

# GREATER LONDON AUTHORITY

[REDACTED]  
(By email)

Our Ref: MGLA010321-7176

26 March 2021

Dear [REDACTED]

Thank you for your request for information which the Greater London Authority (GLA) received on 27 February 2021. Your request has been dealt with under the Freedom of Information Act 2000.

You asked for;

*Can I request to see the Mayor's communications with Volvo, Scania, Mercedes, Irizar Group, Caetano Bus and LEVC, starting from January 2015 to present day under Mayors Boris Johnson and Sadiq Khan.*

Our response to your request is as follows:

Please find attached the information the GLA holds within scope of your request. Please note that some names of members of staff are exempt from disclosure under Regulation 13 (Personal information) of the EIR. Information that identifies specific employees constitutes as personal data which is defined by Article 4(1) of the General Data Protection Regulation (GDPR) to mean any information relating to an identified or identifiable living individual. It is considered that disclosure of this information would contravene the first data protection principle under Article 5(1) of GDPR which states that Personal data must be processed lawfully, fairly and in a transparent manner in relation to the data subject

If you have any further questions relating to this matter, please contact me, quoting the reference at the top of this letter.

Yours sincerely

[REDACTED]  
**Information Governance Officer**

If you are unhappy with the way the GLA has handled your request, you may complain using the GLA's FOI complaints and internal review procedure, available at:

<https://www.london.gov.uk/about-us/governance-and-spending/sharing-our-information/freedom-information>

# MAYOR OF LONDON

**Chris Gubbey**

CEO

London Electric Vehicle Company (LEVC)

Li Close

Ansty Park Business Park

Coventry CV7 9RF

**Our ref:** MGLA231118-8857

**Date:** 11 JAN 2019

*Dear Mr Gubbey,*

Thank you for your letter of 9 November 2018, updating me on the success of your new electric taxi, the TX eCity. I apologise for the delay in getting back to you, however, I thought it would be best to respond after Transport for London's (TfL) announcement regarding the enhanced delicensing scheme.

I had the pleasure of riding in a new TX eCity earlier last year with you and I share your enthusiasm that the uptake of electric taxis by the taxi trade is a game changer, both for the health of Londoners and ensuring that London's cabbies are the envy of the world.

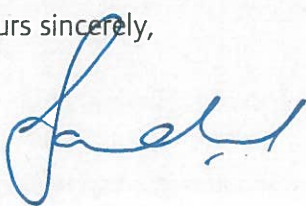
As you will no doubt be aware, toxic air pollution in London is a major public health crisis that is stunting the lung development of our children and leads to thousands of premature deaths and increases the risk of asthma and dementia. Taxis are expected to be the biggest source of transport pollution in central London by 2020, even with investment by drivers in over 1,000 electric taxis to date.

Hopefully you are aware that TfL and I have proposed new plans to tackle taxi emissions and to support drivers switching to zero-emission capable taxis, including an enhanced delicensing fund, targeted support for LPG conversion and a consultation next year on a phased reduction in maximum taxi age limits for the dirtiest vehicles from 15 years to 12 years by 2022. These moves will help ensure that London is on track for reducing taxi emissions by 65 per cent in 2025.

I am very sorry, but I am afraid that my schedule has been extremely busy, so it has not been possible for me to consider joining you in celebrating the 1,000<sup>th</sup> handover in London. However, I have asked Shirley Rodrigues, whom you know, to meet with you early this year so that we can hear your feedback on our new plans and for us to understand your intentions for 2019.

Thank you again for writing to me. I am grateful to you for getting in touch.

Yours sincerely,



**Sadiq Khan**

Mayor of London



Li Close,  
Ansty Park Business Park,  
Coventry  
CV7 9RF

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

9 November 2018

Dear Sadiq

I am writing to update you what I believe is one of your under-celebrated success stories, one that is transforming London's passenger experience, providing clean air and delivering another first for this great city – the adoption of all new zero emissions electric taxis. As Chief Executive of LEVC - the London Electric Vehicle Company - I would like to thank you for your leadership, support and commitment to this significant change for our incredible city, the successful introduction of an electric taxi fleet – with more than 750 on London's road today and over 1,000 by Christmas – supported by a network of approaching 150 rapid charge points in London delivered by TfL.

As you know, the iconic London black taxi has long been the envy of cities across the world, and with our ground-breaking new TX eCity, electric taxi, the service has a bright future. I am not going to ask you to trust my word, rather I would ask you consider the investment of London's taxi drivers. Drivers who will have found more than £50m by the end of this year to put over 1,000 clean vehicles on this city's streets.

London's cab drivers are the best in the world, they know the streets, pass the most stringent tests, and are true ambassadors for this city. And, as individuals who run their own small businesses operating on the sharp end of London's streets, they are not without strong opinions and rightly, they can be a robust and challenging bunch. With the widespread adoption of the new TX eCity, designed and built just outside Coventry, alongside the use of apps, our black taxi drivers are at the forefront of change.

Based on very conservative estimations what this means for air quality in London is that drivers will have eliminated at least 8,600 tonnes of CO<sub>2</sub> and 1.9 billion mg of NO<sub>x</sub> this year alone. And, with a London-wide charging system in place in the future, whereby the small top up generator would not be required, those savings would rise to 10,000 tonnes of CO<sub>2</sub> and 2 billion mg of NO<sub>x</sub>. But this new taxi is not just about technology and zero emissions, it is also about ensuring that London's taxi service remains the best in the world and provides a travelling experience to match. Whilst the vehicle retains the instantly recognisable shape, building on our heritage, the ride quality is unmatched, the glass roof gives passengers' a panoramic view of London and it is the most technically connected vehicle on the road – bringing the drivers' knowledge into the digital age.

In all, LEVC with the support of its parent Geely of China, has injected more than £500m in investment and working capital to create a new, clean, intelligent taxi fit for a 21<sup>st</sup> Century London, designed and built at an advanced British manufacturing facility. By the end of 2018 London's taxi drivers will have committed more than £50m to put them on our streets. With your support, through an enhanced delicensing scheme and measures to pull forward the adoption of ZEC taxis, we can dramatically accelerate this transition so that we meet the target of having 9,000 ZEC taxis in London by end of 2020. I would be delighted if you would join me in celebrating the 1000<sup>th</sup> handover in London and to discuss our plans for 2019.

Best wishes,



Chris Gubbey  
CEO  
LEVC



# MAYOR OF LONDON

**Ola Källenius**

Chairman of the Board of Management Daimler AG  
Head of Mercedes-Benz Cars  
Daimler AG  
096-F604  
70546 Stuttgart  
Germany

**Our ref:** MGLA290719-8821

**Date:** 24 SEP 2019

*Dear Mr Källenius,*

Thank you for your letter of 23 July and kind invitation to join you in Stuttgart in November for the 12<sup>th</sup> Daimler Sustainability Dialogue. I am very sorry for the delay in responding.

I am pleased to read about the Sustainability Dialogue founded by Daimler AG and the newly developed Sustainable Group Strategy, which sets out your intentions for a carbon-neutral new passenger car fleet.

Regrettably, due to diary constraints, I am unable to accept your invitation to be the keynote speaker and panellist on "Liveable Cities". However, united in our ambition for emission free mobility, I would encourage that any conversations about partnering with London continue to take place directly with Transport for London. I understand members of your team are already in touch with the Transport Innovation Directorate on a range of matters. I recommend that these conversations, in addition to any suggested opportunities for partnering, continue to take place with Michael Hurwitz, Director of Transport Innovation, and his team.

In 2018, I published my Transport Strategy (MTS) which sets out plans, policies and projects for the next two decades in response to the opportunities and challenges faced by London. The MTS sets the ambitious target for 80 per cent of trips to be made by active, efficient and sustainable modes by 2041, delivered through the Healthy Streets approach.

Central to the Healthy Streets approach, is the pressing need to clean up London's air and rid the capital of the most polluting vehicles by supporting and accelerating the shift to zero emission technologies, such as electric vehicles. London is already leading the way in regard to zero emissions with the launch of the world's first Ultra Low Emission Zone in central London earlier this year and rollout of Europe's largest electric bus fleet. We are also bringing together the public and private sector through our Electric Vehicle Infrastructure Taskforce to expand London's public charge points, ensuring they are in the right locations and future-proofed for tomorrow's technology.

## MAYOR OF LONDON

I wish you every success with the event and with your ambitions to help tackle some of the problems London and other cities around the world face.

Thank you again for writing to me.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Sadiq Khan', with a stylized, cursive script.

**Sadiq Khan**

Mayor of London

# MAYOR OF LONDON

**Gary Savage**

Chief Executive

Mercedes-Benz Cars UK Ltd

Delaware Drive

Tongwell, Willen

Milton Keynes MK15 8BA

Date: 06 OCT 2017

*Dear Mr Savage,*

**Mercedes-Benz contribution to the Mayor's Air Quality Fund and other action to address diesel vehicle emissions**

I am sure you are aware of the air pollution challenge facing London, and of my determination to tackle this issue and give Londoners the air quality they deserve. As you know, we estimate that air pollution contributes to thousands of early deaths each year in London, as well as having effects over the course of our lives, from smaller lungs in our children to greater risk of dementia and strokes when we get older. There are also over 400 schools in London located in areas with illegal levels of pollution, and one in ten Londoners under the age of 18 have asthma.

I was therefore interested to hear of the initiatives which your company has committed to introduce following the German National Diesel Forum which took place in Berlin in August.

While I cautiously welcome the European-wide software update, I was concerned that the other initiatives to come out of the Forum – most notably the sizeable contribution to the German Government's €500 million 'sustainable mobility fund for cities' – are German focused and call on you to introduce similar measures in London and the UK.

In my view, it would be disingenuous for your company to publicly recognise the need to mitigate diesel emissions from its vehicles but to confine the majority of its actions in Europe to one country. It is difficult to understand the justification for doing so and I would be interested in learning why there is to be preferential treatment for German citizens when the same models of vehicles have been sold and are being driven in other countries, notably the UK, where your company has a considerable market share.

You may be aware that I have an Air Quality Fund which supports Low Emission Neighbourhoods and other local interventions in Greater London to tackle local pollution hotspots. I would like to invite your company to make a contribution to the Fund in recognition of the detrimental impact its diesel vehicles have on air quality in Greater London.



## MAYOR OF LONDON

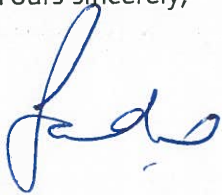
While I am supportive of any attempts to limit harmful pollutants such as NOx being emitted into London's air, it would be useful to understand more about the benefit that will be achieved by the proposed software upgrade which will be made available to UK vehicle owners – for example, the anticipated difference in real world emission levels of the vehicles pre- and post-upgrade. I would also like to be informed of the number of vehicles registered to addresses in Greater London which will be eligible for the upgrade.

The Ultra Low Emission Zone which is to be introduced in Greater London operates on the basis of diesel vehicles having to meet the Euro 6 standard or paying a daily charge. I was particularly interested to hear that your new proposal will include applying a software fix to new Euro 6 vehicles and would like to understand why the emissions of these new vehicles were not optimized at the time of production?

You may be interested to hear that I have announced my intention to launch a Cleaner Vehicle Checker this autumn, so that Londoners can buy cars and vans with a better understanding of their real-world performance. If the software upgrade will reduce NOx emissions by the levels that are claimed, it would be helpful to understand how that is to be achieved so that accurate information can be included in the Checker.

I look forward to hearing from you about how Mercedes-Benz can work with me to improve air quality in London.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Sadiq Khan', with a stylized, flowing script.

**Sadiq Khan**  
Mayor of London

# MAYOR OF LONDON

**Steve Bridge**

Managing Director  
Mercedes-Benz Vans UK Limited  
Tongwell  
Milton Keynes MK15 8BA

**Our ref:** MGLA260517-3174

**Date:** 06 JUL 2017

*Dear Mr Bridge,*

Thank you for your letter of 22 May requesting a meeting about Mercedes-Benz vans.

I'm very sorry but, whilst I am extremely grateful for your request, my schedule is extremely busy over the coming months, so I am unable to accommodate a meeting at this time.

I would however encourage you to contact my team to discuss the matters in your letter in more detail. Patrick Feehily, Assistant Director for Environment, and his team would be happy to meet with you or your team. If this is agreeable, please contact Patrick's Personal Assistant, [REDACTED] by email at [REDACTED]@london.gov.uk.

Thank you again for writing.

Yours sincerely,



**Sadiq Khan**  
Mayor of London



Transport  
team pls.



Mercedes-Benz

22 May 2017

Mercedes-Benz Vans UK Limited  
A Daimler Company

Mayor's Office  
City Hall  
The Queen's Walk  
London  
SE1 2AA

25 MAY 2017

KC

**From the office of the Managing Director of Mercedes-Benz Vans UK Ltd.**

To whom it may concern,

At Mercedes-Benz Vans UK Ltd, we are proud to supply vehicles that help keep London moving; London Fire Brigade, Metropolitan Police and London Ambulance Service, as well as London taxi drivers, courier services, food delivery businesses, and service engineers - our vans are prevalent throughout our Nations' capital city.

We have a keen understanding, therefore, of the needs of these customers, and have several developments and initiatives in mind to directly benefit the businesses and inhabitants of London.

With that in mind, we would like to update Mr Khan on our future fuel strategy, alongside our safety and security system initiatives, aimed at the London market, and would therefore welcome a meeting to discuss further.

We ask that you please liaise with [REDACTED] Executive Assistant to the Managing Director, on [REDACTED] or email [REDACTED]@daimler.com to arrange for a mutually beneficial date.

We look forward to meeting with Mr Khan, The Mayor of London.

Yours faithfully,

[REDACTED]

Steve Bridge  
Managing Director  
Mercedes-Benz Vans UK Ltd



# MAYOR OF LONDON



**Michael Thielmann**

Chief Executive  
Mercedes EvoBus (UK) Ltd  
Ashcroft Way  
Cross Point Business Park  
Coventry CV2 2TU

**Date:** 20 APR 2015

Dear Michael

**Meeting to discuss future plans for ultra low emission buses in London**

Thank you for meeting with me on 25 February to discuss my future plans for ultra low emission buses in London. I found our discussion extremely helpful and am much encouraged that you share my aspirations to increase dramatically the number of ultra low emission buses in London, including zero emission buses like electric and hydrogen fuel-cell vehicles. As you are no doubt aware, this is an issue with strong cross-party support within the Assembly as well. I was also pleased that you supported improving the design of buses used in London and incorporating New Routemaster DNA in your future designs to create a more clearly recognisable and consistent family of bus models.

In addition to thanking you for attending, I am writing to update you on developments since we met and to set out next steps for taking forward our discussion.

As you may have heard, on Thursday 26 March 2015 I confirmed the introduction of the Ultra Low Emission Zone in 2020. In addition to requiring cars, vans, coaches, private hire vehicles and lorries to meet new emission standards, I have also committed TfL to ensuring that by 2020 all double deck buses operating in central London will be hybrid and meet the Euro VI standard (with the exception of the 300 existing New Routemasters) and that all single deck buses will be zero emission at tailpipe (i.e. electric or hydrogen fuel cell).

As I set out when we met, this will require continued reductions in the capital premium TfL currently pays as well as improvements in the lifetime operating costs of these vehicles compared to conventional diesel buses. Mike Weston, Director of Buses at TfL will be meeting with each of you to explore what further action will be taken to help achieve this.

Just as one example, TfL have already accepted a tender to convert the entire 312 bus route to electric buses. I want to build on this achievement as soon as possible and believe that routes 507 and 512, which are now out to tender, are excellent candidates to be entirely operated using electric buses. I would encourage you to work with bus operators so that they can bid on this basis.

## MAYOR OF LONDON

Finally, since we met, the C40 Cities Climate Leadership Group has launched its Clean Bus Declaration at the Conference of Latin American Mayors in Buenos Aires. So far, 20 cities have signed the declaration with more expected to join shortly, underlining the global commitment to reducing emissions from our bus fleets. These cities have committed to purchasing 40,000 ultra low emission buses (e.g. hybrid, electric and hydrogen) by 2020. This equates to around 30 per cent of their total bus fleets.

As you know, I am keen to hold a follow up summit in London on 29 June 2015. I enclose the presentation that Kevin Austin, Director of Initiatives at C40, gave to you in the session following our meeting. He would welcome any comments you may have on this to [REDACTED]

[REDACTED] will also be in touch to arrange follow up sessions with your staff.

Yours ever,



**Boris Johnson**  
Mayor of London

Enc.

# MAYOR OF LONDON



**Michael Thielmann**

Chief Executive  
Mercedes EvoBus (UK) Ltd  
Ashcroft Way  
Cross Point Business Park  
Coventry CV2 2TU

**Date: 18 FEB 2015**

Dear Mr Thielmann

**Meeting to discuss future plans for ultra-low emission buses in London**

Thank you for accepting my invitation to attend a joint meeting with myself and other major bus manufacturers serving the London market. I am now writing with further details about what we will be discussing as well as information on logistical arrangements.

The meeting will be held in my office at **City Hall, The Queen's Walk, More London, London SE1 2AA** at **15:00 on Wednesday 25 February**. This meeting will be followed by a separate briefing by Kevin Austin, Director of Initiatives, Regions, and Events at the C40 Cities Climate Leadership Group on a new global clean bus declaration and proposals for a London summit in summer 2015. I expect both meetings to last no longer than an hour and a half. To keep the meeting focused I regret that each company can only send one representative and this must be at a suitably senior level (i.e. Chief Executive or Managing Director).

As you know, improving air quality and tackling climate change have been priorities for me since I was elected. Over the past seven years, I have presided over Europe's largest fleet roll out of hybrid buses, including our ground-breaking New Routemaster, as well as promoted early adoption of all-electric and hydrogen fuel-cell buses. I want to quickly reach the point where all buses entering the Transport for London (TfL) bus fleet are ultra-low emission, but this switch will only occur in the volumes required if more cost-effective and sustainable options become available – an acceleration point which has proved frustratingly elusive to reach to date. Consequently, I would like to discuss my aspirations in more detail with you and how we can work together to make these a reality.

In my discussions with Mayors of other world cities, it has become clear that they share my aspirations and concerns about current capital premiums for ultra-low emission buses. Increasingly, we expect ultra-low emission buses to become the standard vehicle for all our fleets. We are keen to address the barriers to this once and for all to unlock the true potential of new technologies that best tackle the environmental problems our cities face. Working through C40, cities across the world are signing up to a new Global Declaration for Clean Buses that will be announced at an event in Buenos Aires in March. Following this, I am keen to host a London summit this summer to discuss the relevant issues with manufacturers, leasing companies, public transport operators, multi-lateral development banks and other funding agencies. I have asked C40 to provide a short briefing after we have met to set this out in more detail and explain the next steps for the London summit. Working together, I believe we can unlock a significant and exciting market opportunity for bus manufacturers.



## MAYOR OF LONDON

I hope you find this of interest and I am looking forward to meeting you on 25 February. In the meantime, should you have any questions, please feel free to contact [REDACTED] my Air Quality Manager, on [REDACTED] or by email at [REDACTED] [\[REDACTED\]@london.gov.uk](mailto:[REDACTED]@london.gov.uk).

Yours sincerely



**Boris Johnson**  
Mayor of London

# MAYOR OF LONDON



**Claes Jacobsson**

Chief Executive

Scania

Delaware Drive

Tongwell

Milton Keynes MK15 8HB

**Date:** 20 APR 2015

Dear Claes

## **Meeting to discuss future plans for ultra low emission buses in London**

Thank you for meeting with me on 25 February to discuss my future plans for ultra low emission buses in London. I found our discussion extremely helpful and am much encouraged that you share my aspirations to increase dramatically the number of ultra low emission buses in London, including zero emission buses like electric and hydrogen fuel-cell vehicles. As you are no doubt aware, this is an issue with strong cross-party support within the Assembly as well. I was also pleased that you supported improving the design of buses used in London and incorporating New Routemaster DNA in your future designs to create a more clearly recognisable and consistent family of bus models.

In addition to thanking you for attending, I am writing to update you on developments since we met and to set out next steps for taking forward our discussion.

As you may have heard, on Thursday 26 March 2015 I confirmed the introduction of the Ultra Low Emission Zone in 2020. In addition to requiring cars, vans, coaches, private hire vehicles and lorries to meet new emission standards, I have also committed TfL to ensuring that by 2020 all double deck buses operating in central London will be hybrid and meet the Euro VI standard (with the exception of the 300 existing New Routemasters) and that all single deck buses will be zero emission at tailpipe (i.e. electric or hydrogen fuel cell).

As I set out when we met, this will require continued reductions in the capital premium TfL currently pays as well as improvements in the lifetime operating costs of these vehicles compared to conventional diesel buses. Mike Weston, Director of Buses at TfL will be meeting with each of you to explore what further action will be taken to help achieve this.

Just as one example, TfL have already accepted a tender to convert the entire 312 bus route to electric buses. I want to build on this achievement as soon as possible and believe that routes 507 and 512, which are now out to tender, are excellent candidates to be entirely operated using electric buses. I would encourage you to work with bus operators so that they can bid on this basis.

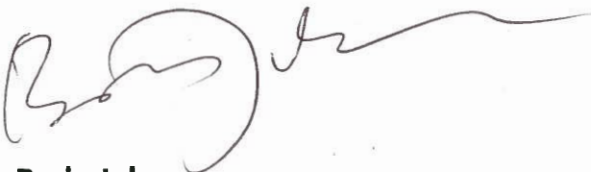
## MAYOR OF LONDON

Finally, since we met, the C40 Cities Climate Leadership Group has launched its Clean Bus Declaration at the Conference of Latin American Mayors in Buenos Aires. So far, 20 cities have signed the declaration with more expected to join shortly, underlining the global commitment to reducing emissions from our bus fleets. These cities have committed to purchasing 40,000 ultra low emission buses (e.g. hybrid, electric and hydrogen) by 2020. This equates to around 30 per cent of their total bus fleets.

As you know, I am keen to hold a follow up summit in London on 29 June 2015. I enclose the presentation that Kevin Austin, Director of Initiatives at C40, gave to you in the session following our meeting. He would welcome any comments you may have on this to [REDACTED]

[REDACTED] will also be in touch to arrange follow up sessions with your staff.

Yours ever,



**Boris Johnson**  
Mayor of London

Enc.

# C40CITIES

CLIMATE LEADERSHIP GROUP

## Meeting with Bus Manufacturers

London City Hall

Kevin Austin

Director Initiatives, Regions & Events

25 February 2015





# Setting the scene

---

- **Introducing C40 and LEV Network**
- **C40 Clean Bus Declaration**
- **Manufacturer-city collaboration**
- **Next steps**

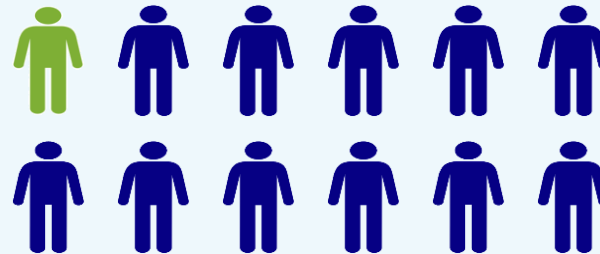
# The C40 Cities



# The Power of the C40

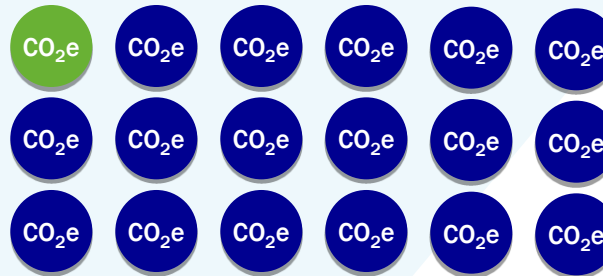
8%

of all humans



5%

of global GHG emissions



21%

of global GDP



# The C40 LEV Network

---

**The Low Emission Vehicle Network is currently working with nearly a third of C40 cities in**

**North  
America**

**Latin  
America**

**Europe**

**East Asia**

**Cities in the C40 Low Emission Vehicle Network feel cleaner vehicle technologies are crucial to reducing their transport emissions.**



# The C40 LEV Network

**The Network serves as a platform for cities to share best practices and policies to reduce emissions through low emission vehicles across four workstreams**

**Low emission  
vehicle  
strategies**

**LEV  
infrastructure**

**Incentives to  
promote  
uptake**

**Fleets (taxis,  
municipal  
fleets, clean  
buses)**

**Over the past year and a half, the LEV Network formally hosted almost 40 interactions, bringing together 27 cities.**

# C40 Clean Bus Declaration

- Declaration of Intent on Clean Buses to be announced during C40 Latin American Mayors Forum on March 27<sup>th</sup> 2015.
- Declaration open to all C40 cities and highlights city demand for buses
- Targets biggest barrier cities face - high cost premiums.
- Declaration is first step in working with manufactures and stakeholders to help cities reach clean bus goals and targets.
- Opportunity for manufacturers to have assurances around the scale of global demand for the first time.

**C40CITIES**  
CLIMATE LEADERSHIP GROUP



Buenos Aires Ciudad



# Manufacturer-city collaboration

- Some progress has been made in reducing premiums – in London, the current capital premium for a hybrid bus is around £100,000.
- The capital cost needs to come down to at least £50,000 (at which point a hybrid bus has the same *life time* cost as diesel bus) to deliver London's ambitious hybrid bus programme.
- Likewise, large scale adoption in cities around the world is only feasible when this premium is eventually at zero (on a life time cost comparison basis).
- This is an unprecedented opportunity to offer products to the biggest and most innovative cities in the world with a potential market of tens of thousands of vehicles.
- We want to work with you to be in a position to announce genuine movement on this manufacturer-city collaboration by the Summer.

# Next steps: a three step process

---

- **Step 1:** Today's meeting with the Mayor is the starting point for engaging with major manufacturers.
- **Step 2:** Following today we will be seeking bilateral discussions with major manufacturers (GLA/TfL will be involved with those manufacturers serving the London market).
- **Step 3:** This will lead up to a **major event in Summer 2015** in London.



# Next steps: London summer summit

- This dialogue will lead up to a **major event in Summer 2015** in London.
- *Attendees:* Declaration signatory cities, bus manufacturers, multi-lateral development banks and other funding agencies.
- *Expectations:*
  - Hope to be able to announce strong manufacturer responses to the Declaration, centered on reducing existing capital premiums.
  - In return, clear commitment from cities around large-scale uptake of clean buses.
  - Improved financing offer from funding agencies?
- *Follow-up:* Event to be followed by range of roundtables and city-manufacturer dialogues.

# Q&A/ Feedback

---

**Thank You**

# MAYOR OF LONDON



**Claes Jacobsson**  
Chief Executive  
Scania  
Delaware Drive  
Tongwell  
Milton Keynes MK15 8HB

**Date: 18 FEB 2015**

Dear Mr Jacobsson

## **Meeting to discuss future plans for ultra-low emission buses in London**

Thank you for accepting my invitation to attend a joint meeting with myself and other major bus manufacturers serving the London market. I am now writing with further details about what we will be discussing as well as information on logistical arrangements.

The meeting will be held in my office at **City Hall, The Queen's Walk, More London, London SE1 2AA** at **15:00 on Wednesday 25 February**. This meeting will be followed by a separate briefing by Kevin Austin, Director of Initiatives, Regions, and Events at the C40 Cities Climate Leadership Group on a new global clean bus declaration and proposals for a London summit in summer 2015. I expect both meetings to last no longer than an hour and a half. To keep the meeting focused I regret that each company can only send one representative and this must be at a suitably senior level (i.e. Chief Executive or Managing Director).

As you know, improving air quality and tackling climate change have been priorities for me since I was elected. Over the past seven years, I have presided over Europe's largest fleet roll out of hybrid buses, including our ground-breaking New Routemaster, as well as promoted early adoption of all-electric and hydrogen fuel-cell buses. I want to quickly reach the point where all buses entering the Transport for London (TfL) bus fleet are ultra-low emission, but this switch will only occur in the volumes required if more cost-effective and sustainable options become available – an acceleration point which has proved frustratingly elusive to reach to date. Consequently, I would like to discuss my aspirations in more detail with you and how we can work together to make these a reality.

In my discussions with Mayors of other world cities, it has become clear that they share my aspirations and concerns about current capital premiums for ultra-low emission buses. Increasingly, we expect ultra-low emission buses to become the standard vehicle for all our fleets. We are keen to address the barriers to this once and for all to unlock the true potential of new technologies that best tackle the environmental problems our cities face. Working through C40, cities across the world are signing up to a new Global Declaration for Clean Buses that will be announced at an event in Buenos Aires in March. Following this, I am keen to host a London summit this summer to discuss the relevant issues with manufacturers, leasing companies, public transport operators, multi-lateral development banks and other funding agencies. I have asked C40 to provide a short briefing after we have met to set this out in more detail and explain the next steps for the London summit. Working together, I believe we can unlock a significant and exciting market opportunity for bus manufacturers.

## MAYOR OF LONDON

I hope you find this of interest and I am looking forward to meeting you on 25 February. In the meantime, should you have any questions, please feel free to contact [REDACTED] my Air Quality Manager, [REDACTED] [london.gov.uk](https://www.london.gov.uk).

Yours sincerely

A handwritten signature in black ink, appearing to read 'Boris Johnson', with a stylized flourish at the end.

**Boris Johnson**  
Mayor of London



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

15 July 2016

Dear Mr Khan,

I am writing to you on behalf of Volvo Buses UK to welcome you to your role as Mayor of London.

Volvo Buses is one of the world's leading providers of city mobility solutions. The UK is a particularly important market for us. We and the wider Volvo Group UK employ 2.560 people across the country. Through our partnerships with Wright Bus, ADL and Plaxton, who are all UK based bodybuilders, we are one of the major suppliers of buses to the UK market.

London is an important part of that market. Currently there are 3.000 Volvo buses operating in the capital and our Volvo B5LH hybrid has been in use for 7 years and now totals 1.200 buses.

I know that the capital's air quality is a key issue for you. We welcome your plans to extend the Ultra-Low Emission Zone. In addition, your proposal to create "clean corridors" using only the cleanest buses on routes suffering from the worst air quality will help to bring down the immediate impact on localised pollution caused by public transport.

Reducing the environmental impact of our products is one of Volvo's priorities. We co-chair the UN high-level Advisory Group on Sustainable Transport, and we have a partnership with the WWF Climate Savers campaign, where we have committed to tough targets of reducing energy use and whole-lifecycle emissions.

We are working with operators and national and local government to help develop technology that addresses concerns about air pollution by limiting emissions, increasing efficiency, as well as delivering for passengers in providing the highest levels of passenger comfort and convenience. Another important role for the capital's bus service to play is to deliver opportunities for businesses and employment.

We have invested heavily in electromobility to bring forward systems that meet the current and future requirements of sustainable public transport in large cities. Our product range includes hybrid, electric hybrid and full electric solutions.

Over recent weeks we have been hosting a series of roundtables under the title **"Green and Clean: the future of local bus services"**. To date we have held meetings in Manchester (May 2016) and London (June 2016), which have brought together operators, politicians, transport authorities and other stakeholders to discuss the importance of the UK bus sector and its role in significantly reducing transport emissions.

We believe that these relationships have the potential to accelerate the introduction of the latest technology, including all electric zero emission vehicles and the infrastructure to support them.

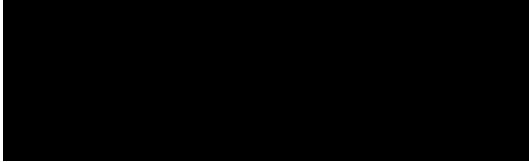
London has been taking a leading role in shaping the debate about greener transport systems in our cities and I am well aware of the trials that TfL has conducted with full electric single and double decker buses. Since Volvo is highly committed to electromobility for public transport and also has developed innovative concepts for large city operations I would be very pleased to have the opportunity to meet with you to talk about the opportunities for low emission solutions as the technology continues to advance.





If you have any further questions related to this letter, please do not hesitate to contact [REDACTED] at [REDACTED].

Kind regards,



Håkan Agnevall

President  
Volvo Bus Corporation

## Private Message

The below message was sent by [Håkan Agnevall](#), President, Volvo Buses; Member of the Executive Management Board, Volvo Group to [Rt Hon. Sadiq Khan](#), Mayor of London, City of London on World Economic Forum TopLink:

Dear Mr. Khan,

Volvo Group is a firm believer that the future is electric for commercial vehicles in general and for public transport in particular. Electric city bus systems will be a major forward in creating the sustainable cities of the future.

I know that London's air quality is a key concern for you. We welcome your plans to extend the Ultra-Low Emission Zone. In addition, your proposal to create "clean corridors" using only the cleanest buses on routes suffering from the worst air quality will help to bring down the immediate impact on localized pollution caused by public transport.

The new electric bus systems will create new opportunities for urban planning, taking public transport closer to people and also indoors, into shopping malls, hospitals and apartment buildings. The charging infrastructure will pose new challenges for the feeding power systems but also new opportunities for smart grid solutions.

Volvo Group is one of the pioneers of the electromobility technology shift in public transport. With our long history in London we are keen to engage in a dialogue with your office on the future direction of electric bus systems.

Noting that you are participating in WEF, I thought it would be a good opportunity to meet in person and listen to your view of electromobility for London going forward and how Volvo potentially can contribute to the transformation.

Our head of public affairs, [REDACTED], would be happy to schedule our meeting with your office. Looking forward to your feedback and to hopefully meeting with you in Davos.

Best regards  
Håkan Agnevall

Volvo Bus Corporation  
President

SE-405 08 Gothenburg, Sweden

[REDACTED]  
[REDACTED]  
[REDACTED]

To reply to this message please login to [TopLink](#) as mayor@london.gov.uk or to the TopLink Event app.

# MAYOR OF LONDON



**Nick Page**

Managing Director  
Volvo UK  
Wedgnock Lane  
Warwick  
Warwickshire CV34 5YA

**Date:** 20 APR 2015

Dear Nick

**Meeting to discuss future plans for ultra low emission buses in London**

Thank you for meeting with me on 25 February to discuss my future plans for ultra low emission buses in London. I found our discussion extremely helpful and am much encouraged that you share my aspirations to increase dramatically the number of ultra low emission buses in London, including zero emission buses like electric and hydrogen fuel-cell vehicles. As you are no doubt aware, this is an issue with strong cross-party support within the Assembly as well. I was also pleased that you supported improving the design of buses used in London and incorporating New Routemaster DNA in your future designs to create a more clearly recognisable and consistent family of bus models.

In addition to thanking you for attending, I am writing to update you on developments since we met and to set out next steps for taking forward our discussion.

As you may have heard, on Thursday 26 March 2015 I confirmed the introduction of the Ultra Low Emission Zone in 2020. In addition to requiring cars, vans, coaches, private hire vehicles and lorries to meet new emission standards, I have also committed TfL to ensuring that by 2020 all double deck buses operating in central London will be hybrid and meet the Euro VI standard (with the exception of the 300 existing New Routemasters) and that all single deck buses will be zero emission at tailpipe (i.e. electric or hydrogen fuel cell).

As I set out when we met, this will require continued reductions in the capital premium TfL currently pays as well as improvements in the lifetime operating costs of these vehicles compared to conventional diesel buses. Mike Weston, Director of Buses at TfL will be meeting with each of you to explore what further action will be taken to help achieve this.

Just as one example, TfL have already accepted a tender to convert the entire 312 bus route to electric buses. I want to build on this achievement as soon as possible and believe that routes 507 and 512, which are now out to tender, are excellent candidates to be entirely operated using electric buses. I would encourage you to work with bus operators so that they can bid on this basis.

# MAYOR OF LONDON

Finally, since we met, the C40 Cities Climate Leadership Group has launched its Clean Bus Declaration at the Conference of Latin American Mayors in Buenos Aires. So far, 20 cities have signed the declaration with more expected to join shortly, underlining the global commitment to reducing emissions from our bus fleets. These cities have committed to purchasing 40,000 ultra low emission buses (e.g. hybrid, electric and hydrogen) by 2020. This equates to around 30 per cent of their total bus fleets.

As you know, I am keen to hold a follow up summit in London on 29 June 2015. I enclose the presentation that Kevin Austin, Director of Initiatives at C40, gave to you in the session following our meeting. He would welcome any comments you may have on this to [REDACTED] will also be in touch to arrange follow up sessions with your staff.

Yours ever,



**Boris Johnson**  
Mayor of London

Enc.

**Nick Page**

Managing Director  
Volvo UK  
Wedgnock Lane  
Warwick  
Warwickshire CV34 5YA

**Date: 18 FEB 2015**

Dear Mr Page

**Meeting to discuss future plans for ultra-low emission buses in London**

Thank you for accepting my invitation to attend a joint meeting with myself and other major bus manufacturers serving the London market. I am now writing with further details about what we will be discussing as well as information on logistical arrangements.

The meeting will be held in my office at **City Hall, The Queen's Walk, More London, London SE1 2AA** at **15:00** on **Wednesday 25 February**. This meeting will be followed by a separate briefing by Kevin Austin, Director of Initiatives, Regions, and Events at the C40 Cities Climate Leadership Group on a new global clean bus declaration and proposals for a London summit in summer 2015. I expect both meetings to last no longer than an hour and a half. To keep the meeting focused I regret that each company can only send one representative and this must be at a suitably senior level (i.e. Chief Executive or Managing Director).

As you know, improving air quality and tackling climate change have been priorities for me since I was elected. Over the past seven years, I have presided over Europe's largest fleet roll out of hybrid buses, including our ground-breaking New Routemaster, as well as promoted early adoption of all-electric and hydrogen fuel-cell buses. I want to quickly reach the point where all buses entering the Transport for London (TfL) bus fleet are ultra-low emission, but this switch will only occur in the volumes required if more cost-effective and sustainable options become available – an acceleration point which has proved frustratingly elusive to reach to date. Consequently, I would like to discuss my aspirations in more detail with you and how we can work together to make these a reality.

In my discussions with Mayors of other world cities, it has become clear that they share my aspirations and concerns about current capital premiums for ultra-low emission buses. Increasingly, we expect ultra-low emission buses to become the standard vehicle for all our fleets. We are keen to address the barriers to this once and for all to unlock the true potential of new technologies that best tackle the environmental problems our cities face. Working through C40, cities across the world are signing up to a new Global Declaration for Clean Buses that will be announced at an event in Buenos Aires in March. Following this, I am keen to host a London summit this summer to discuss the relevant issues with manufacturers, leasing companies, public transport operators, multi-lateral development banks and other funding agencies. I have asked C40 to provide a short briefing after we have met to set this out in more detail and explain the next steps for the London summit. Working together, I believe we can unlock a significant and exciting market opportunity for bus manufacturers.

## MAYOR OF LONDON

I hope you find this of interest and I am looking forward to meeting you on 25 February. In the meantime, should you have any questions, please feel free to contact [REDACTED] my Air Quality Manager, or [REDACTED] [london.gov.uk](http://london.gov.uk).

Yours sincerely



**Boris Johnson**  
Mayor of London