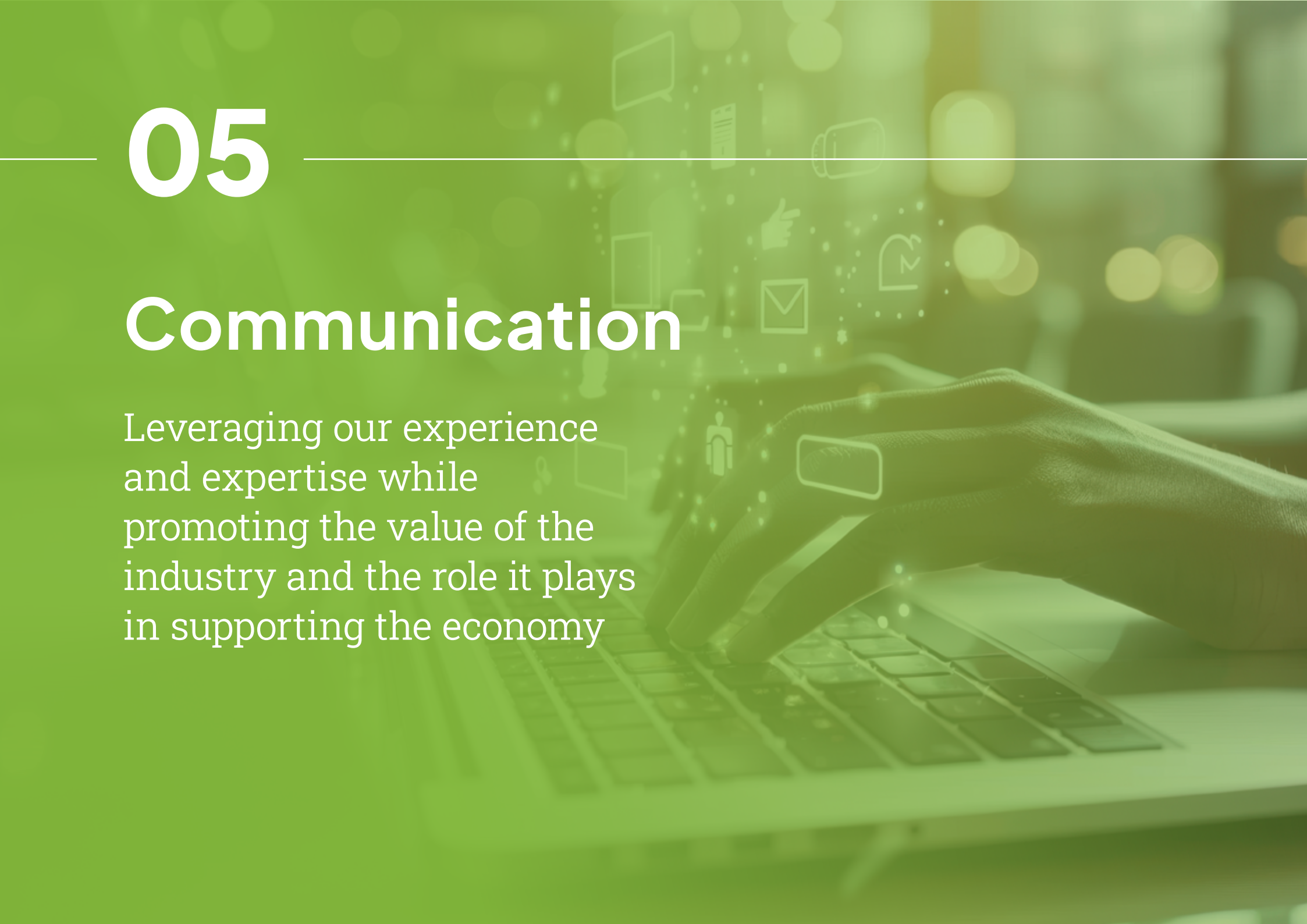
And liaised with a wide range of institutional bodies and authorities



05

Communication

Leveraging our experience and expertise while promoting the value of the industry and the role it plays in supporting the economy



Communication

Over the past year, Leaseurope has continued to expand its communications on key projects, delivering added value, showcasing the industry, and emphasizing our important role in the real economy.

Engaging on social media

Leaseurope's presence on LinkedIn has continued to grow steadily, positioning itself as a central communication channel for reaching the public. This strategy supports our efforts to promote Leaseurope's initiatives, strengthen engagement with stakeholders and members, and highlight critical industry topics. This progress reflects Leaseurope's commitment to transparent communication and fostering meaningful dialogue across the industry.

The leaseurope Inside newsletter

Leaseurope's newsletters deliver insights into EU and international legislative developments and their impact on the industry. They also feature updates on the Federation's activities, key research findings, and market perspectives.

Read the Winter 2025 newsletter

Read the Summer 2026 newsletter

Leaseurope has also been featured in the following media

Associated Press · Bild · BNR Nieuwsradio · Bloomberg · De Tijd · Die Zeit · Financial Times · Handelsblatt · Les Echos · MLex · POLITICO · Reuters · Table Media

06

Statistics & Market Insights

Strengthening our role as the primary source of data and market insight on and for the industry at European level



Statistics & Market Insights

Every year, Leaseurope delivers a comprehensive set of market statistics covering developments in the European leasing and automotive rental industry. These regular publications provide practitioners, policymakers, and wider stakeholders with reliable insights into market trends and dynamics.

Our research and statistical work form an essential foundation for Leaseurope's advocacy activities, helping to strengthen our voice in policy discussions while at the same time serving as a trusted resource for the industry. **Further information on our regular statistical outputs is available below**.

Leaseurope's Statistical Enquiries

Annual & biannual surveys

Deliver unique, comparable insights into Europe's leasing markets.

Produced every six months, using information provided by Member Associations and standardised through a common reporting framework.

Keeps the Federation equipped to meet evolving statistical needs.

Facts & Figures

An annual snapshot of the European leasing markets, outlining the major trends. Designed for easy distribution, the "Facts and Figures" report is used by our members and our team to provide stakeholders with a brief explanation of the market.





Our regular publications provide practitioners, policymakers, and wider stakeholders with reliable insights into market trends and dynamics.

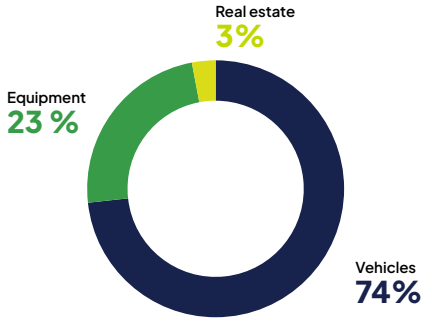
Leasing and Automotive Rental Market Figures

According to Leaseurope's 2025 Annual Surveys, the European leasing market continued to expand, with new leasing volumes generated by companies represented by its Member Associations increasing by 3.2% year on year to €464 billion. At year-end 2025, the total portfolio of outstanding leased assets across members reached €1,024 billion, representing a 4.0% increase compared with the previous year.

Regional performance in 2025 showed a mixed picture across Europe. Central and Eastern Europe (CEE) recorded the most pronounced growth, with new leasing volumes increasing by more than 10%. Other clusters also expanded, but at a slower pace. By contrast, new business volumes declined in France and the Nordic and Baltic countries.

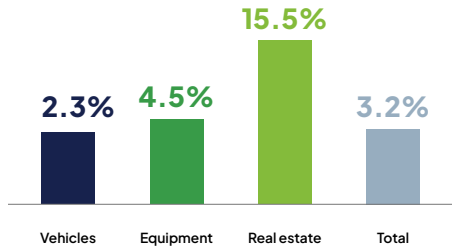
Total new leasing volumes

by asset type in 2025



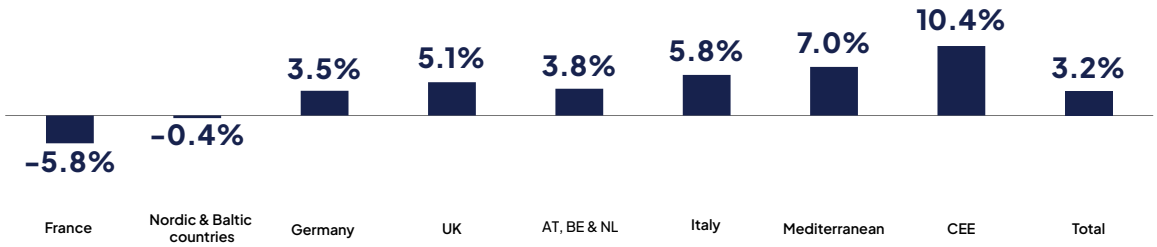
New leasing volume growth (% YoY)

by asset type in 2025



Total new leasing volume growth (% YoY)

by region in 2025



Growth rates are based on a homogenous sample of members reporting and can be impacted by inflation and exchange rate fluctuations.

Leaseurope ESG Statistics 2025

Battery Electric Cars

New leased electric cars accounted for 28% of total new leased cars.

Renewable energy generating equipment

In 2025, new leasing volume for bicycles amounted to more than €2B, held steadily compared to 2024.

Bicycles

> ¼ of business investment in Europe was facilitate by leasing industry, with SMEs being the biggest clients.

Leasing companies

ew leasing volume for this asset type amounted to circa €2B, maintained its level relative to 2024.

Business investment

Leaseurope's member associations represented more than 900 leasing firms and more than 500 short term rental companies.

Employees

Leaseurope's member associations through leasing and short-term rental companies employ >71,000 people across Europe.

Sharing our Expertise with the Industry Media

Leaseurope continues to share its statistical expertise and market insight beyond its own publications, contributing directly to respected titles that reach the wider leasing and finance community.

Leaseurope authored the European statistics introduction of the World Leasing Yearbook 2026. This contribution provides readers with a detailed examination of 2024 growth trends across equipment, vehicle, and real estate leasing, categorized by asset types and regional clusters.

Leaseurope also provided the leasing volume figures for Asset Finance Connect's Asset Finance Europe 50 (AFE50) report, helping ensure that the broader financial media gained access to reliable, industry verified European market statistics.


EUROPEAN STATISTICS

European leasing sector strengthens its position with continued growth in 2024

By Trinh To, Adviser, Data & Statistics, Leaseurope


ASSET FINANCE EUROPE 50 / 2025

Introduction

Welcome to the ninth annual edition of the Asset Finance Europe 50 (AFE50) rankings survey, published by Asset Finance Policy and Asset Finance Connect.

LEASING TO SMEs

Leasing to European SMEs

Leaseurope continues to draw on insights from the Survey on the Access to Finance of Enterprises (SAFE), carried out by the European Commission and the European Central Bank (ECB), to provide members with valuable analysis of SME leasing trends.

The European Commission emphasizes that SMEs are central to advancing Europe's green transition. Securing adequate financing for these businesses is therefore essential to speeding up this shift.

Leasing and hire-purchase remain a primary source of financing for EU SMEs in 2025

Although the share of EU SMEs identifying leasing or hire-purchase as a relevant financing option dropped slightly from 50% in 2024 to 47% in 2025, it continues to be a core funding source across Europe. The 3 percentage point adjustment follows a brief surge in 2024 and aligns current usage directly with historical patterns established since 2014. Overall, the findings reinforce the sustained, long term role of leasing in supporting European SME growth.

Leasing and hire-purchase continue to drive strategic growth for European enterprises in 2025

Leasing and hire purchase remain particularly important for innovative, exporting, construction, and industrial firms. Over the past six months, approximately 19% of SMEs actively utilized these options to fund their operations.

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Platform

Ensuring Leaseurope is where the European leasing and automotive rental industry comes together



Annual Conventions

Cascais 2025

Enabling sustainable prosperity and competitiveness

The 2025 Eurofinas & Leaseurope Annual Conventions brought the European consumer credit, leasing and automotive rental communities together in Cascais for two days of high-level discussion, insight and connection.

From the geopolitical landscape and market outlook to consumer credit, sustainable mobility and the role of innovation, the event once again demonstrated the value of bringing our community together and the importance of collaboration to build a more competitive and sustainable Europe.



Discover last year's convention report







Annual Conventions

From Cascais to Sofia

Achieving resilient growth in European Leasing, Automotive Rental and specialized Consumer Credit

Following the success of Cascais, the Annual Conventions return on **15 & 16 October 2026 in Sofia, Bulgaria**.

The 2026 programme will explore how our industries can navigate uncertainty while continuing to innovate, invest and grow – bringing together senior industry leaders, policy makers and experts from across Europe.

400+ delegates

60+ speakers and moderators

80% CEO / MD level

30+ countries represented

14 sessions to choose from

European Leasing & Consumer Credit Industry

ANNUAL CONVENTIONS 15 & 16/10/26

2026//SOFIA

Achieving resilient growth in European leasing, automotive rental, and specialised consumer credit



ATANAS BOTEV

Co-Chairman of the Managing Board of the Bulgarian Association for Leasing and Executive Director at Interlease EAD

"Hosting the Leaseurope and Eurofinas Annual Convention in Sofia this year is a great opportunity for Leasing Bulgaria and for the wider leasing and consumer credit industries in Bulgaria. Bringing together leaders and experts from across Europe will create an important platform to exchange views on the key developments shaping our sectors, from digitalisation and AI to regulation, sustainability and changing customer expectations.
We are particularly pleased to welcome the European leasing and consumer credit community to Bulgaria. The Conventions will strengthen connections across both industries, showcase our market and, above all, provide an opportunity for meaningful dialogue, sharing experiences and finding practical ways to address the opportunities and challenges ahead."

Future Group 2026

Since its launch in 2013, the Future Group has brought together young professionals from across the leasing and automotive rental industries to explore new ideas, challenge established thinking and consider the future of the sector. Developed by Leaseurope in collaboration with Invigors, the programme has become an important part of the Annual Conventions, giving emerging talent the opportunity to share their perspectives with industry leaders.

This year, 21 young professionals from across Europe have spent six months working together on four key themes: AI based products and services, supporting the transition economy, developing European products for growth in an uncertain environment, and creating new customer journeys through technology and increasingly integrated financial solutions. The teams present their final idea at the Leaseurope and Eurofinas Annual Conventions, where the audience votes for the best.

Their work will provide a fresh perspective on some of the key opportunities and challenges facing our industries.



Read the Future Group Report 2025



Consumer credit joins the emerging talent programme

In 2026, the Future Group reaches a new milestone as, for the first time, the programme welcomes young professionals from the consumer credit sector, as Eurofinas joins the initiative.

With this inclusion, the Future Group now brings together talent from different sectors and creates new opportunities for collaboration, innovation and the exchange of ideas across the wider financial services community.

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Membership

Nurturing a thriving leasing and automotive rental community across Europe



Member Associations

Austria
_Verband Österreichischer Leasing-Gesellschaften

Belgium
_Association Belge de Leasing -
Belgische Leasing Vereniging
_Renta

Bulgaria
_Bulgarian Association for Leasing

Croatia
_Croatian Chamber of Economy –
Association of Leasing Companies

Czech Republic
_Czech Leasing & Finance Association

Denmark
_Finans & Leasing
_Dansk Mobilitet

Estonia
_Estonian Leasing Association

Finland
_Federation of Finnish Financial Services

France
_Association Française des Sociétés Financières
_Fédération Nationale des Loueurs de Véhicules

Georgia
_Leasing Companies Association of Georgia

Germany
_Bundesverband Deutscher Leasing-Unternehmen e.V.
_German Association of international Car Rental
Companies VIA

Greece
_Association of Greek Leasing Companies
_Greek Car Rental Companies Association

Hungary
_Hungarian Leasing Association

Ireland
_Banking and Payments Federation Ireland
_Car Rental Council of Ireland
_Irish Asset & Invoice Finance Association (IAIFA)

Italy
_Associazione Nazionale Industria
dell'Autonoleggio e Servizi Automobilistici
_Associazione Italiana Leasing

Latvia
_Finance Latvia Association

Luxembourg
_Mobiz – Rental and Mobility Business Association

Netherlands
_BOVAG
_Lease Nederland (NVL Lease)
_Vereniging van Nederlandse Autoleasemaatschappijen

Norway
_Finansieringsselskapenes Förening

Poland
_Polish Leasing Association

Portugal
_Associação Portuguesa de Leasing, Factoring e Renting
_Associação dos Industriais de Aluguer de Automóveis
sem Condutor

Romania
_Asociația de Leasing și Credit de Consum din România

Serbia
_Association of Leasing Companies in Serbia

Slovakia
_Association of Leasing Companies of Slovak Republic

Slovenia
_Bank Association of Slovenia's Leasing Committee

Spain
_Asociación Española de Leasing y Renting
_Asociación Española de Renting de Vehículos
_FENEVAL

Sweden
_Finansbolagens Förening
_Svenska Bankföreningen
_B.U.S Shared Mobility Sweden

Turkey
_Auto Leasing and Rental Companies Association (Tokkder)
_Turkish Associations of Financial Institutions (AFI/FKB)

Ukraine
_Ukrainian Union of Lessors

United Kingdom
_British Vehicle Rental and Leasing Association
_Finance & Leasing Association (FLA)

Correspondent Member:

Morocco
_Association Professionnelle des Sociétés
de Financement

Welcoming New Associate Members

Leaseurope strives to continuously deepen and widen its membership base in order to effectively represent and truly be the voice of the European leasing and automotive rental industry.

Leaseurope is very pleased to welcome Capital Appraisal, CarWise Group, Linedata and Privacy4Cars as new associate members this year, further strengthening its already committed network of service providers to the industry.

With these new associate members, Leaseurope now benefits from the support of 24 companies from a diverse range of sectors across Europe.

Capital Appraisal

Linedata

CARWISE GROUP
HIGH PERFORMANCE AUTOMOTIVE SOLUTIONS

PRIVACY4CARS®
Driving Privacy

2026 Associate Members

We would like to take this opportunity to thank all our full and associate members for your support this year. Your contributions have made a huge impact on the work of the Federation and benefitted the entire sector.

accenture
ACQUIS
Alfa
Autorola Group
BanQsoft
Capital Appraisal
CARWISE GROUP
codix
Be part of the solution
EUROPEAN DATAWAREHOUSE
FIS
GEOTAB.
INVIGORS
KPMG
Linedata
NETSOL
odessa
PRIVACY4CARS®
Driving Privacy
PS Team
RITCHIE BROS.
SOFICO
solifi
Sopra Banking Software
stryker
TARGA TELEMATICS

Associate Membership Programme

- Visibility
- Insight
- Business development
- Promotion
- Community
- Contribution



To find out about the benefits of becoming an associate member of Leaseurope, please contact s.ezerins@leaseurope.org



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