Memorandum of Understanding
between
Transport for London
and
Hatzola Trust

This Memorandum of Understanding is made between:

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

and

Hatzola Trust
of 1 Rookwood Road
London
N16 6SD

(“the Provider”)

on:

12 October 2021

(Terms in *italics* are either defined below or in in the Appendix of Defined Terms attached.)

**Purpose**

**A.** This Memorandum of Understanding (“MOU”) sets out the understanding between TfL and the Provider on how the latter will work towards achieving compliance of its Operational vehicles with (where applicable):

• the *Ultra Low Emission Zone (ULEZ)* vehicle emissions standards for *Light Vehicles* and daily charges for non-compliant vehicles operated within that Zone (which until 24 October 2021 apply in Central London in the same area as the Congestion Charge Zone and from 25 October 2021 apply to the area of Inner London broadly encompassed by the North-South Circular roads); and

• the *Low Emission Zone (LEZ)* vehicle emissions standards for *Heavy Vehicles* and daily charges for non-compliant vehicles which apply London-wide.

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

**C.** 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.
D. In recognition of the socially beneficial services that the Provider performs for the part of the London Community it serves TfL considers it desirable and expedient to enter into this MOU and from 25 October 2021 until 25 October 2023 (“the Sunset Period”) to waive or suspend the application of the Charging Schemes and the enforcement of the LEZ and ULEZ Daily Charge and/or any related Penalty Charge Notices regarding the Provider’s Operational Vehicles set out below.

E. In recognition of TfL doing so the Provider will act in good faith and take steps to ensure its Operational Vehicles will comply with (as applicable) the ULEZ or LEZ emissions standards requirements by 25 October 2023, noting that any of its Non-Operational Vehicles that do not meet those requirements will be subject to LEZ and ULEZ Daily Charges which will not be waived by TfL.

F. This MOU is not a legally binding document.

Memorandum

1. Overview of Provider’s fleet

The Provider is a registered charity who provides fast and efficient free volunteer emergency ambulance services and emergency first response to people in Hackney and Haringey and the surrounding areas in London. Hatzola’s vision is to continuously improve the level of service it can offer in order to progress and save as many lives as possible. It operates 24 hours a day, 365 days a year, engaging 51 active volunteer emergency responders and 22 volunteer call handlers. The emergency responders have all achieved Qualsafe Level 3 and 4 Certificate in First Response Emergency Care, and undergo continuous professional development and high level training, striving to consistently enhance the quality of care delivered.

Hatzola was established in response to a clear need in the area’s 35,000 strong orthodox Jewish community and serves every call received from callers within Hatzola’s operational catchment area. It also supports local hospitals by doing inter-hospital transfers upon request. In the last 12 calendar months, Hatzola served over 5,700 patients.

Hatzola engages with other emergency and statutory services, such as police, public health, and local authorities as relevant and necessary, to enhance operation and effectiveness of service.

Hatzola operates four ambulances and three response cars.

2. Operational Vehicles
a. The Provider’s Operational Vehicles are as follows, which the Parties note are its “blue-light” emergency response vehicles:
   • Four (4) emergency ambulances (only)

b. The Provider will register with TfL (and keep up to date) details of its current and future Operational Vehicles (including any replacements made during the Sunset Period) as TfL requires in order for TfL to keep an accurate list of the Provider’s Operational Vehicles so as to enable it to comply with paragraph c below.
c. Between 25 October 2021 and 25 October 2023 TfL will:
   • waive the payment of any applicable LEZ and ULEZ Daily Charges; and
   • cancel or refund any LEZ and ULEZ Daily Charge and/ or Penalty Charge Notice
     issued, payable or paid;

   in respect of any of the Provider’s Operational Vehicles subject to the Provider complying
   with paragraph b above.

3. Steps for Operational Vehicles to comply with ULEZ and LEZ standards

In recognition of paragraph 3c above, the Provider will act in good faith and take all
reasonable steps to ensure that by 25 October 2023 all its Operational Vehicles comply with
(as applicable) the ULEZ or LEZ emissions standards requirements.

Signatures

Signed on behalf of TfL: Signed on behalf of Hatzola Trust

Alex Williams Gavriel Schleider
Director, City Planning Trustee

Signature:........................................ Signature:........................................
Appendix of 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)²</th>
<th>ULEZ and LEZ areas emissions standards requirement (minimum; in respect of NOx and PM emissions)³</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>
<tbody>
<tr>
<td>Light vehicles: ULEZ area</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>
<tr>
<td>Car and small van – Categories M1 and N1 (I)</td>
<td>Euro 4 (petrol)</td>
<td>From 1 January 2006 From 1 September 2015</td>
<td>£12.50</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: LEZ area</td>
<td></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>
<td>£100 (plus ULEZ daily charge in ULEZ areas if not Euro 6)</td>
</tr>
<tr>
<td>HGV – Categories N2 and N3</td>
<td>Euro VI</td>
<td>From 1 January 2014</td>
<td>£300 if Euro IV PM standard not met £100 if Euro VI standard not met</td>
</tr>
<tr>
<td>Bus/coach – Category M3</td>
<td>Euro VI</td>
<td>From 1 January 2014</td>
<td>£300 if Euro IV PM standard not met £100 if Euro VI standard not met</td>
</tr>
</tbody>
</table>

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

¹ Set out in the Schedule to the Greater London Low Emission Zone Charging Order 2006.
² Note that ambulances with a maximum mass not exceeding 3,500kg are treated as Category N1 (II and III), while ambulances with a maximum mass exceeding 3,500kg are treated as Category N2
³ 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.