

GREATER LONDON AUTHORITY ACT 1999

TRANSPORT ACT 2000

Greater London Low Emission Zone Charging (Variation and Transitional Provisions) Order 2014

Made

22 October 2014

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 (“the Low Emission Zone”);
- (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 2014.

(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 on the day immediately following the day on which the Mayor confirms this Order.

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

Signed by authority of Transport for London

Dated

22 October 2014

Managing Director, Surface Transport

SCHEDULE TO THE ORDER

Article 2

SCHEME VARYING THE LEZ SCHEME

Preliminary

1.—(1) The LEZ Scheme and the LEZ Scheme Order 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

2.—(1) The Arrangement of Instrument of the Greater London Emission Order 2006 is amended as follows.

(2) For the numbers 9 to 16 substitute the numbers 11 to 18 respectively.

(3) For the numbers 5 to 8 substitute the numbers 6 to 9 respectively.

(4) After "4. Relevant vehicles" insert—

"5. Non-chargeable vehicles".

(5) For "Amount of charge" substitute "Amount of charge payable purchase of a licence".

(6) For "Application of charge to different date or vehicle" substitute "Amendment of licences".

(7) Before "11. Register of compliant and non-chargeable vehicles" as renumbered insert—

"10. ULEZ Auto Pay".

Interpretation

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

(2) For paragraph (b) substitute "'CC Auto Pay Account' has the meaning given by article 4 of The Greater London (Central Zone) Congestion Charging Order 2004 as amended;".

(3) In paragraph (c) for "article 6" substitute "article 7(1) or article 7(2)".

(4) In paragraph (f) for "class" substitute "Class" and for "paragraph 2" substitute "paragraph 3".

(5) Renumber paragraphs (r) and (s) as paragraphs (ff) and (gg) respectively.

(6) Renumber paragraph (q) as paragraph (aa).

(7) Renumber paragraphs (n) to (p) as paragraphs (x) to (z) respectively.

(8) Renumber paragraphs (k) to (m) as paragraphs (s) to (u) respectively.

(9) Renumber paragraph (j) as paragraph (o).

(10) Renumber paragraphs (g) to (i) as paragraphs (i) to (k) respectively.

(11) After paragraph (f) insert—

- “(g) “compression ignition engine” means an internal combustion engine in which combustion is initiated by heat produced from compression of the air in the cylinder or combustion space;
- (h) “compression-ignition vehicle” means a vehicle powered wholly or partly by a compression ignition engine;”.
- (12) In paragraph (j) as renumbered—
- (a) before “boundary plans” insert “low emission zone and ultra low emission zone”; and
- (b) for “Faith Lawson House, 15-17 Dacre Street, London SW1 0NR” substitute “Palestra, 197 Blackfriars Road, London SE1 8NJ”.
- (13) After paragraph (k) as renumbered insert—
- “(l) “licence” means a licence purchased under article 8(1);
- (m) “London bus network” and “London local service” have the meaning given by Chapter V of Part IV of the Greater London Authority Act 1999;
- (n) “low emission vehicle” means a vehicle that Transport for London is satisfied meets the relevant standards referred to in article 6(1);”.
- (14) In paragraph (o) as renumbered after “shaded on the” insert “low emission” and after “defined on the” insert “low emission zone”.
- (15) After paragraph (o) as renumbered insert—
- “(p) “low emission zone boundary plan” means a deposited plan specified in Part 2 of Annex 1 defining part of the boundary of the low emission zone;
- (q) “low emission zone plan” means the plan corresponding with sheet A of Part 1 of Annex 1;
- (r) “Millbrook London Transport Bus test cycle” means a two-phase drive cycle consisting of a medium speed ‘outer London’ phase simulating a journey from Brixton Station to Trafalgar Square and a low speed ‘inner London’ phase simulating a journey from Trafalgar Square to the end of Oxford Street, the details of which are specified on Transport for London’s web-site;”.
- (16) After paragraph (u) as renumbered insert—
- “(v) “positive ignition engine” means an internal combustion engine in which combustion is initiated by a localised high temperature in the combustion chamber produced by energy supplied from a source external to the engine;
- (w) “positive ignition vehicle” means a vehicle powered wholly or partly by a positive ignition engine;”.
- (17) In paragraph (x) as renumbered for “9(1)” substitute “11(1)”.
- (18) After paragraph (aa) as renumbered insert—
- “(bb) “ultra low emission vehicle” means a vehicle that Transport for London is satisfied meets the relevant standards referred to in article 6(2);
- (cc) “ultra low emission zone” means the area shown stippled on the ultra low emission zone plan the boundaries of which are defined on the ultra low emission zone boundary plans;
- (dd) “ultra low emission zone boundary plan” means a deposited plan specified in Part 3 of Annex 1 defining part of the boundary of the ultra low emission zone by showing areas within the ultra low emission zone as stippled;
- (ee) “ultra low emission zone plan” means the plan corresponding with sheet B of Part 1 of Annex 1”.
- (19) For paragraph (gg) as renumbered substitute—

“(gg)“zone plans” means the low emission zone plan and the ultra low emission zone plan.”.

Designation of roads in the charging area

4.—(1) For article 3(2) substitute the following—

“(2) The designated roads are the low emission zone roads and the ultra low emission zone roads.”.

(2) After article 3(2) insert—

“(3) The low emission zone roads are all roads within the low emission zone.

(4) The ultra low emission zone roads are all roads within the ultra low emission zone.”.

Relevant vehicles

5.—(1) Article 4 is amended as follows.

(2) In paragraph (1) after “is a vehicle” insert “of a specified type and”.

(3) For paragraph (2) substitute—

“(2) The classes specified for the purposes of paragraph (1) are—

(a) for vehicles used within the low emission zone, Class M₂, Class M₃, Class N₁ subclasses (ii) and (iii), Class N₂ and Class N₃; and

(b) for vehicles used within the ultra low emission zone, Class L (motorcycles), Class L (compression ignition tricycles and quadricycles), Class L (positive ignition tricycles and quadricycles), Class M₁, Class M₂, Class M₃, Class N₁ subclasses (i), (ii) and (iii), Class N₂ and Class N₃.”.

(4) For paragraphs (3) to (5) substitute—

“(3) A vehicle used within the low emission zone is of a type specified for the purposes of paragraph (1) if it is a compression ignition vehicle.

(4) A vehicle used within the ultra low emission zone is of a type specified for the purposes of paragraph (1) if it is a compression ignition vehicle or a positive ignition vehicle.

(5) A vehicle is a compliant vehicle—

(a) when used within the low emission zone, if the vehicle meets the standards required of a low emission vehicle for the purposes of this Scheme;

(b) when used within the ultra low emission zone, if the vehicle meets the standards required of an ultra low emission vehicle for the purposes of this Scheme; and

(c) particulars of the vehicle are for the time being entered in the register.”.

(5) Omit paragraph (6).

Non-chargeable vehicles

6.—(1) — Renumber articles 5 to 8 as articles 6 to 9 respectively.

(2) After article 4 as amended insert—

“Non-chargeable vehicles

5.—(1) A vehicle is a non-chargeable vehicle for the purposes of use within the low emission zone and the ultra low emission zone if—

- (a) the vehicle falls within one of the classes of non-chargeable vehicles specified in paragraph (2); and
 - (b) particulars of the vehicle are for the time being entered in the register.
- (2) The following classes of vehicle are specified for the purposes of paragraph (1)(a)—
- (a) Any vehicle which belongs to any of Her Majesty’s forces or is in use for the purposes of any of those forces;
 - (b) any vehicle that Transport for London is satisfied is used for naval, military or air force purposes and not registered under the 1994 Act, while it is being used on a road by a member of a visiting force or a member of a headquarters or organisation;
 - (c) any vehicle constructed before 1st January 1973;
 - (d) any showman’s vehicle that is neither a trailer nor a semi-trailer and is permanently fitted with a special type of body or superstructure forming part of the equipment of the show of the person in whose name the vehicle is registered;
 - (e) any vehicle in respect of which Transport for London is satisfied that it is not a vehicle constructed or adapted for general use on roads.
- (3) A vehicle is a non-chargeable vehicle for the purpose of use within the ultra low emission zone if it is a vehicle licensed as a hackney carriage under section 6 of the Metropolitan Public Carriage Act 1869.
- (4) In this article—
- (a) “member of a visiting force” and “member of a headquarters or organisation” have the meaning given in paragraph 1(2) of Schedule 5 to the Road Vehicles (Registration and Licensing) Regulations 2002;
 - (b) “showman’s vehicle” means a vehicle that is—
 - (i) registered under the 1994 Act or, in a country other than the United Kingdom, in accordance with that country's rules governing the registration of such vehicles, in the name of a person following the business of a travelling showman; and
 - (ii) used solely by that person for the purposes of his business and no other purpose;
 - (c) “trailer” and “semi-trailer” have the meaning given by regulation 3 of the Road Vehicles (Construction and Use) Regulations 1986.”.

Emissions standards

7. For article 6 as renumbered substitute—

“**6.**—(1) A vehicle meets the standards required of a 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 Table 1 of Part 1 of Annex 2.

(2) A vehicle meets the standards required of an ultra low emission vehicle for the purposes of this Scheme if—

- (a) 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; or
- (b) in the case of a vehicle falling within Class M₃, Transport for London is satisfied that the vehicle—
 - (i) operates wholly or partly by means of an electrically powered propulsion system;
 - (ii) is certified by the appropriate national approval authority as having been manufactured to satisfy Euro V emissions standards;

- (iii) would emit less than 2.05 g/km of NO_x when tested using the Millbrook London Transport Bus test cycle; and
- (iv) is used for the purposes of providing a London local service which is part of the London bus network in accordance with section 181(4) of the Greater London Authority Act 1999.”.

Imposition of charges

8. For article 7 as renumbered substitute—

“7.—(1) Subject to the following provisions of this Scheme, a charge of an amount specified in article 9(1) is imposed in respect of any relevant vehicle of class M₂, Class N₁ subclasses (ii) and (iii), N₂ or Class N₃ for each charging day on which it is at any time used on one or more low emission zone roads.

(2) Subject to the following provisions of this Scheme, a charge of an amount specified in article 9(2) is imposed in respect of a relevant vehicle of Class L (motorcycles), Class L (compression ignition tricycles and quadricycles), Class L (positive ignition tricycles and quadricycles), Class M₁, Class M₂, Class M₃, Class N₁ subclasses (i), (ii) and (iii), Class N₂ and Class N₃ for each charging day which falls on or after 7 September 2020 on which it is at any time used on one or more ultra low emission zone roads.”.

Payment of charges

9. For article 8 as renumbered substitute—

“8.—(1) A charge imposed by article 7 shall be paid by the purchase of a licence from Transport for London in accordance with the provisions of this article and, except where paragraphs (11) and (12) or (13) and (14) apply, a licence shall be issued for a specified period falling on, or beginning with, a specified date.

(2) Except in a case where paragraph (13) applies a licence shall be purchased in respect of a particular vehicle.

(3) A licence may be purchased for one of the following periods—

- (a) a single charging day;
- (b) a period of 7 consecutive charging days;
- (c) a period of 31 consecutive charging days;
- (d) a period of 365 consecutive charging days.

(4) A vehicle referred to in paragraph (2) shall be identified by its registration mark; and—

- (a) the purchaser of a licence shall specify to Transport for London the registration mark of the vehicle in respect of which that charge is paid;
- (b) a licence shall not be valid in respect of any vehicle having a registration mark different from the mark so specified.

(5) A licence for a single charging day may only be purchased—

- (a) on a day falling within the period of 64 working days immediately preceding the charging day concerned;
- (b) on that charging day;
- (c) on or before the next working day after that charging day; or
- (d) in respect of a charge imposed by article 7(2), by ULEZ Auto Pay in accordance with article 10.

(6) A licence for a period of 7, 31 or 365 charging days may only be purchased—

- (a) on the first charging day of the period concerned; or
- (b) on a day falling within the period of 64 working days immediately preceding that charging day.

(7) Charges imposed by this Scheme shall be paid by one of the following means set out in paragraphs (a) to (c) of this article or by such other means as Transport for London may in the particular circumstances of the case accept—

- (a) a charge for a daily licence—
 - (i) specified in article 9(1) by post, call centre or on-line;
 - (ii) specified in article 9(2) by ULEZ Auto Pay, post, call centre, or on-line;
- (b) a charge for a licence for 7, 31 or 365 consecutive charging days as set out in article 8(3), by post, call centre or on-line;
- (c) charges payable by fleet operators—
 - (i) in respect of the purchase of a licence, by direct debit;
 - (ii) as specified in paragraph (14)(b) (additional annual charge per vehicle), by direct debit;
- (d) a charge accompanying an application for the amendment of a licence under article 13, by call centre or on-line.

(8) For the purposes of this paragraph and paragraph (7)—

- (a) a charge is paid by post if the form provided by Transport for London for payment of the particular charge is sent, duly completed and accompanied by a cheque, or completed to enable payment to be made by credit or debit card, by pre-paid post to the address given on the form;
- (b) a charge is paid by call centre if it is paid by credit or debit card through the call centre provided for the purpose by Transport for London;
- (c) a charge is paid on-line if it is paid by credit or debit card through the web-site provided for the purpose by Transport for London;
- (d) a charge is paid by ULEZ Auto Pay if it is paid in accordance with the provisions of article 10;
- (e) “cheque” means a cheque, or postal order, crossed “account payee” and drawn in favour of “Transport for London Low Emission Zone”;
- (f) “credit or debit card” means—
 - (i) “Visa”, “MasterCard”, “Delta”, “Maestro”; or
 - (ii) any other credit or debit card the name of which is for the time being published by Transport for London on its web-site as being acceptable to it.

(9) Notwithstanding article 1(3)(a), where a charge is paid by cheque in accordance with paragraph (8)(a), the cheque and the duly completed form must be received by Transport for London not later than 10 working days before the charging day concerned.

(10) Where a licence is purchased otherwise than in cash and payment is not received by Transport for London (whether because a cheque is dishonoured, a direct debit, credit card or debit card payment is declined, or otherwise), the charge to which the licence relates shall be treated as not paid and the licence shall be void.

(11) Notwithstanding paragraph (1) a licence may, at the discretion of Transport for London, be purchased for a charging day which is to be specified after the grant of the licence in accordance with the conditions subject to which the licence is granted.

(12) The conditions referred to in paragraph (11) may in particular include conditions as to the time within which, and the manner in which, a charging day is to be specified for the licence.

(13) Notwithstanding paragraphs (1) and (2), a fleet operator which has entered into an agreement with Transport for London may purchase licences in respect of charges imposed by article 7(2) which, to the extent provided for in that agreement, cover the use or keeping on a designated road of any relevant vehicle specified in the agreement on any charging day within a period so specified.

(14) An agreement under paragraph (13) shall be on such terms as Transport for London may in each case determine but—

- (a) a vehicle shall not be specified as mentioned in paragraph (13)—
 - (i) unless it is a relevant vehicle controlled and managed by the fleet operator for the purposes of a business which is carried on by the operator or by a person to whom the operator is a contractor and the minimum number of motor vehicles is so specified in relation to that business; or
 - (ii) if the vehicle is a specified vehicle under article 6A; and
- (b) the agreement shall provide for an additional annual charge of £10 to be paid to Transport for London in respect of each motor vehicle specified as mentioned in paragraph (13).

(15) In this article—

- (a) "fleet operator" means a person who—
 - (i) controls and manages the minimum number of motor vehicles used for the purposes of a business carried on by that person, whether or not those vehicles are owned or driven by that person; or
 - (ii) is a contractor employed by another person to control and manage the minimum number of motor vehicles for the purposes of a business carried on by that person, whether or not the vehicles are owned or driven by that other person; and
- (b) "the minimum number" is 6 or more.”.

Amount of charge payable by purchase of a licence

10.—(1) In the heading of article 9 as renumbered after “charge” insert “payable by purchase of a licence”.

(2) For article 9 as renumbered substitute—

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

- (a) £200 per charging day in respect of a relevant vehicle of Class M₃, Class N₂ or Class N₃;
- (b) £100 per charging day in respect of a relevant vehicle of Class M₂ and Class N₁ sub-classes (ii) and (iii).

(2) The cost of a licence for a charge imposed by article 7(2) shall be—

- (a) £100 per charging day in respect of a relevant vehicle of Class M₃, Class N₂ and Class N₃;
- (b) £12.50 per charging day in respect of a relevant vehicle 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 subclasses (i), (ii) and (iii).”.

ULEZ Auto Pay

11. After article 9 as renumbered insert—

“ULEZ Auto Pay

10.—(1) A charge is paid by ULEZ Auto Pay where the conditions set out in paragraph (2) are met.

(2) The conditions referred to in paragraph (1) are—

- (a) that the charge concerned relates to a ULEZ Auto Pay Account that has been registered with Transport for London;
- (b) that the ULEZ Auto Pay Account concerned has not been suspended or cancelled under paragraph (9);
- (c) that the relevant vehicle concerned was on the charging day concerned a specified vehicle in relation to the ULEZ Auto Pay Account concerned; and
- (d) that on the billing day payment in relation to the ULEZ Auto Pay Account concerned is made to Transport for London in accordance with paragraph (8).

(3) An application for registration for a ULEZ Auto Pay Account—

- (a) may only be made by a person of 18 years of age or over at the date of that application;
- (b) shall include details of—
 - (i) the credit or debit card from which Transport for London may take payment for charges under paragraphs (7) and (8); or
 - (ii) the bank account from which Transport for London may take payment by direct debit for charges under paragraphs (7) and (8);
 - (iii) any CC Auto Pay Account held by the applicant;
- (c) shall be made by such means as Transport for London may accept;
- (d) shall include all such other information as Transport for London may reasonably require,

and Transport for London may refuse such an application where the applicant has previously registered for a ULEZ Auto Pay Account or a CC Auto Pay Account that has subsequently been suspended or cancelled under paragraph (9) or article 6A(9) of The Greater London (Central Zone) Congestion Charging Order 2004 respectively or in such other circumstances as Transport for London may determine.

(4) A vehicle is a specified vehicle under paragraph (2)(c) if particulars of the vehicle are entered on the register of specified ULEZ Auto Pay vehicles.

(5) An application to enter particulars of a vehicle or vehicles on the register of specified ULEZ Auto Pay vehicles—

- (a) shall identify the ULEZ Auto Pay Account in relation to which the vehicle or vehicles are to be registered;
- (b) shall include all such other information as Transport for London may reasonably require;
- (c) shall be made by such means as Transport for London may accept; and
- (d) shall be accompanied by a charge of £10 per vehicle which is not also a specified vehicle for the purposes of article 6A(4) of The Greater London (Central Zone) Congestion Charging Order 2004 in respect of which registration is sought,

provided that the maximum number of specified vehicles registered in relation to any ULEZ Auto Pay Account shall be five, or such other number as Transport for London may determine and publish on its congestion charging web site.

(6) No vehicle may be a specified vehicle in relation to more than one ULEZ Auto Pay Account.

(7) In respect of each specified vehicle which is not also a specified vehicle for the purposes of article 6A(4) of The Greater London (Central Zone) Congestion Charging Order 2004, a charge of £10 shall be incurred annually on the anniversary of the date of entry of particulars of that specified vehicle in the register of specified ULEZ Auto Pay vehicles.

(8) Transport for London shall on the billing day take the automatic payment from—

- (a) the credit or debit card specified under paragraph (3)(b) or such other credit or debit card as Transport for London may in the particular circumstances of the case accept; or
- (b) by way of direct debit from the bank account specified under paragraph (3)(b) or such other bank account as Transport for London may in the particular circumstances of the case accept.

(9) Where payment under paragraph (8) is declined for any reason—

- (a) Transport for London may accept payment by any other means it considers suitable in the particular circumstances of the case; and
- (b) where all outstanding charges under paragraph (8) are not paid within such period as Transport for London may specify Transport for London may suspend or cancel the ULEZ Auto Pay Account to which those charges relate.

(10) In this article—

- (a) the “automatic payment” means in respect of each ULEZ Auto Pay Account a payment comprising the costs of—
 - (i) the purchase of a licence for each charge imposed under article 4 in respect of each specified vehicle that is a relevant vehicle registered to that ULEZ Auto Pay Account; and
 - (ii) each charge under paragraph (7),

that have been incurred and that Transport for London has identified as being payable during the billing period immediately preceding the billing period within which the billing day concerned falls;

- (b) “billing day” in respect of any billing period means a day falling no earlier than 5 working days after the last day of that billing period or such other day as Transport for London may in the particular circumstances of the case determine on which Transport for London shall take the automatic payment under paragraph (8);
- (c) “ULEZ Auto Pay Account” means an agreement entered into with Transport for London for the purposes of paying charges imposed under article 7(2) by the purchase of licences in arrears by recurring credit or debit card payment;
- (d) “billing period” in relation to a ULEZ Auto Pay Account means a period of one month or such other period as Transport for London may determine and specify on its congestion charging web site in each case beginning with the day on which Transport for London accepts an application for the registration of a ULEZ Auto Pay Account or such other day as Transport for London may in the particular circumstances of the case accept;
- (e) “credit or debit card” means any credit or debit card the name of which is for the time being published by Transport for London on its congestion charging web site as being acceptable to it for the purpose of payment by ULEZ Auto Pay; and

- (f) “register of specified ULEZ Auto Pay vehicles” means a register maintained by Transport for London of those vehicles in respect of which a successful application for registration has been made under paragraph (5).

(11) A ULEZ Auto Pay Account shall be subject to such terms as Transport for London shall determine, provided that it does not conflict with the provisions of this article.”.

Register of compliant and non-chargeable vehicles

12. In article 11 as renumbered for “article 4(3) and (4)” substitute “articles 4(5) and 5(1)”.

Refunds of charges

13. For article 12 as renumbered substitute—

“**12.**—(1) The purchaser of a licence may surrender the licence and obtain a refund in accordance with the following provisions of this article.

(2) An application for a refund shall be made on-line, by telephone or by post to Transport for London and,

- (a) in the case of a licence in respect of a single charging day may only relate to a charge imposed by article 7(1);
- (b) in the case of a licence for a period of 7 charging days—
 - (i) may only relate to a refund for the whole of that period;
 - (ii) must, in the case of an application made by telephone, be made on or before the working day immediately preceding the first charging day to which the licence relates;
 - (iii) must, in the case of an application by post or on-line, be received by Transport for London no later than 6 working days before the first charging day to which the licence relates.

(3) The application shall be accompanied by—

- (a) in the case of an application by post, one of the following documents -
 - (i) the receipt for the licence concerned (“the receipt”);
 - (ii) a photocopy of the receipt; or
 - (iii) a statement of the number of the receipt;
- (b) in the case of an application made on-line or by telephone, a statement of the number of the receipt; and
- (c) in the case of an application made on-line or by post or telephone in relation to a licence for a period of 31 or 365 days, a statement of the date from which the applicant wishes the licence to be surrendered,

and the applicant shall provide such further information to Transport for London as it may reasonably require.

(4) The amount of the refund for a charge shall be—

- (a) in the case of a licence for a single day, the charge paid for the licence;
- (b) in the case of a licence for a period of 7 days, the charge paid for the licence, less £10; and
- (c) in the case of a licence for a period of 31 or 365 days, the product of the number of unexpired charging days multiplied by the charge paid per day, less £10.

(5) For the purposes of paragraph (4)(c) the number of unexpired charging days shall be the number of whole charging days in the period of the licence still to run from and including the refund date.

(6) In paragraph (5) "the refund date" means whichever is the later of the following—

(a) the date specified by the applicant under paragraph (3)(c); and

(b) in the case of an application for a refund made by post, the last day of the period of 7 working days beginning with the day on which the application is received; or

in the case of an application for a refund made by telephone, the next working day after the day on which the application is made.”.

Amendment of licences

14.—(1) For the heading of article 13 as renumbered substitute—

“Amendment of licences”.

(2) For article 13 as renumbered substitute—

“13.—(1) Subject to the following provisions of this article, on an application by the holder of a licence and on payment of a charge of £2.50, Transport for London may amend the licence so as to substitute—

(a) a different day as the first day of the period for which the licence is to run; or

(b) with effect from a specified date, a registration mark different from that specified under article 8(4).

(2) Where purported payment of a charge under paragraph (1) is made otherwise than in cash and payment is not received by Transport for London (whether because a cheque is dishonoured, a direct debit, credit card or debit card payment is declined, or otherwise), the charge shall be treated as not paid and the licence to which it relates shall not be treated as having been amended.

(3) An application under paragraph (1) shall—

(a) be made on-line, by post or by telephone;

(b) include particulars of the receipt number of the licence and such evidence as Transport for London may reasonably require to show that the applicant is the holder of the licence; and

(c) specify a day to be substituted under paragraph (1)(a) which complies with paragraph (5) or, as the case may be, specify the registration mark to be substituted under paragraph (1)(b) and a date for the substitution which complies with paragraph (6);

and, in this article, "the application date" in relation to an application means the day on which an application which complies with the requirements of sub-paragraphs (a), (b) and (c) is received by Transport for London.

(4) An application under paragraph (1) shall be of no effect unless the application date falls—

(a) in the case of a telephone application under sub-paragraph (1)(a), on or before the working day immediately preceding the charging day for which the licence was originally purchased or, in the case of a licence for a period of days, the first day of the period for which the licence was originally purchased; or

(b) in the case of a postal or on-line application under sub-paragraph (1)(a) or an on-line application under sub-paragraph (1)(b), the beginning of the period of 7 working days ending with that day.

(5) No date may be substituted under paragraph (1)(a) which is—

- (a) earlier than—
 - (i) in the case of a postal or on-line application, the last day of the period of 8 working days beginning with the application date; or
 - (ii) in the case of a telephone application, the first charging day falling on or after the application date; or
 - (b) later than the last day of the period of 65 working days beginning with the application date.
- (6) No date may be specified for the purposes of paragraph (1)(b) which is earlier than—
- (a) in the case of a postal or on-line application, the last day of the period of 7 working days beginning with the application date; or
 - (b) in the case of a telephone application, the first charging day falling on or after the application date.”.

Penalty charge for non-payment of charge

15.—(1) Article 14 as renumbered is amended as follows.

(2) In paragraph (1)(a) for “article 6” substitute “article 7”.

(3) In paragraph (1)(b) for “article 7” substitute “article 8”.

(4) For paragraph (3) substitute—

“(3) The amount of a penalty charge payable in accordance with paragraph (1) shall be—

- (a) in respect of a penalty charge imposed in relation to the non-payment of a charge imposed by article 7(1)—
 - (i) 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;
 - (ii) 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;
- (b) in respect of a penalty charge imposed in relation to the non-payment of a charge imposed by article 7(2)—
 - (i) 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;
 - (ii) 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 subclasses (i), (ii) and (iii), £130 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 £65.”.

(5) For paragraph (4) substitute—

“(4) Where a charge certificate is issued in accordance with regulation 17(1) of the Road User Charging (Enforcement and Adjudication) (London) Regulations 2001, the amount of the penalty charge to which it relates shall be increased by one half to—

- (a) in respect of a penalty charge imposed in relation to the non-payment of a charge imposed by article 7(1)—
 - (i) for relevant vehicles of Classes M₃, N₂ and N₃, £1,500; or
 - (ii) for relevant vehicles of class M₂ and class N₁ sub-classes (ii) and (iii), £750;

- (b) in respect of a penalty charge imposed in relation to the non-payment of a charge imposed by article 7(2)—
- (i) for relevant vehicles of Class M₃, Class N₂ and Class N₃, £1,500; or
 - (ii) 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 subclasses (i), (ii) and (iii), £195.”.

Annex 1 Plans

16.—(1) Omit the row of the table in Annex 1 corresponding with sheet A.

(2) After the table in Annex 1 insert—

“PART 3 – ULTRA LOW EMISSION ZONE BOUNDARY PLANS

<i>(1)</i> <i>Sheet.</i>	<i>(2)</i> <i>Drawing No. & revision letter</i>	<i>(3)</i> <i>Signatory</i>
1	OSIC/WEZ2010/1	David Brown
2	OSIC/WEZ2010/2	David Brown
3	OSIC/WEZ2010/3	David Brown
4	OSIC/WEZ2010/4	David Brown
5	OSIC/WEZ2010/5	David Brown
6	OSIC/WEZ2010/6	David Brown
7	OSIC/WEZ2010/7	David Brown
8	OSIC/WEZ2010/8	David Brown
9	OSIC/WEZ2010/9	David Brown
10	OSIC/WEZ2010/10	David Brown
11	OSIC/WEZ2010/11	David Brown
12	OSIC/WEZ2010/12	David Brown
13	OSIC/WEZ2010/13	David Brown
14	OSIC/WEZ2010/14	David Brown
15	OSIC/WEZ2010/15	David Brown
16	OSIC/WEZ2010/16	David B
17	OSIC/WEZ2010/17	David Brown

18	OSIC/WEZ2010/18	David Brown
19	OSIC/WEZ2010/19	David Brown
20	OSIC/WEZ2010/20	David Brown
21	OSIC/WEZ2010/21	David Brown
22	OSIC/WEZ2010/22	David Brown
23	OSIC/WEZ2010/23	David Brown
24	OSIC/WEZ2010/24	David Brown
25	OSIC/WEZ2010/25	David Brown
26	OSIC/WEZ2010/26	David Brown
27	OSIC/WEZ2010/27	David Brown
28	OSIC/WEZ2010/28	David Brown
29	OSIC/WEZ2010/29	David Brown
30	OSIC/WEZ2010/30	David Brown
31	OSIC/WEZ2010/31	David Brown
32	OSIC/WEZ2010/32	David Brown
33	OSIC/WEZ2010/33	David Brown
34	OSIC/WEZ2010/34	David Brown
35	OSIC/WEZ2010/35	David Brown
36	OSIC/WEZ2010/36	David Brown
37	OSIC/WEZ2010/37	David Brown
38	OSIC/WEZ2010/38	David Brown
39	OSIC/WEZ2010/39	David Brown
40	OSIC/WEZ2010/40	David Brown
41	OSIC/WEZ2010/41	David Brown
42	OSIC/WEZ2010/42	David Brown
43	OSIC/WEZ2010/43	David Brown

44	OSIC/WEZ2010/44	David Brown
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”.

(3) Before the first table in Annex 1 insert—

“PART 1 – ZONE PLANS

<i>(1)</i> <i>Sheet.</i>	<i>(2)</i> <i>Drawing No. & revision letter</i>	<i>(3)</i> <i>Signatory</i>
A	G060245A-DD-300 Revision B	David Brown
B	OSIC/ULEZ2014/B	Leon Daniels

PART 2 – LOW EMISSION ZONE BOUNDARY PLANS”.

Annex 2 – Emissions Standards

17. For Annex 2 substitute—

“ANNEX 2 TO THE SCHEME

Article 6

PART 1

EMISSIONS STANDARDS FOR LOW EMISSION VEHICLES

1.—(1) Subject to paragraph (2) a vehicle meets the standards set out in Table 1 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 (e) of the Table;
- (b) the vehicle has been adapted, by means of an exhaust after-treatment system or otherwise, so that 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, 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.

(2) (a) In respect of a vehicle falling within a class specified in row (4) or row (7) of Table 1 the Type I test shall not be considered an appropriate test for the purposes of determining whether the vehicle is a compliant vehicle unless that vehicle has been approved as a light duty vehicle for emissions purposes under Council Directive 70/220/EEC.

- (b) In respect of a vehicle—
 - (i) falling within a class specified in rows (4) or (5) of Table 1; and
 - (ii) fitted with an exhaust after-treatment system,

the ESC test shall not be considered an appropriate test for the purposes of determining whether the vehicle is a compliant vehicle.

Table 1 — STANDARDS FOR LOW EMISSION VEHICLES

<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)	M ₃ , N ₃			Euro IV	0.02 g/kWh (ESC) and 0.03 g/kWh (ETC)	both ESC and ETC
(7)	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
(8)	N ₂		exceeding 2,840	Euro IV	0.02 g/kWh (ESC) and 0.03 g/kWh (ETC)	both ESC and ETC
(9)	N ₁ sub-class (ii)			Euro 3	0.07 g/km	Type I
(10)	N ₁ sub-class (iii)			Euro 3	0.10 g/km	Type I

PART 2
EMISSIONS STANDARDS FOR ULTRA LOW EMISSION VEHICLES

- 2.—(1) A vehicle meets the standards set out in Tables 2 to 6 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 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 (f) of the Table; or
 - (c) in respect of all other vehicles, 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 (f) of the Table.

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 (kilograms)	<i>(d)</i> EC emissions standard	<i>(e)</i> Limit values for NO _x (grams per kilowatt hour)	<i>(f)</i> Appropriate tests
(1)	M ₁	exceeding 2610	Euro VI	0.4 (WHSC) and 0.46 (WHTC)	WHSC and WHTC
(2)	M ₂	exceeding 2610	Euro VI	0.4 (WHSC) and 0.46 (WHTC)	WHSC and WHTC
(3)	M ₃ , N ₃		Euro VI	0.4 (WHSC) and 0.46 (WHTC)	WHSC and WHTC
(4)	N ₂	exceeding 2610	Euro VI	0.4 (WHSC) and 0.46 (WHTC)	WHSC and WHTC
(5)	N ₁	exceeding 2610	Euro VI	0.4 (WHSC) and 0.46 (WHTC)	WHSC and WHTC

TABLE 3 - EURO VI STANDARDS FOR POSITIVE 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 (kilograms)	<i>(d)</i> EC emissions standard	<i>(e)</i> Limit values for NO _x (grams per kilowatt hour)	<i>(f)</i> Appropriate tests
(1)	M ₁	exceeding 2610	Euro VI	0.46	WHTC

(2)	M ₂	exceeding 2610	Euro VI	0.46	WHTC
(3)	M ₃ , N ₃		Euro VI	0.46	WHTC
(4)	N ₂	exceeding 2610	Euro VI	0.46	WHTC
(5)	N ₁	exceeding 2610	Euro VI	0.46	WHTC

TABLE 4 - EURO 6 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 (kilograms)	<i>(d)</i> EC emissions standard	<i>(e)</i> Limit values for NO _x (grams per kilometre)	<i>(f)</i> Appropriate tests
(1)	M ₁	not exceeding 2610	Euro 6	0.18	Type I
(2)	M ₂	not exceeding 2610	Euro 6	0.18	Type I
(3)	N ₂	not exceeding 2610	Euro 6	0.28	Type I
(4)	N ₁ sub-class (i)	not exceeding 2610	Euro 6	0.18	Type I
(5)	N ₁ sub-class (ii)	not exceeding 2610	Euro 6	0.235	Type I
(6)	N ₁ sub-class (iii)	not exceeding 2610	Euro 6	0.28	Type I

TABLE 5 - EURO 4 STANDARDS FOR POSITIVE 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 (kilograms)	<i>(d)</i> EC emissions standard	<i>(e)</i> Limit values for NO _x (grams per kilometre)	<i>(f)</i> Appropriate tests
(1)	M ₁	not exceeding 2610	Euro 4	0.08	Type 1
(2)	N ₁ sub-class (i)	not exceeding 2610	Euro 4	0.08	Type 1
(3)	N ₁ sub-class (ii)	not exceeding 2610	Euro 4	0.10	Type 1
(4)	N ₁ sub-class (iii)	not exceeding 2610	Euro 4	0.11	Type 1

TABLE 6 - EURO 3 STANDARDS FOR CLASS L VEHICLES

<i>(a)</i> Row No.	<i>(b)</i> Class of vehicle	<i>(c)</i> Reference mass of vehicle, where relevant (kilograms)	<i>(d)</i> EC emissions standard	<i>(e)</i> Limit values for NO _x (grams per kilometre)	<i>(f)</i> Appropriate tests
(1)	Class L (motorcycles)		Euro 3(L)	0.15	Type 1
(2)	Class L (compression ignition tricycles and quadricycles)		Euro 3(L)	0.65	Type 1
(3)	Class L (positive ignition tricycles and quadricycles)		Euro 3(L)	0.4	Type 1

3. For the purposes of this Scheme—

- (a) “ambulances” has the meaning given in Annex II.A of Council Directive 70/156/EEC;
- (b) “chassis dynamometer test” means a test carried out by means of a chassis dynamometer using a test cycle that Transport for London is satisfied replicates so far as practicable the standard ETC test cycle;
- (c) “Class L (compression ignition tricycles and quadricycles)” comprises compression ignition vehicles falling within categories L5e, L6e and L7e as defined in Article 1 of Council Directive 2002/24/EC;
- (d) “Class L (motorcycles)” comprises vehicles falling within categories L1e, L2e, L3e and L4e as defined in Article 1 of Council Directive 2002/24/EC;
- (e) “Class L (positive ignition tricycles and quadricycles)” comprises positive ignition vehicles falling within categories L5e, L6e and L7e as defined in Article 1 of Council Directive 2002/24/EC;
- (f) “Class M₁” comprises vehicles designed and constructed to have not more than eight seats in addition to the drivers seat and intended for the carriage of passengers;
- (g) “Class M₂” comprises vehicles designed and constructed to have more than eight seats in addition to the drivers seat and intended for the carriage of passengers, and having a maximum mass not exceeding 5,000 kilograms;
- (h) “Class M₃” comprises vehicles designed and constructed to have more than eight seats in addition to the drivers seat and intended for the carriage of passengers, and having a maximum mass exceeding 5,000 kilograms;
- (i) “Class N₁ sub-class (i)” comprises:
 - (i) ambulances and hearses having a maximum mass exceeding 2,500 kilograms and which, applying item 2 of Appendix 1, Annex XI, Council Directive 70/156/EEC, would be treated as class N₁ sub-class (ii) vehicles for emissions purposes;
 - (ii) motor caravans having a maximum mass exceeding 2,500 kilograms; and
 - (iii) vehicles designed and constructed for the carriage of goods

in each case having a reference mass not exceeding 1,305 and a maximum mass not exceeding 3,500 kilograms;
- (j) “Class N₁ sub-class (ii)” comprises:

- (i) ambulances and hearses having a maximum mass exceeding 2,500 kilograms and which, applying item 2 of Appendix 1, Annex XI, Council Directive 70/156/EEC, would be treated as class N₁ sub-class (ii) vehicles for emissions purposes;
- (ii) motor caravans having a maximum mass exceeding 2,500 kilograms; and
- (iii) vehicles designed and constructed for the carriage of goods
in each case having a reference mass exceeding 1,305 kilograms but not exceeding 1,760 kilograms and a maximum mass not exceeding 3,500 kilograms;
- (k) “Class N₁ sub-class (iii)” comprises:
 - (i) ambulances and hearses having a maximum mass exceeding 2,500 kilograms and which, applying item 2 of Appendix 1, Annex XI, Council Directive 70/156/EEC, would be treated as class N₁ sub-class (iii) vehicles for emissions purposes;
 - (ii) motor caravans having a maximum mass exceeding 2,500 kilograms; and
 - (iii) vehicles designed and constructed for the carriage of goods,
in each case having a reference mass exceeding 1,760 kilograms and a maximum mass not exceeding 3,500 kilograms;
- (l) “Class N₂” comprises:
 - (i) ambulances and hearses which, applying item 2 or item 41 of Appendix 1, Annex XI, Council Directive 70/156/EEC, would be treated as class N₂ vehicles for emissions purposes;
 - (ii) motor caravans; and
 - (iii) vehicles designed and constructed for the carriage of goods,
in each case having a maximum mass exceeding 3,500 kilograms but not exceeding 12,000 kilograms;
- (m) “Class N₃” comprises:
 - (i) ambulances and hearses which, applying item 41 of Appendix 1, Annex XI, Council Directive 70/156/EEC, would be treated as class N₃ vehicles for emissions purposes;
 - (ii) motor caravans; and
 - (iii) vehicles designed and constructed for the carriage of goods,
in each case having a maximum mass exceeding 12,000 kilograms;
- (n) “ELR test” means a test as described in section 2.1 of Annex I to Council Directive 2005/55/EC to be applied in accordance with section 6.2 of that Annex;
- (o) “engine test bench ETC test” means a test as described in section 2.14 of Annex I to Council Directive 88/77/EEC and carried out using the procedure described in Appendices 2 and 3, Annex III of that Directive; and
- (p) “ESC test” means a test as described in section 2.12 of Annex I to Council Directive 88/77/EEC and carried out using the procedure described in Appendix 1, Annex III of that Directive;
- (q) “ETC test” means an engine test bench ETC test or a chassis dynamometer test;
- (r) “exhaust after-treatment system” means a system installed downstream of the engine of a vehicle for the purposes of reducing emissions of particulate matter, and operating by means of a particulate filter or trap, NO_x catalyst system, or both;
- (s) “Euro 3” means the emissions limit values set out in the rows corresponding with Category A in the first of the tables at section 5.3.1.4 of Annex I to Council Directive 70/220/EEC;

- (t) “Euro 3(L)” means the emissions limit values (or where more than one limit value is specified in relation to a Class or Classes of vehicle, the lowest of the emissions limit values) set out in the fifth column of the table at section 1 of the Annex to Council Directive 2002/51/EC;
- (u) “Euro 4” means the emissions limit values set out in the rows corresponding with Category B in the first of the tables at section 5.3.1.4 of Annex I to Council Directive 70/220/EEC;
- (v) “Euro 6” means the emissions limit values set out in column L4 of Table 2 of Annex I to Commission Regulation 715/2007 of 20 June 2007 as amended;
- (w) “Euro III” means the emissions limit values set out in Row A of Table 1 and Table 2 of section 6.2.1 of Annex I to Council Directive 88/77/EEC;
- (x) “Euro IV” means the emissions limit values set out in Row B1 of Table 1 and Table 2 of section 6.2.1 of Annex I to Council Directive 88/77/EEC;
- (y) “Euro VI” means the emissions limit values set out in the sixth column of the table in Annex I to Commission Regulation 595/2009 of 18 June 2009 as amended;
- (z) “g/km” means grams per kilometre;
- (aa) “g/kWh” means grams per kilowatt-hour;
- (bb) “hearses” has the meaning given in Annex II.A of Council Directive 70/156/EEC;
- (cc) “maximum mass” in relation to a vehicle means the technically permissible maximum laden mass as specified by the manufacturer;
- (dd) “motor caravans” has the meaning given in Annex II.A of Council Directive 70/156/EEC;
- (ee) “reference mass” in relation to a vehicle means the mass of the vehicle with bodywork and, in the case of a towing vehicle, with coupling device, if fitted by the manufacturer, in running order, or mass of the chassis or chassis with cab, without bodywork and/or coupling device if the manufacturer does not fit the bodywork and/or coupling device (including liquids and tools, and spare wheel if fitted, and with the fuel tank filled to 90% and the other liquid containing systems, except those for used water, to 100% of the capacity specified by the manufacturer), increased by a uniform mass of 100 kilograms;
- (ff) “NO_x” means oxides of nitrogen;
- (gg) “Type I test” means a test as described in section 5.3 of Annex I to Council Directive 70/220/EEC (test for simulating/verifying the average tailpipe emissions after a cold start) and carried out using the procedure described in Annex III of that Directive;
- (hh) “WHSC” means the World Harmonised Steady state Driving Cycle as defined in Regulation No. 49 of the Economic Commission for Europe of the United Nations.
- (ii) “WHTC” means the World Transient Steady state Driving cycle as defined in Regulation No. 49 of the Economic Commission for Europe of the United Nations.”.

Transitional Provisions – resident’s vehicles

18. The Annex to this Variation Scheme has effect in relation to resident’s vehicles.

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); 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 7 September 2020 and ending on 6 September 2023;
- (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.