Memorandum of Understanding  
between  
Transport for London  
and  
The London Ambulance Service

This memorandum of understanding is made between:

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

and

The London Ambulance Service ("LAS")  
of 220 Waterloo Road  
London  
SE1 8SD

on:

14th March 2018

Purpose

This memorandum of understanding ("MOU") sets out the understanding between TfL and the LAS on how the LAS 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 LAS'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, initially in the area of central London as defined in the Charging Scheme by reference to the London Congestion Charging Zone ("CCZ"). 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 expedient so to do. TfL will thus be able to waive ULEZ Daily Charges that a vehicle that does not comply with ULEZ emissions standards requirements would otherwise be obliged to pay. The ULEZ in central London is confirmed to

¹ Set out in the Schedule to the Greater London Low Emission Zone Charging Order 2006, as amended.
start operation on 8 April 2019. A public and stakeholder consultation proposes that the geographical area of the ULEZ is expanded from central London to inner London (so as to cover an area up to the North Circular Road and the South Circular Road) from 25 October 2021.\(^2\)

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 LAS fleet**

The London Ambulance Service (LAS) is the busiest emergency ambulance service in the UK. It is also the only London-wide NHS trust, with around 5,000 staff, who work across a wide range of roles based in 70 ambulance stations. It has around 1046 vehicles, of which 446 are double crewed ambulances.

**Defined terms**

“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 Greater London Low Emission Zone (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”)\(^4\).

“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>Minimum NO\textsubscript{x} ULEZ emissions standards requirement(^5)</th>
<th>Date from which newly registered vehicles must meet the new emissions standards</th>
<th>Daily Charge if vehicle is not compliant with ULEZ standards(^6)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light vehicles</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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\(^2\) This proposal is subject to Mayoral confirmation.

\(^3\) 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). The current ULEZ standards only apply to the level of NO\textsubscript{x} emissions

\(^6\) This is payable in addition to any applicable LEZ and/or Congestion Charge.
<table>
<thead>
<tr>
<th>Category</th>
<th>Euro Standard</th>
<th>Date</th>
<th>Charge</th>
</tr>
</thead>
<tbody>
<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</td>
<td>£12.50</td>
</tr>
<tr>
<td>Car and small van – Categories M1 and N1 (I)</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>Large van and minibus – Categories N1 (II and III) and M2</td>
<td>Euro 6 (diesel)</td>
<td>From 1 September 2016</td>
<td></td>
</tr>
<tr>
<td>Heavy vehicles</td>
<td></td>
<td></td>
<td></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>

“Sunset Period” means a period where TfL waives any ULEZ Daily Charge due in respect 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 LAS will ensure that:
   a. all its non-blue light cars and vans comply with the ULEZ emissions standards requirements by 8 April 2019 wherever they are based or will not be driven in the zone (e.g. the LAS museum fleet); and
   b. all motorcycles will comply with the ULEZ emission standards by 8 April 2019 wherever they are based or operated;
   c. vehicles permanently stationed in the central London ULEZ comply with the emission standards by April 2019;

2. A Sunset Period will apply until 25 October 2023 in respect of all LAS specialised vehicles and emergency response (blue light) vehicles stationed outside the central London ULEZ Area and which are required for operational reasons to enter that area. TfL will maintain a register of such vehicles and during the Sunset Period will waive any applicable ULEZ Daily Charge and/or Penalty Charge Notice (“PCN”) issued in respect of any such vehicle (and it will cancel or refund any Daily Charge payable or paid or PCN issued by its systems in respect of any such vehicle) provided that the LAS will register the details of such vehicles with TfL prior to 8 April 2019 and 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. If before 25 October 2021 any specialised vehicle or emergency response (blue light) vehicle not compliant with the ULEZ emissions standards requirements and operated by an ambulance service provider other than LAS enters the ULEZ Area on an ad hoc basis to support LAS in provision of emergency services to any particular incident, then:

- LAS will register the details of such vehicles with TfL as soon as it reasonably can after the incident; and
- TfL will:
  a. waive the ULEZ Daily Charge applying in respect of its entry (even though the vehicle has not been registered with TfL); and
  b. cancel or refund any ULEZ Daily Charge payable or paid or PCN issued by its systems in respect of its 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 LAS will work towards:

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

5. The LAS 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.

6. The LAS agreement to work towards the objectives in paragraphs 4 and 5 is a statement of intention and not legally binding and otherwise strictly subject to the affordability of these activities and subject to funding from the Department of Health, NHS England, or Clinical Commissioning Groups or such other commissioner of emergency health care services, and any cap or restrictions placed upon capital investment on LAS by NHS Improvement or such other commissioner of emergency health care services.

Signed on behalf of TfL:
Name: [Signature: A. W. M.]

Signed on behalf of the LAS:
Name: [Signature: G. Emmerson]