

**Future of Transport Memorandum of Understanding between the Department for Transport and the City of Los Angeles**

**MEMORANDUM OF UNDERSTANDING  
BETWEEN  
THE DEPARTMENT OF TRANSPORT OF THE UNITED KINGDOM OF  
GREAT BRITAIN AND NORTHERN IRELAND  
AND  
THE CITY OF LOS ANGELES  
ON COOPERATION TO REDUCE GREENHOUSE GAS EMISSIONS  
FROM THE TRANSPORT SECTOR**

Context:

The United Kingdom's ("UK") Department for Transport ("DfT") published its Future of Mobility Urban Strategy in 2019, setting out the UK Government's approach to facilitating innovation in urban mobility. It has also recently published its Transport Decarbonisation Plan for the whole of the UK setting out transport's path to net zero as well as our commitment to driving the transition to zero emission vehicles as part of the UK Government's Net Zero Strategy. Meanwhile, the City of Los Angeles ("LA") is driving implementation of its Green New Deal (the 2019 pLAN), which includes net zero emissions in the transport sector and decreasing vehicle miles travelled.

The UK is mandated to end the sale of gasoline and diesel cars and vans from 2030, and, from 2035, all new cars and vans must be zero emissions at the tailpipe. While California is to phase out the sale of all new internal combustion engine cars and vans by 2035, LA is also committing to a 100% electric transit fleet by 2028 and a fully zero-emission city fleet.

As host of COP26, the UK has called for inclusive climate action, while LA is embedding equity across its climate plan and championing equity with C40 Cities in its call for a Global Green New Deal.

This Memorandum of Understanding ("MOU") is intended to encourage and facilitate international collaboration on topics of mutual interest.

Broad Aims:

1. The United Kingdom's ("UK") DfT and the City of Los Angeles (LA) ("the Participants") affirm their commitment to continue taking action at a national and subnational level to reduce greenhouse gas emissions from the transport sector and accelerate breakthrough innovations to that end through a joint, lasting effort.
2. Both agree to continue their cooperation around the ways in which transport can improve access to opportunities and economic outcomes for transport users in their respective areas.
3. Both Participants seek to increase policy cooperation and regulatory best practice exchange to enable testing, demonstration and equitable adoption of future transportation technologies that align with the Participants' respective objectives for transport.
4. The Participants plan to deepen cooperation and share insights into building public understanding of new transportation technologies and the benefits and opportunities they can bring when harnessed effectively.
5. Both Participants will convene annually to discuss progress and lessons learned, hosted by alternating jurisdictions, either virtually or in person.

### Key Action Points:

The Participants agree to the following as key policy commitments in delivering on the aims of this MOU:

1. Deepen cooperation, knowledge and best practice sharing on various aspects of sustainable transportation to achieve our shared net zero goals in line with the Paris Agreement.
2. Share progress on the growing decarbonisation of light and medium-duty vehicles for goods movement, passenger vehicles, freight and light rail trains, buses, and coaches.
3. Work together to ensure decarbonisation programmes and new infrastructure are accessible to all.
4. Share best practices and expand on knowledge exchange from past and ongoing mitigation strategies such as low emissions zones; smart cities technology (mobility data standards); strategies for increasing electric vehicle ("EV") sales penetration, connected and self-driving technologies, and micro-mobility devices; and unlocking new areas of collaboration including active transportation, digital connectivity, shared mobility, air pollution monitoring and urban aerial mobility. Additionally, the Participants will share best practices for policies that incentivise modal shift for passengers from road travel to public transport such as buses, rail and metro, and for freight modal shift from road to rail.
5. Leverage close collaboration to unlock technological innovation and market solutions that accelerate the decarbonisation of hard-to-abate industries, such as the maritime and heavy-duty sectors as well as innovative technologies for rail. This includes supporting collaborative research and development that support hydrogen and fuel cell technology solutions, and sharing knowledge on regulations and new safety standards for new innovative transport technologies.
6. Encourage community and technology programmes that increase shared mobility (e.g. shared ownership and shared occupancy) schemes to encourage equitable access to transportation and mobility options.

7. Ensure equitable engagement with communities bearing the biggest air pollution burdens, and create programs and policies that promote workforce development opportunities and improved health and air quality outcomes.

#### Non-Binding

There are no legally-binding obligations for either Participant under the terms of this MOU . Any agreements that are intended to be binding may be negotiated and executed subsequent to, and separate from, this MOU.

#### Publicity and Use of Names/Trademarks

Prior written approval of an authorized representative of the other Participant shall be required for use of the name of the other Participant or its employees in any advertisement, press release, or publicity with reference to this MOU.

Nothing in this MOU is intended to restrict either Participant from disclosing the existence and nature of this MOU or any correspondence, documents, reports, and/or data shared pursuant to this MOU in the routine reporting of its activities or as otherwise required by law.

#### Term and Termination

This MOU is expected to remain in effect for five years from the date of signature with the possibility of renewal. The MOU may be revoked by either Participant at any time with thirty (30) days written notice to the other Participant.

This Agreement may be executed in one or more counterparts, and by the Participants in separate counterparts, each of which when executed shall be deemed to be an original but all of which taken together shall constitute one and the same agreement. The Participants further agree that facsimile signatures or signatures scanned into .pdf and sent by e-mail shall be deemed original signatures.

**SIGNED** in duplicate in Los Angeles,] on the 18th day of November 2021.

*Eric Garcetti (Mayor of Los Angeles)*

For the City of Los Angeles

*Trudy Harrison MP*

For the Department for Transport  
**United Kingdom of Great Britain and  
Northern Ireland**