Memorandum of Understanding
between
Transport for London
and
The NHS Blood and Transplant

This memorandum of understanding is made between:

Transport for London ("TfL")
of
Palestra
197 Blackfriars Road
London
SE1 8NJ

and

NHS Blood & Transplant ("NHSBT")
Fleet Services
Manchester Centre
Plymouth Grove
Manchester
M13 9LL

15th March 2019

Purpose

This memorandum of understanding ("MOU") sets out the understanding between TfL and the NHS Blood and Transplant (NHSBT) on how NHSBT 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 NHSBT’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.

\(^1\) Set out in the Schedule to the Greater London Low Emission Zone Charging Order 2006, as amended.
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 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.

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 NHSBT fleet**

NHSBT is a Special Health Authority provides blood and transplantation service to the NHS, looking after blood donation services in England and transplant services across the UK. This includes managing the donation, storage and transplantation of blood, organs, tissues, bone marrow and stems cells, as well as researching new treatments and processes.

NHSBT collects, manufactures and delivers donated blood products to hospitals across England 24 hours a day, seven days a week.

The NHSBT fleet makes regular routine deliveries and ‘blue light’ emergency deliveries when additional supplies are urgently needed by hospitals. The fleet’s work ensures that hospitals have the blood products they need to treat patients.

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2 This proposal is subject to Mayoral confirmation.
The difference between deliveries being:

- **Routine**
  - NHSBT will use temperature controlled light goods vehicles to transport blood products and tissues to hospitals that they have ordered in advance. NHSBT delivers these products in a pre-agreed window.

- **Emergency or Out of Hours**
  - Hospitals may require additional supplies following an incident or if there’s a marked increase in demand.
  - In certain circumstances we will activate blue lights on our vehicles.

NHSBT fleet will also support the running of blood donation sessions throughout the capital and the operation of their blood donor centres in the West End, Tooting and Edgware.

This involves moving donation teams to venues with the required equipment as well as taking donated blood to their processing and manufacturing centre in Colindale and the end of the session.

There will be 36 vehicles that do not meet the emissions standards at the start of the ULEZ.

**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)⁴; 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”)⁵.

“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 NOx ULEZ emissions standards requirement⁶</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 standards⁶</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light vehicles</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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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 NOx emissions.
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>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></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></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</td>
</tr>
<tr>
<td></td>
<td></td>
<td></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</td>
</tr>
<tr>
<td></td>
<td></td>
<td></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, NHSBT will ensure that:
   a. all its non-response cars and general purpose vans comply with the ULEZ emissions standards requirements by 8 April 2019 or pay the daily charge when entering the zone wherever they are based and
   b. where possible routine deliveries to NHS hospitals within the zone will be made using ULEZ compliant vehicles;
   c. seventeen of the non-compliant vehicles will be replaced by September 2019

2. A Sunset Period will apply until August 2021 in respect of all NHSBT specialised vehicles and emergency response vehicles stationed outside the central London ULEZ Area and making deliveries to hospitals located within the ULEZ. 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 NHSBT 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.
Creating a zero emission fleet

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

4. The NHS Blood and Transplant 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.

Signed on behalf of TfL:  
Name: Alex Williams  
Director of City Planning  
Signature

Signed on behalf of the NHSBT:  
Name: Thomas Hammond  
National Fleet services manager  
Signature: