

EETS domain statement

The contents of this document are meant to provide information which may be of use to potential EETS providers only. This domain statement does not constitute an offer to enter into an agreement.

General information

1.1.1 Geography subject to the toll or charge

Section	Notes
The legal basis by which a toll/charge can be levied in the Toll Domain	<p>Refers to relevant legislation, regulations, Scheme Order, etc.</p> <p>The A282 Trunk Road (Dartford-Thurrock Crossing Charging Scheme) Order 2008</p> <p>no. 1951 http://www.opsi.gov.uk/si/si2008/uksi_20081951_en_1</p>
The overall area to which the Scheme applies (i.e. the Toll Domain)	<p>Identifies the jurisdictions concerned.</p> <p>As per The A282 Trunk Road (Dartford-Thurrock Crossing Charging Scheme) Order 2008 - Schedule 1.</p>
Charged roads/ infrastructure	<p>Defines the roads where charges will be levied. It is important that the roads (or points) where a charge may be levied are clearly defined. It should state whether the charge is based on a cordon principle, any movement within the area concerned, distance driven or point charges.</p> <p>If a single Toll Domain contains sub-domains in which charging is subject to special rules please make this clear in your entry. For example, if the Toll Domain mostly charges based on distance travelled but has special charges for crossing a bridge within the Toll Domain you should mention it here in high level terms.</p> <p>The description may make use of maps, plain language and/or geographic coordinates. Where applicable, the definition should use relevant standards (such as EN ISO19115, EN ISO19119, ISO prTS17575-3 and GDF format).</p> <p>The length of highway subject to the charging regime is a length of the A282 Trunk Road of approximately 3.5 kilometres from a point below the north face of the bridge carrying <i>Crossways Boulevard Bob Dunn Way (A206)</i> over the Trunk Road at Junction 1a at Dartford in the County of Kent, and extending northwards to a point approximately 300 metres north of where it crosses London Road at West Thurrock in the County of Essex, carried through twin tunnels beneath the River Thames and on the Queen Elizabeth 11 bridge over the River Thames.</p> <p>North bound - Charges applied at the barriers South of the two tunnel entrances in Kent. Southbound - Charges applied at the barriers South of the bridge in Kent</p>

1.1.2 Nature of toll or charge

Section	Notes
Charging days	<p>Defines the days of the year on which charges will be applicable</p> <p>Charge applied every day of the year, including days falling in a leap year.</p>
Charging hours	<p>Defines the hours during which charges will be applicable.</p> <p>From 0600 hours through to 2200 hours daily.</p>
Type of Charge	<p>Describes the kind of charge. For example:</p> <ul style="list-style-type: none"> - a point charge for driving through a toll plaza, - a distance charge based on entry to and exit from a 'closed' toll road facility, - an area charge where there is a flat fee for any amount of driving in a defined area, or - a time and distance charge based on distance driven on certain roads and the time of day on which the driving takes place. <p>Only a high level description is required here.</p> <p>The Dartford Crossing is a barriered-scheme that uses DSRC-beacons for its electronic charging system. The charge is applied when vehicles enter the North or South Plaza (depending on the direction of travel).</p> <p>A point charge for driving through a toll plaza.</p>

1.1.3 Eligibility and exemptions

Section	Notes
Eligible vehicles to which the charge applies	<p>Defines the vehicles to which the charge applies, including reference to vehicle categories to which different charges apply.</p> <p>Refer to: The A282 Trunk Road (Dartford-Thurrock Crossing Charging Scheme) Order 2008 - Schedule 2.</p> <p>Refer to: Classes of Motor vehicles as defined in The Road User Charging and Workplace Parking Levy Regulations 2001</p> <p>http://www.opsi.gov.uk/si/si2001/20012793.htm</p>
Exempt vehicles	<p>Defines any vehicles exempt from the charge. A number of vehicle types may be exempted from the charge by national rules. Further local exemptions may be defined by the Scheme. This should also identify the mechanism by which exempt vehicles will be detected and/or registered with the Scheme.</p> <p>Refer to: The A282 Trunk Road (Dartford-Thurrock Crossing Charging Scheme) Order 2008 - Schedule 4.</p> <p>Refer to attached DfT and HA approved paper Appendix One - Plan for the treatment of Exempt vehicles.</p>
Exempt Users	<p>Refer to attached DfT and HA approved paper Appendix One - Plan for the treatment of Exempt vehicles.</p> <p>ANPR cameras are used to identify registered exempt vehicles</p>

	In addition, the Police on evidence of a warranty card or VOSA employee ID are also granted exemption.
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1.1.4 Procedure where payment is not made

Section	Notes
Time limit for compliance	Where appropriate, this defines the time limit beyond which a User is considered non-compliant if they have not paid the correct charge using any payment method administered or accepted by the Scheme. All Charges are either pre-paid or paid in cash at the Plazas.
Penalty charge or fine levels	Under Section 173 of the Transport Act 2000: A person guilty of an offence under subsection (5) or (6) is liable on summary conviction to— (a) a fine not exceeding level 5 on the standard scale, or (b) Imprisonment for a term not exceeding six months, or to both.
Penalty charge or fine processes	Section 173(6) of the Transport Act 2000 it is a criminal offence not to pay the Charge.
Channels and payment means for penalty charges or fines	Offenders may be pursued through the courts.

1.2 Details of EETS payment methods

This section sets out more detail on the different payment methods available for EETS Providers whose Users use the Toll Charger's domain.

1.2.1 General definition of the EETS payment method

Section	Sub-section	Notes
Description of payment method		Includes key characteristics of the payment method, such as whether the charge is based on some form of event (e.g. crossing a cordon) or rate (e.g. distance driven), who initiates the charge process (e.g. the Toll Charger or the EETS Provider), and the main technologies involved. A new entry should be provided for each materially different variant (including any variations that relate to different parts of a Toll Domain). Note that variants relate to the arrangements between the Toll Charger and certain EETS Providers; this domain statement does not cover commercial terms between EETS Providers and their Users. The Dartford Crossing is a barriered-scheme that uses DSRC-beacons (EN 15509 compliant) for its electronic charging system. The charge is applied when vehicles enter the North or South Plaza (depending on the direction of travel). Charge process would be initiated by the scheme operator following a successful 'read' of an EETS on-board unit.
Standard road User		Details of the current standard road user charges payable can be found in the A282 Trunk Road (Dartford-Thurrock Crossing Charging Scheme) Order 2008 – (Schedule 2).

charges payable		
Discounted charges (if any)		To be determined.

1.2.2 Requirements to be met by the Toll Charger

Section	Notes
Signs and signals	<p>Identifies what signs and signals will be used by the Toll Charger to assist the User in using the Toll Charger's domain. For example, this may include signs leading to EETS lanes at a toll plaza. It may also include signals used to show valid or non-valid payment (in a toll plaza lane or on an onboard unit, for example).</p> <p>Existing arrangements: Signage on approach to both Plaza's indicate Toll rates by vehicle class. All lanes are signed for vehicle type. Cars - All Lanes Twin and Multi Axle - (MTT) Staffed Lanes only</p> <p>Signals Lane displays indicate the value of the Full Charge due. Traffic light indicate RED to stop, GREEN to go.</p> <p>Arrangements to include EETS to be determined.</p>
Additional information	http://www.highways.gov.uk/roads/projects/4065.aspx
Charge collection fee offered by Toll Charger to EETS Provider	<p>Defines any payment (including the currency) offered by the Toll Charger to the EETS Provider for the service of collecting the charge. This could be e.g. fixed per User per month or per transaction depending on the commercial arrangements.</p> <p>To be determined</p>

1.2.3 Requirements to be met by EETS Providers

Section	Notes
Access fee levied by Toll Charger on EETS Provider	<p>Defines any payment (including the currency) due to the Toll Charger from the EETS Provider in respect of the costs incurred by the Toll Charger in allowing the EETS payment method. This could be e.g. fixed per User per month or per transaction or per EETS Provider, depending on the commercial arrangements.</p> <p>This should also include any fees due to cover registrations, such as for discounts.</p> <p>To be determined</p>
Bank Guarantees or equivalents	<p>Details of any guarantees required against the EETS Provider's potential default. For example, is a bank guarantee required?</p> <p>To be determined</p>
Information on a	Information the EETS Provider needs to provide to the Toll Charger so that a User is considered valid

particular User	<p>for this payment method. For example, does the OBU need to be associated with a single VRM and if so, how? What information needs to be available to help classify the vehicle?</p> <p>To be determined.</p>
Authorisation parameters	<p>Security requirements that need to be met for an EETS Provider's OBU to be considered valid. May also need to include security requirements for communication between the EETS Provider and the Toll Charger.</p> <p>To be confirmed when security standards are established.</p>
Charging obligations	<p>For DSRC Schemes, the obligation on the EETS Provider is to ensure that its Users have mounted the OBU in a way that allows the DSRC component to be read from a Toll Charger's roadside beacons.</p> <p>For GNSS Schemes, this section needs to set out what information should be declared, in what format and by what time after the charge was incurred. Depending on the Toll Charger's rules, there may also be an obligation on the EETS Provider to ensure that its Users have mounted the OBU in a way that allows the DSRC component to be read from a roadside beacon (either for compliance or for location augmentation purposes).</p> <p>Not limited to: DSRC Tag to be installed correctly in vehicle.</p>
Temporary changes in classification of User's Vehicle	<p>Identifies if temporary changes to vehicle classification are supported by the Toll Charger (for example added trailers, raised axles). If they are, this section needs to set out how an EETS Provider or User needs to advise the Toll Charger of this change.</p> <p>No.</p>

1.2.4 Operation when there are problems with Users or data

Section	Notes
Black list(s)	<p>Sets out the procedures and rules for an EETS Provider black listing an EETS OBU. This should include the information required to black list (format and content), the update frequency of black list entries, procedures for lifting of payment obligation and for re-instating them.</p> <p>The current requirements are:</p> <p>Clear list (white list) - sent nightly (2am): Active accounts and status</p> <p>Hot list (black list) - sent nightly (2am): Active Tags in hotlist</p> <p>Partial clear list: Sent when thresholds change (normal/low/exhausted- Account threshold and status</p> <p>The above needs to be provided as a minimum, subject to technical requirements.</p>
Charge Exceptions	<p>Details any charge exception process that may be invoked by the Toll Charger. For example, if the DSRC element of an OBU is not read but a VRM associated with it is, what does the Toll Charger do? Also, what happens if the vehicle classification recorded on or associated with an OBU differs from the classification observed by the Toll Charger? This should be defined in conjunction with the service level agreement information set out in section 1.2.5.</p> <p>Currently any mismatch between visual classification and the OBU will result in the barrier remaining closed. Alternative means of payment are required.</p>

1.2.5 Procedures and service levels (see Annex 1, para 2(b) of the Decision)

Section	Notes
Standards and specifications	<p>This section should list the relevant standards and specifications that the Toll Charger is working to and expects EETS Providers to work to. It should include the format for communicating toll declaration data, protocols for data exchange with an EETS Provider and security features (e.g. public encryption key certificates).</p>

	<p>Minimum requirements not limited to the following regulations:</p> <ul style="list-style-type: none"> • Health and Safety at Work Act 1984 • CDM Regulations 2007 • BS 7671 (2001): Requirements for Electrical Installations (IEE Wiring Regulations - 16th Edition) • EN61000-6-4 Electromagnetic compatibility. Generic emission standard. Industrial environment. • EN61000-6-2 Electromagnetic compatibility (EMC). Generic standards. Immunity for industrial environments. • BIP 0008 Legal admissibility and evidential weight of information stored electronically • EN60825-1 Laser safety standards • EN61010 Low Voltage Directive • EN 15509 DSRC Interoperability Application Profile • M25 DBFO Agreement • Data Protection Act 1998
Frequency of updates	<p>Details of how timely any updates to Users associated with an EETS Provider need to be for new Users.</p> <p>Also covers times and periodicity for the transfer of toll declarations.</p> <p>To be determined.</p>
Accuracy	<p>What is the expected maximum percentage of classification mismatches or missed DSRC reads (but with recorded VRM reads)? What requirements (if any) are there on EETS Provider in relation to toll declaration data?</p> <p>To be determined. However, EETS users should note that any inaccuracy or mismatches that impact on the payment guarantee will result in the barrier remaining closed until payment has been made by alternative means.</p> <p>HGV - Classification mismatch 0%, accuracy 100%</p>
Operational availability performance	<p>Requirements placed on the EETS Providers in terms of the availability of their service (e.g. the maximum time period for rectifying any problems with an EETS Provider's systems, system availability ratios and monitoring procedures).</p> <p>To be determined.</p>
Other KPIs	<p>Other Key Performance Indicators and monitoring procedures.</p> <p>As a minimum, as per DBFO Agreement.</p>
Service level penalties	<p>Sets out the consequences of failure to meet the service levels set out here. This could include financial penalties.</p> <p>As a minimum, as per DBFO Agreement.</p>
Dispute procedure	<p>Sets out the dispute resolution facilities available for both parties including the escalation route.</p> <p>To be determined.</p>

1.2.6 Invoicing and payment

Section	Notes
Toll Charger invoicing EETS Provider	<p>Describes the arrangements for the Toll Charger to invoice the EETS Provider. This includes the frequency of invoicing, the way in which charges will be set out, the currency to be used, how VAT will be applied and payment terms (when due and consequences of late payment). It should cover invoicing for toll charges incurred by an EETS Provider's Users and for any other fees or charges the Toll Charger levies on the EETS Provider (e.g. per User per month).</p> <p>To be determined.</p>
EETS Provider paying Toll Charger	<p>Sets out how the EETS Provider should pay invoices from the Toll Charger. This includes the method of payment and any references required to identify the payment.</p> <p>To be determined.</p>
EETS Provider invoicing Toll Charger	<p>Describes the arrangements for the EETS Provider to invoice the Toll Charger. This includes the frequency of invoicing, the way in which charges will be set out, the currency to be used, how VAT will be applied and payment terms (when due and consequences of late payment). It should cover invoicing for any charges the EETS Provider is entitled to from the Toll Charger (e.g. per User per month).</p> <p>To be determined.</p>
Toll Charger paying EETS Provider	<p>Sets out how the Toll Charger should pay invoices from the EETS Provider. This includes the method of payment and any references required to identify the payment.</p> <p>To be determined.</p>

1.2.7 Procedure for agreeing a contract

Section	Notes
Initiating the contract process	<p>Information on how an EETS Provider can begin the process of bilateral negotiations with a Toll Charger.</p> <p>To be determined.</p>
	<p>Any requirements relating to user acceptance testing or other procedures for assessing compatibility of an EETS Provider's offering with a Toll Charger's facility.</p> <p>To be determined.</p>
	<p>List any standard conditions that an EETS Provider will be expected to accept as part of its contract with the Toll Charger.</p> <p>Current Charging Order requires pre payment of Charge, eligibility for a discount requires compounding in advance for the charges. EETS OBU's may not be eligible for a discount.</p> <p>Further information on standard conditions to be subject to discussion between the scheme owner and the EETS provider.</p>
Commercial conditions	<p>Lists any matters that a contract will need to address but where the details are subject to negotiation.</p> <p>To be determined.</p>
	<p>To be determined.</p>

APPENDIX ONE: Plan for the treatment of exempt vehicles

Section One: Charging Order Criteria

- Police
- Fire
- Health Service
- Military
- VOSA
- Bus
- Dartford-Thurrock Crossing vehicles
- Disabled vehicles

Section Two : Operations

- Police
- Fire
- Health Service
- Military
- VOSA
- Bus
- Dartford-Thurrock Crossing vehicles
- Disabled vehicles

Section Three: Pre-registration

- Police
- Fire
- Health Service
- Military
- VOSA
- Bus
- Dartford-Thurrock Crossing vehicles
- Disabled vehicles

Section One: Charging Order Criteria

POLICE

Criteria for Exemption: (Schedule 4 11 (1) of the Charging Order 2008)

A police vehicle, identifiable as such by writing or markings on it or otherwise by its appearance, or being the property of the Service Authority for the National Criminal Intelligence Service or the Service Authority for the National Crime Squad and issued with a Registration Certificate, being used in the execution of duty.

FIRE

Criteria for Exemption: (Schedule 4 11 (3 & 4) of the Charging Order 2008)

A fire engine as defined by paragraph 4(2) of Schedule 2 the Vehicle Excise and Registration Act 1994⁽¹⁾ being used in the execution of duty;

A vehicle which is kept by a fire authority as defined by paragraph 5 of that Schedule being used in the execution of duty;

Reference - Schedule 2 VE&R Act

4.—(1) *A fire engine is an exempt vehicle.*

(2) In sub-paragraph (1) "fire engine" means a vehicle which—

(a) is constructed or adapted for use for the purpose of fire fighting or salvage (or both), and

(b) is used solely for the purposes of a fire brigade (whether or not one maintained under the [1947 c. 41.] Fire Services Act 1947 or the [S.I. 1984/1821 (N.I.11).] Fire Services (Northern Ireland) Order 1984).

Para 5 - Schedule 2 VE&R Act

5. *A vehicle which is kept by a fire authority is an exempt vehicle when it is being used or kept on a road for the purposes of the authority's fire brigade service.*

HEALTH SERVICE

Criteria for Exemption: (Schedule 4 11 (5 & 6) of the Charging Order 2008)

An ambulance as defined by paragraph 6(2) of Schedule 2 in the Vehicle Excise and Registration Act 1994⁽²⁾ being used in the execution of duty;

A vehicle which is kept by a health service body as defined by paragraph 7 Schedule 2 the Vehicle Excise and Registration Act 1994⁽²⁾ being used in the execution of duty;

Reference - Schedule 2 VE&R Act

6 (1) *An ambulance is an exempt vehicle.*

(2) *In sub-paragraph (1) "ambulance" means a vehicle which—*

(a) is constructed or adapted for, and used for no purpose other than, the carriage of sick, injured or disabled people to or from welfare centres or places where medical or dental treatment is given, and

(b) is readily identifiable as a vehicle used for the carriage of such people by being marked "Ambulance" on both sides.

7. *A vehicle is an exempt vehicle when it is being used or kept on a road by—*

(a) a health service body (as defined in section 60(7) of the [1990 c. 19.] National Health Service and Community Care Act 1990) or a health and social services body (as defined in Article 7(6) of the [S.I. 1991/194 (N.I. 1).] Health and Personal Social Services (Northern Ireland) Order 1991), or

(b) a National Health Service trust established under Part I of the National Health Service and Community Care Act 1990 or the [1978 c. 29.] National Health Service (Scotland) Act 1978 or a Health and Social Services Trust established under the Health and Personal Social Services (Northern Ireland) Order 1991.

Taken from National Health Service and Community Care Act (7)

In this section "health service body" means—

(a) a health authority, within the meaning of the [1977 c. 49.] National Health Service Act 1977;

(b) a Health Board or Special Health Board constituted under section 2 of the [1978 c. 29.] National Health Service (Scotland) Act 1978;

(c) a State Hospital Management Committee constituted under section 91 of the [1984 c. 36.] Mental Health (Scotland) Act 1984;

(d) a Family Health Services Authority;

(e) the Common Services Agency for the Scottish Health Service;

(f) the Dental Practice Board;

- (g) the Scottish Dental Practice Board; and
- (h) the Public Health Laboratory Service Board

Taken from the Health and Personal Social Services NI Order 1991

- (6) In this Article "health and social services body" means—
- (a) a Health and Social Services Board;
 - (b) the Agency; and
 - (c) a special agency.

MILITARY

Criteria for Exemption: (Schedule 4 11 (5 & 6) of the Charging Order 2008)

A military vehicle, that is, a vehicle used for army, naval or air force purposes, while being driven by persons for the time being subject to the orders of a member of the armed forces of the Crown;

VOSA

Criteria for Exemption: (Schedule 4 11 (12) of the Charging Order 2008)

A vehicle used by or escorted by the Vehicle and Operator Service Agency in the execution of duty.

BUS

Criteria for Exemption: (Schedule 4 11 (10) of the Charging Order 2008)

An omnibus being used for a local service as defined by section 2 of the Transport Act 1985⁽⁴⁾ and

DARTFORD-THURROCK CROSSING VEHICLES (includes Contractor vehicles) HATO's, ISU's and GRITTERS

Criteria for Exemption: (Schedule 4 11 (11) of the Charging Order 2008)

A vehicle being used in connection with—

(a) the collection of charges; or

(b) the inspection, safety, maintenance, improvement or renewal of or other dealing with the length of highway described in Schedule 1 or any structure, works or apparatus in, on, under or over that length of highway.

SCHEDULE 1 - LENGTH OF HIGHWAY SUBJECT TO THE CHARGING REGIME

The length of highway subject to the charging regime is a length of the A282 Trunk Road of approximately 3.5 kilometres from a point below the north face of the bridge carrying Crossways Boulevard – Bob Dunn (A206) over the Trunk Road at Junction 1a at Dartford in the County of Kent, and extending northwards to a point approximately 300 metres north of where it crosses London Road at West Thurrock in the County of Essex, the highway being labelled A on the plan, and carried through twin tunnels beneath the River Thames and on the Queen Elizabeth II bridge over the River Thames.

DISABLED VEHICLES

Criteria for Exemption: (Schedule 4 11 (7 & 8 & 9) of the Charging Order 2008)

Invalid carriages as defined by paragraph 18 of Schedule 2 in the Vehicle Excise and Registration Act 1994
Vehicles used by or kept for use by or for the purpose of a disabled person as defined by paragraph 19 of that Schedule;

Vehicles used for the carriage of disabled persons by recognised bodies in accordance with paragraph 20 of that Schedule;

Reference – Schedule 2 - Vehicle Excise and Registration Act 1994

18. A vehicle (including a cycle with an attachment for propulsion by mechanical power) which—

(a) is adapted, and used or kept on a road, for an invalid, and

(b) does not exceed 508 kilograms in weight unladen,

19.—(1) A vehicle is an exempt vehicle when it is being used, or kept for use, by or for the purposes of a disabled person who satisfies sub-paragraph (2) if—

(a) the vehicle is registered under this Act in the name of the disabled person, and

(b) no other vehicle registered in his name under this Act is an exempt vehicle under this paragraph or paragraph 7 of Schedule 4.

(2) A disabled person satisfies this sub-paragraph if—

(a) he is in receipt of a disability living allowance by virtue of entitlement to the mobility component at the higher rate,

(b) he is in receipt of a mobility supplement, or

(c) he has obtained, or is eligible for, a grant under—

(i) paragraph 2 of Schedule 2 to the [1977 c. 49.] National Health Service Act 1977,

(ii) section 46(3) of the [1978 c. 29.] National Health Service (Scotland) Act 1978, or

(iii) Article 30(3) of the [S.I. 1972/1265 (N.I. 14).] Health and Personal Social Services (Northern Ireland) Order 1972,

in relation to the vehicle.

(3) For the purposes of sub-paragraph (1) a vehicle is deemed to be registered under this Act in the name of a person in receipt of a disability living allowance by virtue of entitlement to the mobility component at the higher rate, or of a mobility supplement, if it is so registered in the name of—

(a) an appointee, or

(b) a person nominated for the purposes of this paragraph by the person or an appointee.

(4) In sub-paragraph (3) "appointee" means—

(a) a person appointed pursuant to regulations made under (or having effect as if made under) the [1992 c. 5.] Social Security Administration Act 1992 or the [1992 c. 8.] Social Security Administration (Northern Ireland) Act 1992 to exercise any of the rights and powers of a person in receipt of a disability living allowance, or

(b) a person to whom a mobility supplement is paid for application for the benefit of another person in receipt of the supplement.

(5) In this paragraph "mobility supplement" means a mobility supplement under—

(a) a scheme under the [1939 c. 82.] Personal Injuries (Emergency Provisions) Act 1939, or

(b) an Order in Council under section 12 of the [1977 c. 5.] Social Security (Miscellaneous Provisions) Act 1977,

or a payment appearing to the Secretary of State to be of a similar kind and specified for the purposes of this paragraph by an order made by him

20.—*(1) A vehicle (other than an ambulance within the meaning of paragraph 6) used for the carriage of disabled people by a body for the time being recognised by the Secretary of State for the purposes of this paragraph is an exempt vehicle.*

(2) The Secretary of State shall recognise a body for the purposes of this paragraph if, on an application made to him in such manner as he may specify, it appears to him that the body is concerned with the care of disabled people.

(3) The issue by the Secretary of State of a nil licence in respect of a vehicle under this paragraph is to be treated as recognition by him for the purposes of this paragraph of the body by reference to whose use of the vehicle the document is issued.

(4) The reference in sub-paragraph (3) to the issue by the Secretary of State of a nil licence is a reference to the issue by him in accordance with regulations made by him under this Act of a document which—

(a) is in the form of a vehicle licence, and

(b) has "Nil" marked in the space provided for indicating the amount of vehicle excise duty payable.

(5) The Secretary of State may withdraw recognition of a body for the purposes of this paragraph if it appears to him that the body is no longer concerned with the care of disabled people.

Section Two: Operations

POLICE

Claim exemption at the Plaza – (No need to register) Vehicles must be:

- Livered to the Police authority
- Any vehicle displaying "Blue lights"

Or able to produce:

- A V5 (Vehicle registration document) showing vehicle belongs to the Service Authority for the National Criminal Intelligence Service or the Service Authority for the National Crime Squad.
- A Police Warrant card

Any other vehicle used by the Police Authority, that cannot demonstrate any of the above must pay the full charge.

FIRE

Claim exemption at the Plaza – (No need to register) Vehicles must be:

- Livered to the Fire Authority
- Any vehicle displaying “Blue lights”

Or able to produce

- A V5 – Vehicle registration document- showing vehicle is exempt from Road Fund Tax and is kept by the Fire Authority.

Any other vehicle belonging to or used by the Fire Authority, that cannot demonstrate any of the above must pay the full cash charge.

HEALTH SERVICE

Claim exemption at the Plaza – (No need to register) Vehicles must be:

- Any vehicle displaying “Blue lights”
- Livered as an Ambulance (sick, injured or disabled persons – not other e.g not animal (RSPCA etc) on both sides*

Any other vehicle belonging to or used by a Health authority, that cannot demonstrate any of the above must pay the full cash charge.

*** Private funeral service ambulances carrying deceased do not fall within this category.**

MILITARY

Claim exemption at the Plaza – (No need to register) Vehicles must be:

In possession of one of the three forms of documentation listed below (example of which are held in the booth) or (in the case of convoys) will be given exempt passage if by prior arrangement with the Dartford-Thurrock Control room.

- FMT1001A form
- JAMES ATUD form
- RAF Duty Movement Authorisation form

Typical Military vehicles are “Green fleet” vehicles – obvious by the ‘salad’ markings and have black plates with white lettering in the form of 2 letters, 2 numbers, 2 letters. These vehicles do not have tax discs and do not have the UK white plates displayed on the vehicle. (Some vehicles display the 2,2,2 format plate for authenticity somewhere on the vehicle, if a UK white plate is present on the vehicle it is not exempt from the charge).

Any other vehicle belonging to or used by the Military, or those not carrying any of the three forms of documentation listed above are not exempt.

VOSA

Claim exemption at the Plaza – (No need to register) Vehicles must be:

- Liveried as VOSA on both sides of the vehicle.
- Driver/operator can produce VOSA ID.

This will include vehicles that are used by or escorted by VOSA in the execution of duty.

BUS

Claim exemption at the Plaza – (No need to register) Vehicles must be:

- A public transport omnibus providing a local service.

DARTFORD-THURROCK CROSSING VEHICLES (includes Contractor vehicles) HATO's, ISU's and GRITTERS

Claim exemption at the Plaza – (No need to register) Vehicles must be:

- Used for the maintenance or operation of the Dartford-Thurrock crossing. (This will include contractors vehicles with an appropriate works permit and contractors pass displayed in the vehicle)
- All liveried HATO vehicles
- HA liveried ISU and Winter Maintenance vehicles (gritters and snow ploughs)

HA liveried “Heavy” plant responding to incidents on the network must call the control room ahead of the journey in order to receive exemption.

DISABLED VEHICLES

Claim exemption at the Plaza – (No need to register) Vehicles must be:

- Any vehicle that can prove exemption from Road Fund tax on the grounds of disability. (Tax disc will display such terms).

Section Three: Pre-registration

POLICE

Pre – registration requirements are:

- A V5 – Vehicle registration document- showing vehicle belongs to the Service Authority for the National Criminal Intelligence Service or the Service Authority for the National Crime Squad.
- In the case of a leased vehicle – the leasing documentation supported by a letter from the Police Authority acknowledging that the vehicle is leased for use in the execution of duty.
- In the case of a privately owned vehicle – the V5 – Vehicle registration document supported by a letter from the Police Authority acknowledging the vehicle is kept for use in the execution of duty.

FIRE

Pre – registration requirements are:

- A V5 – Vehicle registration document- showing vehicle is exempt from Road Fund Tax and is kept by the Fire Authority.
- In the case of a leased vehicle – the leasing documentation supported by a letter from the Fire Authority acknowledging the vehicle is leased for use for Fire Service in the execution of duty.
- In the case of a privately owned vehicle – the V5 – Vehicle registration document supported by a letter from the Fire Authority acknowledging the vehicle is kept for use for the Fire Service in the execution of duty**.

** If any such vehicles are being used in a purely private capacity, the driver should be made aware that on such journeys the vehicle is not eligible for exemption and therefore the driver is required to pay the appropriate charge.

HEALTH SERVICE

Pre – registration requirements are:

- A V5 – Vehicle registration document- showing vehicle is exempt from Road Fund Tax and is kept by a Health Authority.
- In the case of a leased vehicle – the leasing documentation supported by a letter from the Health Authority acknowledging the vehicle is leased for use in the execution of duty.
- In the case of a privately owned vehicle – the V5 – Vehicle registration document supported by a letter from the Health Authority acknowledging the vehicle is kept for use in the execution of duty***.

*** If any such vehicles are being used in a purely private capacity, the driver should be made aware that on such journeys the vehicle is not eligible for exemption and therefore the driver is required to pay the appropriate charge.

MILITARY

Pre – registration requirements are:

Not applicable.

VOSA

Pre – registration requirements are:

Not applicable.

BUS

Pre – registration requirements are:

Not applicable.

DARTFORD-THURROCK CROSSING VEHICLES (includes Contractor vehicles) HATO's, ISU's and GRITTERS

Pre – registration requirements are:

HA to review numbers of HATO vehicles with potential to use the Crossing before a decision is made on pre-registration.

Any pre-registered cars will be able to use all lanes. There is no advantage to pre-registering any other class of vehicle as they are required to use the staffed lanes (Denoted by the green signs above the lane).

DISABLED VEHICLES

Pre – registration requirements are:

- Any vehicle that can prove exemption from Road Fund tax on the grounds of disability by production of the V5 – Vehicle registration document.