

1st March 2019

Sadiq Khan
Mayor of London
City Hall
The Queen's Walk
London
SE1 2AA

Dear Mr Khan

Request for delayed implementation of ULEZ charges for powered two wheelers.

The Motorcycle Action Group (MAG) and its membership are becoming increasingly concerned about the lack of progress following our meeting with you and your team on 27th November 2018.

In that meeting you confirmed that you would be happy for your team to hold further discussions with us in respect to the exemption of pre-Euro3 motorcycles and scooters that meet the required NO² emission standard of 0.15ug/km.

Since that meeting we have made repeated attempts to hold those further discussions in a meaningful way with various officers within TfL but increasingly feel that those discussions have been blocked.

I am writing to you to request that, in light of the delays to resolution from TfL, you take the executive decision to delay the implementation of charging PTWs in the forthcoming ULEZ charging structure, either until the zone is extended in 2021 or for a minimum of one year.

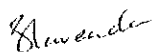
The case for taking this action is as follows:

- The implementation date for ULEZ is currently just 6 weeks away.
- This allows insufficient time to overcome the technical issues around individual testing and verification of emission levels of pre-Euro3 PTWs.
- There is insufficient time remaining for owners of pre-Euro3 machines to take the appropriate action to meet compliance by changing their vehicles where appropriate.
- In many cases individual exemptions have been issued based on evidence from Certificates of Conformity. There is now a very real issue of discrimination, simply due to some owners having been unable to secure personal exemption despite owning identical machines that, by extension, must meet the required emissions standard.
- Given that many machines have already achieved individual exemption and that, by TfL's own estimations, the number of non-compliant bikes was already only in the region of 4000 machines, the emissions and revenue impact of a delayed implementation will be insignificant in comparison to the injustice of the above defined discrimination.
- Delaying implementation for PTWs will enable a fair and just implementation at a later date should the evidence support charging.

This request in no way changes our position that there should be a blanket exemption for all PTWs. We would remind you of our previously presented arguments for exemption of all PTWs from the ULEZ which have, to date, been universally accepted by all UK local authorities proposing "Class D" Clean Air Zones and recognised by the UN Air Quality and Mobility Unit. National government guidelines do not expect PTWs to be included in any CAZ charging schemes, and we are also in discussions with Client Earth and believe they will soon formally confirm agreement with our position that modal shift to smaller, lighter, ICE vehicles including PTWs is a viable, immediate, solution that should be considered to achieve air quality improvements in the shortest possible time.

We look forward to an urgent and positive response from you.

Yours sincerely

A handwritten signature in cursive script, appearing to read "Selina Lavender".

Selina Lavender
Chair
Motorcycle Action Group