

GREATER LONDON AUTHORITY ACT 1999
TRANSPORT ACT 2000

Greater London Low Emission Zone Charging (Variation and
Transitional Provisions) Order 2017
Instrument of Confirmation 2017

Made

2/11/ 2017

Coming into force

In accordance with article 1

Whereas—

- (1) On 30 March 2017 Transport for London made the Greater London Low Emission Zone Charging (Variation and Transitional Provisions) Order 2017 (“the Variation Order”) which contained in a Schedule a Scheme (“the Variation Scheme”) for varying the Greater London Low Emission Zone Charging Order 2006;
- (2) pursuant to paragraph 4(1)(b) of Schedule 23 to the Greater London Authority Act 1999(a) Transport for London submitted the Variation Order to the Mayor of London for confirmation; and
- (3) the Mayor of London has decided to confirm the Variation Order with modifications:

Now, therefore, the Mayor of London, in exercise of the powers conferred on him by paragraph 4(1)(b) of Schedule 23 to the Greater London Authority Act 1999, and of all other powers enabling him in that behalf, hereby makes the following Instrument:—

Citation and commencement

1. This Instrument may be cited as the Greater London Low Emission Zone Charging (Variation and Transitional Provisions) Order 2017 Instrument of Confirmation 2017 and shall come into force on the day on which it is made.

Confirmation of the Variation Order

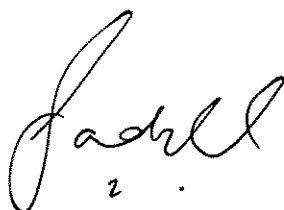
2. The Greater London Low Emission Zone Charging (Variation and Transitional Provisions) Order 2017 is hereby confirmed subject to the modifications set out in Schedule 1 to this Instrument.

3. The Variation Scheme as modified in accordance with Schedule 1 to this Instrument is set out in Schedule 2 to this Instrument.

Dated

2/11

2017



Mayor of London

(a) 1999 c. 29; Schedule 23 was amended by the Transport Act 2000 (c. 38), Schedule 13.

SCHEDULE 1

Article 2

MODIFICATIONS TO THE VARIATION SCHEME

1. Renumber articles 2 to 6 of the Variation Scheme as articles 3 to 7 respectively.
2. Before article 3 of the Variation Scheme as renumbered insert—

“Emissions Standards

2. For article 6(2) of the LEZ Scheme substitute—

“(2) A vehicle meets the standards required of an ultra low emission vehicle for the purposes of this Scheme if Transport for London is satisfied that the vehicle meets the emissions standards specified for that vehicle in Tables 2 to 6 of Part 2 of Annex 2.”.

- 3.—(1) Article 4 of the Variation Scheme as renumbered is amended as follows.

- (2) For paragraph (2) substitute—

- “(2) For paragraph (7) substitute—

“(7) Charges imposed by this Scheme shall be paid by such means as Transport for London shall from time to time specify on its web-site, which may include the following—

- (a) post;
- (b) call centre;
- (c) App;
- (d) on-line;
- (e) ULEZ Auto Pay,

or by such other means as Transport for London may in the particular circumstances of the case accept.”.

- (3) Omit paragraph (3).
 - (4) Renumber paragraphs (4) and (5) as paragraphs (3) (4) respectively.
4. For article 7 of the Variation Scheme as renumbered and its heading substitute—

“Transitional Provisions – advance purchase of licences, resident’s vehicles and certain disabled vehicles

7. The Annex to this Variation Scheme has effect in relation to the advance purchase of certain licences, resident’s vehicles and certain disabled vehicles.”.

5. After paragraph 2 of the Annex to the Variation Scheme insert—

“Restriction on advance purchase of ULEZ licences

3. Notwithstanding the provisions of articles 8(5)(a) and 8(6)(b) of the LEZ Scheme, a licence in respect of a charge imposed by article 7(2) of the LEZ Scheme may only be purchased on or after 8 April 2019.”.

SCHEDULE 2

Article 3

THE VARIATION SCHEME AS MODIFIED

SCHEME VARYING THE LEZ SCHEME

Preliminary

1.—(1) The LEZ Scheme shall be varied in accordance with the provisions of this Schedule.

(2) Article 1 of the Scheme contained in the Schedule to the Greater London (Central Zone) Congestion Charging Order 2004 ('the Principal Scheme') shall apply, so far as material, for the interpretation of the Annex to this Variation Scheme as it applies for the interpretation of the Principal Scheme.

(3) Article 1 of the LEZ Scheme shall apply, so far as material, for the interpretation of this Variation Scheme as it applies for the interpretation of the LEZ Scheme.

Emissions Standards

2. For article 6(2) of the LEZ Scheme substitute—

“(2) A vehicle meets the standards required of an ultra low emission vehicle for the purposes of this Scheme if Transport for London is satisfied that the vehicle meets the emissions standards specified for that vehicle in Tables 2 to 6 of Part 2 of Annex 2.”.

Imposition of Charges

3. In article 7(2) of the LEZ Scheme, for “7 September 2020” substitute “8 April 2019”.

Payment of Charges

4.—(1) Article 8 of the LEZ Scheme is amended as follows.

(2) For paragraph (7) substitute—

“(7) Charges imposed by this Scheme shall be paid by such means as Transport for London shall from time to time specify on its web-site, which may include the following—

- (a) post;
- (b) call centre;
- (c) App;
- (d) on-line;
- (e) ULEZ Auto Pay,

or by such other means as Transport for London may in the particular circumstances of the case accept.”.

(3) In paragraph (8) renumber sub-paragraphs (c) to (f) as (d) to (g) respectively.

(4) After paragraph (8)(b) insert—

“(c) a charge is paid by App if it is paid by credit or debit card through a software application, for use on an electronic device, provided for that purpose by Transport for London;”.

Annex 2 to the Scheme

5.—(1) Paragraph 2 of Annex 2 to the LEZ Scheme is amended as follows.

(2) For sub-paragraph (1)(b) and (c) substitute—

“(b) the vehicle has been adapted, by means of an exhaust after-treatment system or otherwise, so that—

- (i) the limit values for the emission of NO_x specified for the vehicle in column (e) would not be exceeded during the appropriate test or tests specified in column (g) of the Table; and
- (ii) for vehicles falling within Tables 2, 3 or 4, the limit values for the emission of particulate matter specified for the vehicle in column (f) would not be exceeded during the appropriate test or tests specified in column (g) of the Table; or

(c) in respect of all other vehicles—

- (i) the limit values for the emission of NO_x specified for the vehicle in column (e) would not be exceeded during the appropriate test or tests specified in column (g) of the Table; and
- (ii) for vehicles falling within Tables 2, 3 or 4, the limit values for the emission of particulate matter specified for the vehicle in column (f) would not be exceeded during the appropriate test or tests specified in column (g) of the Table.”.

(3) For Tables 2 to 4 substitute the following new Tables—

“TABLE 2 - EURO VI STANDARDS FOR COMPRESSION IGNITION CLASS M & N VEHICLES

<i>(a)</i> Row No.	<i>(b)</i> Class of vehicle	<i>(c)</i> Reference mass of vehicle, where relevant (kg)	<i>(d)</i> EC emissions standard	<i>(e)</i> Limit values for NO _x (grams per kWh)	<i>(f)</i> Limit values for particulate matter	<i>(g)</i> Appropriate tests
(1)	M ₁	exceeding 2610	Euro VI	0.4 (WHSC) and 0.46 (WHTC)	0.01 g/kWh and 8.0×10 ¹¹ PN/kWh (WHSC) and 6.0×10 ¹¹ PN/kWh (WHTC)	WHSC and WHTC
(2)	M ₂	exceeding 2610	Euro VI	0.4 (WHSC) and 0.46 (WHTC)	0.01 g/kWh and 8.0×10 ¹¹ PN/kWh (WHSC) and 6.0×10 ¹¹ PN/kWh (WHTC)	WHSC and WHTC
(3)	M ₃ , N ₃		Euro VI	0.4 (WHSC) and 0.46 (WHTC)	0.01 g/kWh and 8.0×10 ¹¹ PN/kWh (WHSC) and 6.0×10 ¹¹ PN/kWh (WHTC)	WHSC and WHTC

(4)	N ₂	exceeding 2610	Euro VI	0.4 (WHSC) and 0.46 (WHTC)	0.01 g/kWh and 8.0×10 ¹¹ PN/kWh (WHSC) and 6.0×10 ¹¹ PN/kWh (WHTC)	WHSC and WHTC
(5)	N ₁	exceeding 2610	Euro VI	0.4 (WHSC) and 0.46 (WHTC)	0.01 g/kWh and 8.0×10 ¹¹ PN/kWh (WHSC) and 6.0×10 ¹¹ PN/kWh (WHTC)	WHSC and WHTC

TABLE 3 - EURO VI STANDARDS FOR POSITIVE IGNITION CLASS M & N VEHICLES

(a) Row No.	(b) Class of vehicle	(c) Reference mass of vehicle, where relevant (kilograms)	(d) EC emissions standard	(e) Limit values for NO _x (grams per kilowatt hour)	(f) Limit values for particulate matter	(g) Appropriate tests
(1)	M ₁	exceeding 2610	Euro VI	0.46	0.01 g/kWh and 6.0×10 ¹¹ PN/kWh	WHTC
(2)	M ₂	exceeding 2610	Euro VI	0.46	0.01 g/kWh and 6.0×10 ¹¹ PN/kWh	WHTC
(3)	M ₃ , N ₃		Euro VI	0.46	0.01 g/kWh and 6.0×10 ¹¹ PN/kWh	WHTC
(4)	N ₂	exceeding 2610	Euro VI	0.46	0.01 g/kWh and 6.0×10 ¹¹ PN/kWh	WHTC
(5)	N ₁	exceeding 2610	Euro VI	0.46	0.01 g/kWh and 6.0×10 ¹¹ PN/kWh	WHTC

TABLE 4 - EURO 6 STANDARDS FOR COMPRESSION IGNITION CLASS M & N VEHICLES

(a) Row No.	(b) Class of vehicle	(c) Reference mass of vehicle, where relevant (kilograms)	(d) EC emissions standard	(e) Limit values for NO _x (grams per kilometre)	(f) Limit values for particulate matter	(g) Appropriate tests
(1)	M ₁	not exceeding 2610	Euro 6	0.08	0.005 g/km and 6.0×10 ¹¹ PN/km	Type 1

(2)	M ₂	not exceeding 2610	Euro 6	0.125	0.005 g/km and 6.0×10 ¹¹ PN/km	Type I
(3)	N ₂	not exceeding 2610	Euro 6	0.125	0.005 g/km and 6.0×10 ¹¹ PN/km	Type I
(4)	N ₁ sub-class (i)	not exceeding 2610	Euro 6	0.08	0.005 g/km and 6.0×10 ¹¹ PN/km	Type I
(5)	N ₁ sub-class (ii)	not exceeding 2610	Euro 6	0.105	0.005 g/km and 6.0×10 ¹¹ PN/km	Type I
(6)	N ₁ sub-class (iii)	not exceeding 2610	Euro 6	0.125	0.005 g/km and 6.0×10 ¹¹ PN/km	Type I

”.

(4) In Tables 5 and 6 renumber column (f) as column (g).

6.—(1) Paragraph 3 of Annex 2 to the LEZ Scheme is amended as follows.

(2) In sub-paragraph (t) omit “the fifth column of”.

(3) In sub-paragraph (v) omit “column L4 of”.

(4) After sub-paragraph (x) insert—

“(xa) “Euro V” means the emissions limit values set out in row B2 of Table 1 and Table 2 of Section 6.2.1 of Annex 1 to Council Directive 55/2005;”.

(5) In sub-paragraph (y) omit “the sixth column of”.

(6) Renumber sub-paragraphs (gg), (hh) and (ii) as sub-paragraphs (jj), (kk) and (ll) respectively.

(7) Renumber sub-paragraph (ee) as (gg).

(8) After sub-paragraph (dd) insert—

“(ee) “NEDC” means the drive cycle defined in Annex 4a of Regulation No. 83 of the Economic Commission for Europe of the United Nations;”.

(9) After sub-paragraph (gg) as renumbered insert—

“(hh) “PN/km” means the number of solid particles emitted by a vehicle per kilometre;

(ii) “PN/kWh” means the number of solid particles emitted by a vehicle per kilowatt-hour;”.

(10) For sub-paragraph (jj) as renumbered substitute—

“(jj) “Type I test” means a test carried out in accordance with Annex III of Council Directive 692/2008 applying the NEDC or the appropriate WLTC test cycle;”.

(11) In sub-paragraphs (kk) and (ll) as renumbered, for “United Nations.” substitute “United Nations;”.

(12) After sub-paragraph (ll) as renumbered insert—

“(mm) “WLTC” means the Worldwide Light-Duty Test Cycles as defined in Annex 1 of Global Technical Regulation No. 15 of the Economic Commission for Europe of the United Nations;”.

Transitional Provisions – advance purchase of licences, resident’s vehicles and certain disabled vehicles

7. The Annex to this Variation Scheme has effect in relation to the advance purchase of certain licences, resident’s vehicles and certain disabled vehicles.

ANNEX TO THE VARIATION SCHEME

TRANSITIONAL PROVISIONS

Resident's vehicles liability for ULEZ charge

1.—(1) During the residents' transitional period Transport for London shall treat any vehicle that is—

- (a) liable to pay a charge imposed by article 7(2) of the LEZ Scheme; and
- (b) a qualifying resident's vehicle,

as if it were a non-chargeable vehicle for the purposes of the LEZ Scheme in respect of charges imposed by article 7(2).

(2) In this paragraph—

- (a) "residents' transitional period" means the period beginning with 8 April 2019 and ending on 10 April 2022;
- (b) "qualifying resident's vehicle" means a vehicle—
 - (i) that is a resident's vehicle within the meaning of paragraph 2 of Annex 3 of the Principal Scheme; and
 - (ii) particulars of which appear in the register.

Certain disabled vehicles liability for ULEZ charge

2.—(1) During the disabled vehicles transitional period Transport for London shall treat any vehicle that is—

- (a) liable to pay a charge imposed by article 7(2) of the LEZ Scheme;
- (b) a disabled vehicle; and
- (c) not operated by or on behalf of Transport for London,

as if it were a non-chargeable vehicle for the purposes of the LEZ Scheme in respect of charges imposed by article 7(2).

(2) In this paragraph—

- (a) "disabled vehicles transitional period" means the period beginning with 8 April 2019 and ending on 10 September 2023;
 - (b) "registered in the GB & NI records" in relation to a vehicle means that the vehicle is registered under section 21 of the 1994 Act in the register which is maintained on behalf of the Secretary of State by the Driver and Vehicle Licensing Agency.
- (3) A "disabled vehicle" is a vehicle that is —
- (a) a vehicle registered in the GB or NI records and falling within paragraphs 18, 19 or 20 of Schedule 2 to the 1994 Act; or
 - (b) a vehicle registered under legislation relating to the registration of vehicles in a member State in respect of which Transport for London is satisfied that, had the vehicle been registered under the 1994 Act, it would have been an exempt vehicle under paragraph 18 or 20 of Schedule 2 to that Act had it been registered under that Act.

Restriction on advance purchase of ULEZ licences

3. Notwithstanding the provisions of articles 8(5)(a) and 8(6)(b) of the LEZ Scheme, a licence in respect of a charge imposed by article 7(2) of the LEZ Scheme may only be purchased on or after 8 April 2019.