

GREATER LONDON AUTHORITY ACT 1999

TRANSPORT ACT 2000

Greater London Low Emission Zone Charging (Variation and Transitional Provisions) Order 2018

Made

[date]

Coming into force In accordance with articles 1(2) and 2(2)

Whereas—

- (1) the Greater London Low Emission Zone Charging Order 2006 (“the LEZ Scheme Order”) imposes charges for the use of specified classes of motor vehicles on designated roads within a specified area of Greater London;
- (2) it appears to Transport for London expedient, for the purposes of facilitating the achievement of policies and proposals in the Mayor of London’s Transport Strategy published pursuant to section 142 of the Greater London Authority Act 1999^(a) that it should make an Order for the purposes of varying the LEZ Scheme Order:

Now, therefore, Transport for London, in exercise of the powers conferred on it by sections 295 and 420(1) of the Greater London Authority Act 1999, by Schedule 23 to that Act, and of all other powers enabling it in that behalf, hereby makes the following Order:—

Citation and commencement

1.—(1) This Order may be cited as the Greater London Low Emission Zone Charging (Variation and Transitional Provisions) Order 2018.

(2) This Order shall come into force immediately on the day following the day on which the Mayor confirms it.

(3) In this Order “the LEZ Scheme” means the Scheme contained in the Schedule to the LEZ Scheme Order as varied and in force immediately before the coming into force of this Order.

Variation of the LEZ Scheme

2.—(1) The Scheme set out in the Schedule to this Order (the “Variation Scheme”), which varies the LEZ Scheme and contains transitional provisions, shall have effect.

(2) The Variation Scheme shall come into force immediately on the day following the day on which the Mayor confirms this Order.

Signed by authority of Transport for London

Dated *[date]*

Managing Director, Surface Transport

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

SCHEDULE TO THE ORDER

Article 2

SCHEME VARYING THE LEZ SCHEME

Preliminary

1.—(1) The LEZ Scheme Order and 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.

Arrangement of Instrument of the LEZ Scheme Order

2.—(1) For the title "GREATER LONDON LOW EMISSION ZONE CHARGING SCHEME" substitute "LONDON EMISSION ZONES CHARGING SCHEME".

(2) For "10. ULEZ Auto Pay" substitute "10. Auto Pay".

Citation and commencement

3. After Article 1(1) of the LEZ Scheme Order insert—

“(2) In the Scheme in the Schedule to this Order—

- (a) the Londonwide Zone may be cited as the “London Low Emission Zone”; and
- (b) the Inner Zone may be cited as the “Ultra Low Emission Zone”.”.

Schedule to the LEZ Scheme Order

4. For the title "GREATER LONDON LOW EMISSION ZONE CHARGING SCHEME" in the Schedule to the LEZ Scheme Order substitute "LONDON EMISSION ZONES CHARGING SCHEME".

Interpretation

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

(2) In paragraph (f), for "3" substitute "4".

(3) Delete paragraphs (m), (n), (r), (bb), (cc), (dd) and (ee).

(4) Renumber paragraphs (ff) and (gg) as (ee) and (ff) respectively

(5) Renumber paragraphs (s) to (aa) as (v) to (dd) respectively.

(6) Renumber paragraphs (l), (o), (p) and (q) as (q), (r), (s) and (u) respectively.

(7) After paragraph (k) insert—

“(l) “Euro IV or V heavy vehicle” means a vehicle that Transport for London is satisfied meets on or after [26 October 2020] the emissions standards specified for that vehicle in Table 1D of Part 1of Annex 2, but which is not a compliant vehicle;

(m) “Inner Zone” means the area shown on the Inner Zone plan the boundaries of which are defined on the Inner Zone boundary plans;

(n) “Inner Zone boundary plan” means—

- (i) up to and including [24 October 2021], a deposited plan specified in Part 3A of Annex 1 defining part of the boundary of the Inner Zone by showing areas within the Inner Zone as stippled; and
- (ii) on or after [25 October 2021], a deposited plan specified in Part 3B of Annex 1 defining part of the boundary of the Inner Zone by showing areas within the Inner Zone as shaded;

(o) “Inner Zone plan” means—

- (i) up to and including [24 October 2021], the plan corresponding with sheet B of Part 1 of Annex 1; and
- (ii) on or after [25 October 2021], the plan corresponding with sheet C of Part 1 of Annex 1;

(p) “Inner Zone compliant vehicle” means a vehicle that Transport for London is satisfied meets the relevant standards referred to in article 6(2);”.

(8) After paragraph (s) as renumbered insert—

“(t) “Londonwide Zone compliant vehicle” means a vehicle that Transport for London is satisfied meets the relevant standards referred to in article 6(1);”.

(9) In paragraph (j) for “low emission zone and ultra low emission zone” substitute “Londonwide Zone and Inner Zone”.

(10) In paragraphs (r), (s), (u) and (ff) as renumbered, for “low emission zone” substitute “Londonwide Zone”.

(11) In paragraph (ff) as renumbered for “ultra low emission zone plan” substitute “applicable Inner Zone plan”.

(12) In paragraph (v), for “article 5(1), 5(3) and 5(4)” substitute “article 5(1) and 5(3)”.

Designation of roads in charging area

6. In Article 3 of the LEZ Scheme for “low emission zone” wherever it occurs substitute “Londonwide Zone” and for “ultra low emission zone” wherever it occurs substitute “Inner Zone”.

Relevant Vehicles

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

(2) In paragraphs (2)(a), (3) and (5)(a), for “low emission zone” substitute “Londonwide Zone”.

(3) In paragraphs (2)(b), (4) and (5)(b), for “ultra low emission zone” substitute “Inner Zone”.

(4) In sub-paragraph (5)(a) for “low emission vehicle” substitute “Londonwide Zone compliant vehicle”.

(5) In sub-paragraph (5)(b) for “ultra low emission vehicle” substitute “Inner Zone compliant vehicle”.

Non-chargeable vehicles

8.—(1) Article 5 of the LEZ Scheme is amended as follows.

(2) In paragraph (1) for “low emission zone” substitute “Londonwide Zone” and for “ultra low emission zone” substitute “Inner Zone”.

(3) Renumber sub-paragraph (2)(d) as (2)(f).

(4) After sub-paragraph (2)(c) insert—

- “(d) any vehicle constructed before 1st January 1973;
- (e) any exempt vehicle within the meaning of paragraph 1A of Schedule 2 to the 1994 Act;”.

(5) Delete paragraphs (3) and (4).

(6) Renumber paragraph (5) as paragraph (4).

(7) Insert the following new paragraph (3)—

- “(3) A vehicle is a non-chargeable vehicle for the purpose of use within the Inner Zone if it is a vehicle licensed as a hackney carriage under section 6 of the Metropolitan Public Carriage Act 1869.”.

Emissions standards

9.—(1) Article 6 of the LEZ Scheme is amended as follows.

(2) For paragraph (1) substitute—

- “(1) A vehicle meets the standards required of a Londonwide Zone compliant vehicle for the purposes of this Scheme if Transport for London is satisfied that—
 - (a) in the case of vehicles of Class M₃, Class N₂ or Class N₃—
 - (i) up to and including [25 October 2020], the vehicle meets the emissions standards specified for that vehicle in Table 1A of Part 1 of Annex 2;
 - (ii) on or after [26 October 2020], the vehicle meets the emissions standards specified for that vehicle in Table 1C of Part 1 of Annex 2;
 - (b) in the case of vehicles of Class M₂ and Class N₁ sub-classes (ii) and (iii)—
 - (i) up to and including [25 October 2020], the vehicle meets the emissions standards specified for that vehicle in Table 1A of Part 1 of Annex 2;
 - (ii) on or after [26 October 2020], the vehicle meets the emissions standards specified for that vehicle in Table 1B of Part 1 of Annex 2.”.

(3) In article 6(2) for “ultra low emission vehicle” substitute “Inner Zone compliant vehicle” and for “Tables 2 to 6” substitute “Tables 2A to 6”.

Imposition of charges

10.—(1) Article 7 of the LEZ Scheme is amended as follows.

- (2) In paragraph (1) after “Class M₂,” insert “Class M₃,” and before “N₂” insert “Class”.
- (3) In paragraph (1) for “low emission zone” substitute “Londonwide Zone”.
- (4) In paragraph (2) for “ultra low emission zone” substitute “Inner Zone”.

Payment of charges

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

(2) For sub-paragraph (5)(d) substitute—

- “(d) by Auto Pay in accordance with article 10—

- (i) up to and including [25 October 2020], in respect of a charge imposed by article 7(2); and
 - (ii) on or after [26 October 2020] in respect of a charge imposed by article 7(1) or 7(2).”.
- (3) In sub-paragraphs (7)(e) and (8)(e) delete “ULEZ”.
- (4) For sub-paragraph (8)(f) substitute—
- “(f) “cheque” means a cheque, or postal order, made out in accordance with such payee information and other requirements as Transport for London may from time to time specify on its website;”.
- (5) In paragraph (13) for “article 7(2)” substitute “article 7”.

Amount of charge payable by purchase of a licence

12.—(1) Article 9 of the LEZ Scheme is amended as follows.

(2) For paragraph (1) substitute—

“(1) The cost of a licence for a charge imposed by article 7(1) shall be—

- (a) up to and including [25 October 2020] in respect of a relevant vehicle of Class M₃, Class N₂ or Class N₃, £200 per charging day;
- (b) on or after [26 October 2020] in respect of a relevant vehicle of Class M₃, Class N₂ or Class N₃—
 - (i) £100 per charging day if the relevant vehicle concerned is a Euro IV or V heavy vehicle; or
 - (ii) £300 in all other cases;
- (c) in respect of a relevant vehicle of Class M₂ or Class N₁ sub-classes (ii) and (iii), £100 per charging day.”.

(3) For subparagraph (2)(a) substitute—

“(a) up to and including [25 October 2020] in respect of a relevant vehicle of Class M₃, Class N₂ or Class N₃, £100 per charging day;”.

(4) In sub-paragraph (2)(b), delete “£12.50 per charging day” and for “and Class N₁ sub-classes (i), (ii) and (iii)” substitute “or Class N₁ sub-classes (i), (ii) and (iii), £12.50 per charging day”.

ULEZ Auto Pay

13.—(1) Article 10 of the LEZ Scheme is amended as follows.

(2) Delete “ULEZ” from the title of Article 10.

(3) In paragraphs (2)(a), (3), (10)(d) and (11) for “a ULEZ Auto Pay Account” wherever it occurs substitute “an Auto Pay Account”.

(4) Delete all remaining references to “ULEZ” in paragraphs (1) to (11).

(5) In sub-paragraph (10)(a)(i) for “article 4” substitute “article 7”.

(6) In sub-paragraph (10)(c) after “an agreement” insert “(which may be the same agreement as any CC Auto Pay Account held by the applicant)” and for “article 7(2)” substitute “article 7”.

Register of compliant and non-chargeable vehicles

14.—(1) Article 11 of the LEZ Scheme is amended as follows.

(2) In paragraph (1) after “compliant vehicles” insert “, Euro IV or V heavy vehicles”.

(3) In sub-paragraph (3)(a) after “compliant vehicle” insert “or a Euro IV or V heavy vehicle”.

(4) In sub-paragraphs (4)(a) and (5)(a) after “compliant vehicle” insert “or, where relevant, a Euro IV or V heavy vehicle”.

Penalty charge for non-payment of charge

15.—(1) Article 14 of the LEZ Scheme is amended as follows.

(2) In sub-paragraph (1)(a) after “article 7;” insert “and”.

(3) In paragraph (3) for “shall be—” substitute “shall be as set out in paragraphs (4), (5) and (6).”

(4) Delete sub-paragraphs (3)(a) and (b).

(5) Renumber paragraph (4) as paragraph (7).

(6) After paragraph (3) as amended insert—

“(4) In respect of a penalty charge imposed in relation to the non-payment of a charge imposed by article 7(1) up to and including [25 October 2020]—

- (a) for relevant vehicles of Classes M₃, N₂ and N₃, £1,000 but, if the penalty charge is paid before the end of the fourteenth day of the payment period, the amount shall be reduced by one half to £500; or
- (b) for relevant vehicles of Class M₂ and Class N₁ sub-classes (ii) and (iii), £500 but, if the penalty charge is paid before the end of the fourteenth day of the payment period, the amount shall be reduced by one half to £250.

(5) In respect of a penalty charge imposed in relation to the non-payment of a charge imposed by article 7(1) on or after [26 October 2020]—

- (a) for relevant vehicles of Classes M₃, N₂ and N₃, [£2,000] but, if the penalty charge is paid before the end of the fourteenth day of the payment period, the amount shall be reduced by one half to [£1,000]; or
- (b) for relevant vehicles of Class M₂ and Class N₁ sub-classes (ii) and (iii), £500 but, if the penalty charge is paid before the end of the fourteenth day of the payment period, the amount shall be reduced by one half to £250.

(6) In respect of a penalty charge imposed in relation to the non-payment of a charge imposed by article 7(2)—

- (a) up to and including [25 October 2020], for relevant vehicles of Class M₃, Class N₂ and Class N₃, £1,000 but, if the penalty charge is paid before the end of the fourteenth day of the payment period, the amount shall be reduced by one half to £500; or
- (b) for relevant vehicles of Class L (motorcycles), Class L (compression ignition tricycles and quadricycles), Class L (positive ignition tricycles and quadricycles), Class M₁, Class M₂ and Class N₁ sub-classes (i), (ii) and (iii), £[160] but, if the penalty charge is paid before the end of the fourteenth day of the payment period, the amount shall be reduced by one half to £[80].”

(7) In paragraph (7) as renumbered for sub-paragraphs (a) and (b) substitute—

- “(a) in respect of a penalty charge referred to in paragraph (4)(a) or (6)(a), £1,500;
- (b) in respect of a penalty charge referred to in paragraph (4)(b) or (5)(b), £750;
- (c) in respect of a penalty charge referred to in paragraph (5)(a), [£3,000]; and
- (d) in respect of a penalty charge referred to in paragraph (6)(b), [£240].”

Annex 1 to the Scheme

16.—(1) In the Table 1 in Part of Annex 1 to the LEZ Scheme add the following additional row—
“

C	<i>[Plan showing expansion of Inner Zone to Inner London]</i>	<i>[Signatory TBC]</i>
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”.

(2) In the title of Part 2 of Annex 1 to the LEZ Scheme, for “LOW EMISSION ZONE” substitute “LONDONWIDE ZONE”.

(3) After the Table in Part 3 of Annex 1 to the LEZ Scheme insert the following new Part—

“PART 3B – EXPANDED INNER ZONE BOUNDARY PLANS (INNER LONDON)
– APPLICABLE ON OR AFTER [25 OCTOBER 2021]

<i>(1)</i> <i>Sheet.</i>	<i>(2)</i> <i>Drawing No. & revision letter</i>	<i>(3)</i> <i>Signatory</i>
<i>[Sheet nos. TBC]</i>	<i>[Drawing nos. TBC]</i>	<i>[Signatory TBC]</i>

”.

(4) For the title of Part 3 of Annex 1 substitute—

“PART 3A – INNER ZONE BOUNDARY PLANS (CENTRAL LONDON)
– APPLICABLE UP TO AND INCLUDING [24 OCTOBER 2021]”.

Annex 2 to the Scheme

17.—(1) Annex 2 to the LEZ Scheme is amended as follows.

(2) For the title of Part 1 substitute—

“PART 1
EMISSIONS STANDARDS FOR LONDONWIDE ZONE COMPLIANT VEHICLES AND
EURO IV OR V HEAVY VEHICLES”.

(3) In paragraph 1(1) for “paragraph (2)” substitute “paragraphs (2) and (3)” and for “Table 1” substitute “Tables 1A, 1B and 1D”.

(4) Renumber paragraph 1(2)(a) as paragraph 1(2).

(5) In paragraph 1(2) as renumbered, for “Table 1” substitute “Table 1A, row (4) of Table 1B or row (2) of Table 1D”.

(6) Renumber paragraph 1(2)(b) as paragraph 1(3) and paragraphs 1(2)(b)(i) and (ii) as paragraphs 1(3)(a) and (b) respectively.

(7) In paragraph 1(3)(a) as renumbered for “Table 1” substitute “Table 1A or Table 1B”.

(8) Renumber paragraphs 2(1) and 3 as paragraphs 3 and 4 respectively.

(9) After paragraph 1 insert—

“2. A vehicle meets the standards set out in Table 1C if—

- (a) the vehicle is certified by the appropriate national approval authority as having been manufactured to satisfy the EC emissions standard specified for that vehicle in column (d) of the Table;

- (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) 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) 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.”.

(10) For the title of Table 1 substitute—

“Table 1A — STANDARDS APPLICABLE UP TO AND INCLUDING [25 OCTOBER 2020] FOR ALL LONDONWIDE ZONE COMPLIANT VEHICLES” .

(11) After Table 1A as renamed insert the following new Tables 1B, 1C and 1D—

“Table 1B — STANDARDS APPLICABLE ON OR AFTER [26 OCTOBER 2020] FOR LONDONWIDE ZONE COMPLIANT VEHICLES OF CLASS M₂ AND CLASS N₁ SUB-CLASSES (ii) AND (iii)

<i>(a)</i> Row No.	<i>(b)</i> Class of vehicle	<i>(c)</i> Maximum mass of vehicle, where relevant (kilograms)	<i>(d)</i> Reference mass of vehicle, where relevant (kilograms)	<i>(e)</i> EC emissions standard	<i>(f)</i> Limit values for mass of particulate matter emissions	<i>(g)</i> Appropriate tests
(1)	M ₂	not exceeding 2,500		Euro 3	0.05 g/km	Type I
(2)	M ₂	exceeding 2,500 and not exceeding 3,500	exceeding 1,305 and not exceeding 1,760	Euro 3	0.07 g/km	Type I
(3)	M ₂	exceeding 2,500 and not exceeding 3,500	exceeding 1,760	Euro 3	0.10g/km	Type I
(4)	M ₂	exceeding 3,500	not exceeding 2,840	Euro 3 or Euro III	0.10 g/km (Type I), 0.10g/kWh (ESC) or 0.16g/kWh (ETC)	Type I, ESC or ETC

(5)	M ₂	exceeding 3,500	exceeding 2,840	Euro III	0.10 g/kWh (ESC) or 0.16g/kWh (ETC)	ESC or ETC
(6)	N ₁ sub-class (ii)			Euro 3	0.07 g/km	Type I
(7)	N ₁ sub-class (iii)			Euro 3	0.10 g/km	Type I

Table 1C — STANDARDS APPLICABLE ON OR AFTER [26 OCTOBER 2020] FOR LONDONWIDE ZONE COMPLIANT VEHICLES OF CLASS M₃, N₂ AND N₃

(a) Row No.	(b) Class of vehicle	(c) Reference mass of vehicle, where relevant (kg)	(d) EC emissions standard	(e) Limit values for NO _x	(f) Limit values for particulate matter	(g) Appropriate tests
(1)	M ₃ , N ₃		Euro VI	0.4 g/kWh (WHSC) and 0.46 g/kWh (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)	N ₂	exceeding 2610	Euro VI	0.4 g/kWh (WHSC) and 0.46 g/kWh (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)	N ₂	not exceeding 2610	Euro 6	0.125 g/km	0.005 g/km and 6.0×10 ¹¹ PN/km	Type I

Table 1D — STANDARDS APPLICABLE ON OR AFTER [26 OCTOBER 2020] FOR EURO IV OR V HEAVY VEHICLES

(a) Row No.	(b) Class of vehicle	(c) Maximum mass of vehicle, where relevant (kilograms)	(d) Reference mass of vehicle, where relevant (kilograms)	(e) EC emissions standard	(f) Limit values for mass of particulate matter emissions	(g) Appropriate tests
(1)	M ₃ , N ₃			Euro IV	0.02 g/kWh (ESC) and	both ESC and ETC

					0.03 g/kWh (ETC)	
(2)	N ₂		not exceeding 2,840	Euro 4 or Euro IV	0.06g/km (Type I) or 0.02 g/kWh (ESC) and 0.03 g/kWh (ETC)	Type I or both ESC and ETC
(3)	N ₂		exceeding 2,840	Euro IV	0.02 g/kWh (ESC) and 0.03 g/kWh (ETC)	both ESC and ETC

”.

(12) For the title of Part 2 of Annex 2 substitute—

“PART 2
EMISSIONS STANDARDS FOR INNER ZONE COMPLIANT VEHICLES”.

(13) In paragraph 3 as renumbered, for “Tables 2 to 6” substitute “Tables 2A to 6”.

(14) In sub-paragraphs 3(b)(ii) and 3(c)(ii) for “Tables 2, 3 or 4” substitute “Tables 2A, 2B, 3, 4A or 4B”.

(15) After Table 2 insert the following new table—

“Table 2B - EURO VI STANDARDS APPLICABLE ON OR AFTER [26 OCTOBER 2020] FOR INNER ZONE COMPLIANT COMPRESSION IGNITION VEHICLES OF CLASS M & N

<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/NkWh (WHSC) and 6.0×10 ¹¹ PN/kWh (WHTC)	WHSC and WHTC
(3)	N ₁	exceeding 2610	Euro VI	0.4 (WHSC) and	0.01 g/kWh and 8.0×10 ¹¹ PN/kWh (WHSC)	WHSC and WHTC

				0.46 (WHTC)	and 6.0×10 ¹¹ PN/kWh (WHTC)	
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(16) After Table 4 insert the following new table—

“Table 4B - EURO 6 STANDARDS APPLICABLE ON OR AFTER [26 OCTOBER 2020] FOR INNER ZONE COMPLIANT COMPRESSION IGNITION VEHICLES OF CLASS M & N

(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 I
(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 ₁ sub-class (i)	not exceeding 2610	Euro 6	0.08	0.005 g/km and 6.0×10 ¹¹ PN/km	Type I
(4)	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
(5)	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

”.

(17) For the title of Table 2 substitute—

“Table 2A - EURO VI STANDARDS APPLICABLE UP TO AND INCLUDING [25 OCTOBER 2020] FOR INNER ZONE COMPLIANT COMPRESSION IGNITION VEHICLES OF CLASS M & N”.

(18) For the title of Table 3 substitute—

“Table 3 - EURO VI STANDARDS FOR INNER ZONE COMPLIANT POSITIVE IGNITION VEHICLES OF CLASS M & N”.

(19) For the title of Table 4 substitute—

“Table 4A - EURO 6 STANDARDS APPLICABLE UP TO AND INCLUDING [25 OCTOBER 2020] FOR INNER ZONE COMPLIANT COMPRESSION IGNITION VEHICLES OF CLASS M & N”.

(20) For the title of Table 5 substitute—

“Table 5 - EURO 4 STANDARDS FOR INNER ZONE COMPLIANT POSITIVE IGNITION VEHICLES OF CLASS M & N”.

(21) For the title of Table 6 substitute—

“Table 6 - EURO 3 STANDARDS FOR INNER ZONE COMPLIANT CLASS L VEHICLES”.

Transitional Provisions – resident’s vehicles and certain disabled vehicles

18. The Annex to this Variation Scheme has effect in relation to resident’s vehicles and certain disabled vehicles and supersedes the provisions of the Annex to the Variation Scheme in the Schedule to the Greater London Low Emission Zone Charging (Variation and Transitional Provisions) Order 2017.

ANNEX TO THE VARIATION SCHEME

TRANSITIONAL PROVISIONS

Resident’s vehicles and motorcycles liability for ULEZ charge

1.—(1) Transport for London shall—

- (a) during the residents’ transitional period treat any motorcycle as if it was a relevant vehicle for the purpose of paragraph 2 of Annex 3 of Principal Scheme; and
- (b) before and during the residents’ transitional period accept registration of motorcycles as resident’s vehicles in accordance with details to be published on its website and shall maintain details of those vehicles in the register in accordance with article 9 of the Principal Scheme.

(2) During the residents’ transitional period Transport for London shall treat any vehicle that—

- (a) is 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).

(3) In this paragraph—

- (a) “residents’ transitional period” means the period beginning with 8 April 2019 and ending on [24 October 2021];
- (b) “motorcycle” has the meaning given by article 1 of the Principal Scheme and “motorcycles” shall be construed accordingly;
- (c) “qualifying resident’s vehicle” means a vehicle—
 - (i) that is or would pursuant to paragraph (1) be treated as 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.