Memorandum of Understanding between Transport for London and Mayor’s Office for Policing and Crime

This memorandum of understanding is made between:

Transport for London (“TfL”) of 42-50 Victoria Street London SW1H 0TL

and

Mayor’s Office for Policing and Crime (“MOPAC”) of City Hall London SE1 2AA

on:

26/03/2018

Purpose

This memorandum of understanding (“MOU”) sets out the understanding between TfL and MOPAC on how the Metropolitan Police Service (“MPS”) 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 Met’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.

¹ Set out in the Schedule to the Greater London Low Emission Zone Charging Order 2006, as amended.
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 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 2021².

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 MPS fleet**

The MPS operates a fleet of over 5150 fleet assets, which comprise of cars, vans, motorcycles, Large Goods Vehicles, marine vessels and other specialist equipment.

While these vehicles enable the MPS to provide an effective emergency service response across London, the MPS recognises that its operations impact on London’s air quality. Therefore, the MPS is actively seeking to reduce its environmental footprint by exploring zero emission capable and alternatively fuelled vehicle markets (e.g. hybridisation and electrification) and introducing new technology into the fleet.

The MPS works to continuously improve its environmental footprint, however, this cannot be at the expense of its operational commitments. Ultra-Low Emission Vehicle (ULEV) technology has significantly improved over the years, but it is yet to reach a point where it can meet all MPS operational requirements. Therefore, conventionally fuelled vehicles will continue to play an important role in the MPS fleet for some time and the MPS is working to ensure these are the cleanest possible vehicles, such as making use of the Mayor’s Cleaner Vehicle Checker. There are also occasions during each year where policing resources from across the county are brought in to support the MPS. Non-MPS officers deployed pursuant to Mutual Aid legislation usually bring their own vehicles which the MPS has no control over the type and the infrequency of usage in London would not be enough to influence any nationwide vehicle replacement programmes.

The MPS recognises the need to be at the forefront of the Mayor’s policies and actions by meeting ambitious greenhouse gas and air pollution reduction targets set out in the draft London Environment Strategy and to give them appropriate priority in procurement decisions. The MPS 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. The MPS will also adapt its objectives to meet any new mayoral priorities announced in the future as well as advising police forces across the UK of its requirement for Mutual Aid vehicles to be compliant where the supporting force has suitable vehicles.

² This proposal is subject to Mayoral confirmation.
In preparation for the implementation of the ULEZ, the MPS will actively research retrofit technology that can be fitted to non-compliant vehicles to clean the emissions significantly so that they become compliant.

In future, purchasing decisions will be designed to be adaptive so that the MPS can seamlessly transition to zero emission capable technology once suitable vehicles meet its operational requirements.

**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>
<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>
| Car and small van – Categories M1 and N1 (I) | Euro 4 (petrol)  
|                                        | Euro 6 (diesel)                                         | From 1 January 2006  
|                                        | From 1 September 2015                                    | From 1 September 2015                                         | £12.50                                                           |
| Large van and minibus – Categories N1 (II and III) and M2 | Euro 4 (petrol)  
|                                        | Euro 6 (diesel)                                         | From 1 January 2007  
|                                        | From 1 September 2016                                    | From 1 September 2016                                         | £12.50                                                           |

\(^3\) 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>Heavy vehicles</th>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>HGV – Categories N2 and N3</td>
<td>Euro VI</td>
<td>From 1 January 2014</td>
</tr>
<tr>
<td></td>
<td>£100 (if Euro IV or V) or £300 (if Euro III or below)</td>
<td></td>
</tr>
<tr>
<td>Bus/coach – Category M3</td>
<td>Euro VI</td>
<td>From 1 January 2014</td>
</tr>
<tr>
<td></td>
<td>£100 (if Euro IV or V) or £300 (if Euro III or below)</td>
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“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 MPS will ensure that:
   a. all its general purpose light vehicles comply with the ULEZ emissions standards requirements by 8 April 2019 wherever they are based or operated; and
   b. vehicles (excluding Protection 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 MPS specialised vehicles and emergency response 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 MPS 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. A Sunset Period will apply until 25 October 2023 to Protection vehicles stationed in the zone, which have a national remit and spend a large proportion of the time outside the zone.

4. If 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 MPS enters the ULEZ Area on an ad hoc basis to support MPS in provision of emergency services to any particular incident, then:
   - MPS 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

5. The MPS will work towards:

a. Providing 550 Zero Emission Capable vehicles by 2020
b. All cars in its general purpose fleet will be zero emission capable by 2025;
c. All new cars and vans (less than 7.5 tonnes), including response vehicles, will be zero emission capable from 2025;
d. All heavy vehicles (greater than 7.5 tonnes) will be zero emission capable or fossil fuel-free from 2030 at the latest;
e. All vehicles will be zero emission by 2050 at the latest.

6. The MPS 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.

Status of this MOU

It is expressly understood and agreed that nothing in this MOU shall constitute a legally binding obligation on either of the parties hereto but that this MOU sets out the intention and commitment of the parties in respect of the Purpose. The parties enter into the MoU intending to honour all their obligations.

IN WITNESS WHEREOF the duly authorised representatives of the Parties have signed this MOU

Signed on behalf of TfL:
Name:
Signature:

Signed on behalf of MOPAC:
Name: Sophie Linden
Signature: