Memorandum of Understanding
between
Transport for London
and
British Transport Police

This memorandum of understanding is made between:

Transport for London ("TfL")
of 5 Endeavour Square,
London
E20 1JN

and

British Transport Police ("BTP")
of 25 Camden Road
London
NW1 9LN

on:

September 29th, 2022

Purpose

This memorandum of understanding ("MOU") sets out the understanding between TfL and British Transport Police on how BTP will work towards:

(1) achieving compliance with:

- the Ultra-Low Emission Zone (ULEZ) vehicle emissions standards and daily charges that came into force on 8 April 2019 in Central London (in the same area as the Congestion Charge) and which from 25 October 2021 expanded to the area of Inner London broadly encompassed by the North-South Circular roads; and
- the Low Emission Zone (LEZ) vehicle emissions standards and daily charges which apply London-wide, and from 1 March 2021 imposed higher standards and charges for heavy vehicles that are not Euro VI ("LEZ-Tighter Standards") compliant;

(collectively called "the Charging Schemes"); and

(2) creating a zero-emission fleet, to minimise harmful effects on air quality from BTP’s road vehicle operations.

The Mayor of London supports the positions of the parties as set out in this MOU.

Under section 7 of the Transport for London Act 2008, TfL may suspend or partially suspend the operation of the Charging Schemes for such period or periods as it thinks fit where it
appears to TfL to be desirable or expedient so to do. Therefore, TfL is able to waive LEZ and ULEZ Daily Charges for a vehicle that does not comply with the relevant LEZ and/or ULEZ emissions standards requirements and would otherwise be obliged to pay, and to cancel Penalty Charge Notices issued in respect of any such vehicles where the Daily Charge is unpaid.

Emergency services and other public organisations that maintain vehicle fleets can lead by example in tackling environmental challenges and procuring responsibly – delivering, driving, and enabling best practice. They can be powerful demonstrators of best practice or new technologies and use their scale to help to drive down costs to enable others to follow suit.

In particular, they have a leading role to play in the demonstration and roll out of zero emission vehicles to help to fulfil the Mayor’s ambition for a zero-carbon city by 2030.

The British Transport Police fleet

BTP operates a fleet of 552 vehicles nationally, across England, Wales, and Scotland. The force is split into five Divisions, currently spread across 175 locations. BTP operates 281 cars, 264 vans, 5 heavy goods vehicles and 2 motorcycles.

BTP has circa 201 vehicles based within the M25, but the reality is that as a national force, its vehicles outside of London can often be deployed within central London.

All BTP vehicles are used for operational policing purposes, and include both marked and unmarked vehicles. These are registered to the British Transport Police with the DVLA, the exception being covert vehicles which are registered differently.

BTP’s fleet is managed by the Chiltern Transport Consortium (CTC).

Defined terms

"ULEZ or LEZ Daily Charge" refers to the charge payable under the Charging Schemes for operating an Operational Vehicle that is not compliant with applicable ULEZ or LEZ emissions standards at the time set out in the Table below.

Low Emission Zone ("LEZ") and the Ultra-Low Emission Zone ("ULEZ") and their areas are more particularly defined in the Greater London Low Emission Zones Charging Scheme ("the Charging Schemes")¹, as amended from time to time.

"Light vehicles", "heavy vehicles" and "ULEZ or LEZ emissions standards requirements" have the meanings indicated in the Table below and apply from the dates indicated.

<table>
<thead>
<tr>
<th>Vehicle type (includes hybrid vehicles)</th>
<th>ULEZ and LEZ areas emissions standards requirement (minimum; in respect of NOx and PM emissions)²</th>
<th>Date from which newly registered vehicles of this type have had to meet these emissions standards</th>
<th>LEZ or ULEZ Daily Charge if vehicle is not compliant with relevant ULEZ or LEZ emissions standards requirement</th>
</tr>
</thead>
</table>

¹ Set out in the Schedule to the Greater London Low Emission Zone Charging Order 2006.
² Euro standards for heavy duty diesel engines use Roman numerals (I–VI) and light duty vehicle standards use Arabic numerals (1–6). Category L emission standards apply to NOx emissions only.
<table>
<thead>
<tr>
<th>Light vehicles: ULEZ area</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Motorcycle, moped etc – Category L</td>
<td>Euro 3</td>
<td>From 1 July 2007</td>
</tr>
<tr>
<td>Car and small van – Categories M1 and N1 (I)</td>
<td>Euro 4 (petrol)</td>
<td>From 1 January 2006</td>
</tr>
<tr>
<td></td>
<td>Euro 6 (diesel)</td>
<td>From 1 September 2015</td>
</tr>
<tr>
<td>Large van and minibus – Categories N1 (II and III) and M2</td>
<td>Euro 4 (petrol)</td>
<td>From 1 January 2007</td>
</tr>
<tr>
<td></td>
<td>Euro 6 (diesel)</td>
<td>From 1 September 2016</td>
</tr>
<tr>
<td>Heavy vehicles: LEZ area</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Large van and minibus – Categories N1 (II and III) and M2</td>
<td>Euro 3 PM (diesel only)</td>
<td>From 1 January 2002</td>
</tr>
<tr>
<td>HGV – Categories N2 and N3</td>
<td>Euro VI</td>
<td>From 1 January 2014</td>
</tr>
<tr>
<td>Bus/coach – Category M3</td>
<td>Euro VI</td>
<td>From 1 January 2014</td>
</tr>
</tbody>
</table>

"Non-Operational Vehicles" means vehicles not registered with TfL under paragraph 2 (i.e. its non-"blue-light" vehicles)

**Compliance the Ultra-Low Emission Zone and Low Emission Zone**

1. Notwithstanding the Sunset Period referred to in paragraph 2 below, BTP will ensure that all its general purpose light vehicles comply with the ULEZ emissions standards wherever they are based or operated.

2. A Sunset Period will apply until 23 October 2023 in respect of all BTP's vehicles which are required for operational reasons to enter the extended ULEZ area. BTP will register the details of the vehicles with TfL as soon as it reasonably can after the vehicle’s entry into the ULEZ/LEZ Areas (unless BTP has already registered them with TfL further to an earlier entry); and

3. TfL will:
   (i) waive any applicable ULEZ/LEZ Daily Charge or PCN applying further to the entry (even where BTP had not registered the vehicle with TfL before the entry); and accordingly
   (ii) cancel or refund any applicable ULEZ/LEZ Daily Charge payable or paid or PCN or amount paid in payment of a PCN issued by its systems further to the entry (including where the vehicle details are supplied to TfL after the end of the 14 day period during which the penalty charge amount is reduced by one half).

**Creating a zero emission fleet**
4. BTP is working towards the Government’s Green Fleet Commitment, aiming for 25 per cent of its fleet to be zero emission by 2022 and a fully zero emission fleet by 2027. BTP accepts that manufacturer delays and supply issues may impact how quickly we can transition the fleet to zero emission, and recognises that we are moving from ICE to fully electric to deliver the best outcome for Londoners.

5. While BTP is focusing on a move towards zero emission vehicles rather than hybrid vehicles, it will also continue to adopt the Mayors Transport Strategy targets for the London portion of its fleet, aiming for all cars to be zero emission capable by 2025, all newly purchased or leased cars and vans being zero emission capable from 2025 and heavy vehicles to be fossil fuel free from 2030.

6. BTP will endeavour to identify opportunities for installation on its properties of infrastructure to facilitate the charging or refuelling of electric-powered or hydrogen-powered vehicles. BTP is looking at installing 22kwh chargers at our estate for electric vehicles. In London we would seek TfL support with Local Authorities to install ultra fast 100kwh plus chargers at or near our premises for the charging of our emergency service vehicles. These could also be used by other emergency services in London.

This MOU is not a legally binding document.

Signed on behalf of TfL:  Signed on behalf of BTP:

Alex Williams  Lucy D’Orsi  Alistair Sutherland
Director, City Planning  Chief Constable  Deputy Chief Constable

Signature:  Signature: