Memorandum of Understanding
between
Transport for London
and
The City of London Police

This memorandum of understanding is made between:

Transport for London ("TfL")
of
55 Broadway
London
SW1H 0BD

and

The City of London Police
of
37 Wood Street
LONDON
EC2P 2NQ

on: 
................................................. 2018

Purpose

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

(1) achieving compliance with the Ultra Low Emission Zone vehicle emissions standards requirements to be brought into force by the Mayor of London and TfL; and

(2) creating a zero emission fleet, to minimise harmful effects on air quality from the City of London Police’s road vehicle operations.

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

Greater London’s Low Emission Zone ("LEZ") and the Ultra Low Emission Zone ("ULEZ") are both defined in the Greater London Low Emission Zone Charging Scheme ("the Charging Scheme")¹. TfL operates the LEZ; it is responsible for setting up and operating the ULEZ. TfL will operate the ULEZ from 8 April 2019. Under section 7 of the Transport for London Act 2008, TfL may suspend or partially suspend the operation of the Charging Scheme for such period or periods as it thinks fit where it appears to TfL to be desirable or

¹ Set out in the Schedule to the Greater London Low Emission Zone Charging Order 2006, as amended.
expedient so to do. TfL will thus be able to waive ULEZ Daily Charges that a vehicle that
does not comply with the ULEZ emissions standards requirements would otherwise be
obliged to pay. The ULEZ in central London is confirmed to start operation on 8 April 2019. A
public and stakeholder consultation proposes that the geographical area of the ULEZ is
expanded beyond central London at a later date\(^2\).

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 2050.

**Overview of the City of London Police fleet**

City of London Police operates a fleet of circa 96 fleet assets providing both local and
national policing from within the heart of the City and all our vehicles are stationed in the
ULEZ zone. These include a variety of operational and multi-purpose vehicles supporting
over 750 Police Officers and around 400 Police staff.

City of London Police recognises that its operations impact on London’s air quality and
constantly pursue ways to reduce its environmental footprint by exploring ultra-low emission
and alternatively fuelled vehicle markets (e.g. hybridisation and electrification) and
introducing new technology into the fleet.

Whist our intention is to improve the City of London Police carbon footprint, we also need to
consider essential equipment required for our operational obligations. Ultra-Low Emission
Vehicle (ULEV) technology has significantly improved over the years, however still not able
to support our needs added to the lack of infrastructure to support the charging
requirements it is yet to reach a point where it can sustain all City of London Police
operational requirements. Therefore, conventionally fuelled vehicles will continue to play an
important role in the City of London Police fleet.

The City of London Police commits to identify opportunities for reducing emissions that
contribute to climate change and poor air quality associated with purchases of products,
works and services. This includes sourcing of low carbon energy wherever possible, phasing
out the use of fossil fuels from the fleet (prioritising the phase-out of diesel) and transitioning
to zero or Ultra-Low Emission Vehicles to create a model fleet for London and the rest of UK.

In preparation for the implementation of the ULEZ, the City of London Police will actively
research retrofit technology that can be fitted to non-compliant vehicles to clean the
emissions significantly so that they can become compliant.

In future, purchasing decisions will be aimed to be adaptive so that the City of London Police
can seamlessly transition to zero emission capable technology once suitable vehicles meet
its operational requirements.

**Mutual assistance**

\(^2\) This proposal is subject to Mayoral confirmation.
Under nationally agreed arrangements, City of London Police has agreements (mutual assistance agreements) with police services outside Greater London. Under each such agreement, City of London Police and the other relevant police service provide each other with operational support and assistance through the provision of response vehicles and related personnel as and when required depending on the location, scale and nature of any particular incident. The requesting organisation normally bears the full costs incurred by the assisting organisation in providing that support and assistance. Once the ULEZ has started operation, such costs could include the cost of ULEZ Daily Charges.

**Defined terms**

“CCZ” means London’s Congestion Charging zone, which is what is defined as the “central zone” in the Greater London (Central Zone) Congestion Charging Order 2004 (as amended).

“ULEZ Area” means the geographical area of the ULEZ from time to time, provided that it is understood that this will be:

- from 8 April 2019, the same area of central London covered by the CCZ (“central London”); and
- from 26 October 2020, the area of the LEZ (for heavy vehicles only)³; and
- from 25 October 2021, the area comprising central London and the surrounding area up to the North Circular Road and the South Circular Road (“inner London”)⁴.

“Specialised vehicles” means any heavy vehicle (>7.5T) used for emergency response.

“Light vehicles”, “heavy vehicles”, “ULEZ Daily Charge” and “ULEZ emissions standards requirements” have the meanings indicated by the table below.

<table>
<thead>
<tr>
<th>Vehicle type (includes hybrid vehicles)</th>
<th>ULEZ emissions standards requirement (minimum; in respect of NOx and PM emissions)⁵</th>
<th>Date from which newly registered vehicles of this type have had to meet the emissions standard being that required by ULEZ emissions standards requirement</th>
<th>Daily Charge if vehicle is not compliant with ULEZ emissions standards requirement⁶</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light vehicles</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Motorcycle, moped etc – Category L</td>
<td>Euro 3</td>
<td>From 1 July 2007</td>
<td>£12.50</td>
</tr>
</tbody>
</table>

³ This is subject to consultation and Mayoral confirmation.
⁴ This is subject to consultation and Mayoral confirmation.
⁵ Euro standards for heavy duty diesel engines use Roman numerals (I–VI) and light duty vehicle standards use Arabic numerals (1–6).
⁶ This is payable in addition to any applicable LEZ and/or Congestion Charge.
<table>
<thead>
<tr>
<th>Category</th>
<th>Emission Standard</th>
<th>Start Date</th>
<th>Charge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car and small van – Categories M1 and N1 (I)</td>
<td>Euro 4 (petrol)</td>
<td>From 1 January 2006</td>
<td>£12.50</td>
</tr>
<tr>
<td></td>
<td>Euro 6 (diesel)</td>
<td>From 1 September 2015</td>
<td></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>
<td>£12.50</td>
</tr>
<tr>
<td></td>
<td>Euro 6 (diesel)</td>
<td>From 1 September 2016</td>
<td></td>
</tr>
<tr>
<td>Heavy vehicles</td>
<td>Euro VI</td>
<td>From 1 January 2014</td>
<td>£100 (if Euro IV or V) or £300 (if Euro III or below)</td>
</tr>
<tr>
<td>HGV – Categories N2 and N3</td>
<td>Euro VI</td>
<td>From 1 January 2014</td>
<td>£100 (if Euro IV or V) or £300 (if Euro III or below)</td>
</tr>
<tr>
<td>Bus/coach – Category M3</td>
<td>Euro VI</td>
<td>From 1 January 2014</td>
<td>£100 (if Euro IV or V) or £300 (if Euro III or below)</td>
</tr>
</tbody>
</table>

“PCN” means a Penalty Charge Notice issued by TfL.

“Sunset Period” means a period where TfL waives any ULEZ Daily Charge due or PCN issued in connection with operational use of a vehicle registered with it.

**Complying with the Ultra Low Emission Zone**

1. Notwithstanding the Sunset Period referred to in paragraph 2 below, the City of London Police will endeavour to ensure that:
   a. all general purpose cars and small vans will comply with the ULEZ emission standards by the start of the scheme (including any expansion to the central zone), or pay a daily charge when entering the ULEZ.

2. A Sunset Period will apply until 25 October 2022 in respect of the remainder City of London Police specialist and emergency response vehicles that operate from within the zone.
   - TfL will:
     a. maintain a register of such vehicles and during the Sunset Period waive any applicable ULEZ Daily Charge or PCN issued in respect of any such vehicle; and accordingly
     b. cancel or refund any applicable ULEZ Daily Charge payable or paid or PCN or amount paid in payment of a PCN issued by its systems in respect of any such vehicle; provided that
   - the City of London Police will
     a. register the details of such vehicles with TfL prior to 8 April 2019 and
     b. will provide TfL with the details of any subsequent replacements of relevant vehicles.

This date is subject to funding from Government as part of the proposed national retrofit fund.
3. Where, before 25 October 2023 any specialised vehicle or emergency response vehicle not compliant with the ULEZ emissions standards requirements and operated by a police service provider other than City of London Police enters the ULEZ Area on an ad hoc basis to support City of London Police in provision of emergency services to any particular incident, then:

- City of London Police will register the details of the vehicle with TfL as soon as it reasonably can after the vehicle’s entry into the ULEZ (unless City of London Police has already registered them with TfL further to an earlier entry); and
- TfL will:
  a. waive any applicable ULEZ Daily Charge or PCN applying further to the entry (even where the City of London Police had not registered the vehicle with TfL before the entry); and accordingly
  b. cancel or refund any applicable ULEZ 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. The City of London Police will work towards:

- Providing 10 Zero Emission Capable vehicles by 2020
- All cars in its general purpose fleet being zero emission capable by 2025;
- All new cars and vans (less than 7.5 tonnes), including response vehicles, being zero emission capable from 2025
- All heavy vehicles (greater than 7.5 tonnes) being zero emission capable or fossil fuel-free from 2030 at the latest;
- All vehicles being zero emission by 2050 at the latest.

5. The City of London Police 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.

This MOU is not a legally binding document.

Signed on behalf of TfL:  Signed on behalf of City of London Police:

Alex Williams  NAME Ian Dison
Director, City Planning  JOB TITLE Commissioner

Signature:  Signature: