



DERBY CITY COUNCIL

TAXI LICENSING AND APPEALS COMMITTEE 7 November 2007

Report of the Interim Director of Environmental Services

Exhaust Emissions from Hackney Carriage and Private Hire Vehicles – Further Consideration

RECOMMENDATION

- 1.1 To consider the information contained in this report and review the decision made at the last Taxi Licensing and Appeals Committee to introduce the Euro 4 exhaust emission standard to new vehicle applications 30 days on from 17 October 2007.

SUPPORTING INFORMATION

- 2.1 At the last Taxi Licensing & Appeals Committee on 17 October 2007, members considered a report asking them to approve the introduction of vehicle exhaust emission standards for licensed hackney carriages and private hire vehicles in Derby. A copy of this report is attached as a background paper and the subsequent decision reached by the Committee is attached at Appendix 2.
- 2.2 Officers have been looking at the implications of the decision that was made, in particular the introduction of the Euro 4 standard for new vehicle applications, and have realised that this is going to be extremely difficult to achieve.
- 2.3 Although the EC Directive set out an implementation date of January 2005 for the Euro 4 standard, it didn't come fully into force until 1 January 2007. Although it covers most new cars on sale, cars weighing more than 2500kgs or with more than 6 seats are still exempt.
- 2.4 Unfortunately officers did not have this information available at the time of the committee meeting and so were unable to advise members accordingly. Essentially this means that, at the moment, very few vehicles will be able to comply with the Euro 4 standard. Therefore, asking the trade to do this will be extremely onerous, if not impossible.
- 2.5 If members wish to apply an exhaust emission standard to new vehicle applications, the Euro 3 standard could be considered as an alternative. To allow the trade time to prepare for the changes, officers propose that any change to new vehicle applications is not introduced until April 2008.

For more information contact:

Background papers:

List of Appendices:

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Appendix 1 – Implications
Appendix 2 – Extract of minutes from the Taxi Licensing and Appeals
Committee held on 17 October 2007

IMPLICATIONS

Financial

1. None directly arising.

Legal

2. Any person aggrieved by a decision to implement this policy may challenge it by way of judicial review.

Personnel

3. None directly arising.

Equalities impact

4. None directly arising.

Corporate priorities

5. Introducing an emissions standard for licensed vehicles will support the Council's priority of **leading Derby towards a better environment.**

TAXI LICENSING AND APPEALS COMMITTEE
17 OCTOBER 2007

MINUTE EXTRACT

18/07 Request to Approve the Introduction of Vehicle Exhaust Emission Standards for Hackney Carriages and Public Hire Vehicles

The Taxi Licensing and Appeals Committee considered a report from the Interim Director – Environmental Services. Vehicle emission standards for all new vehicles were first introduced by the European Parliament in 1992. These standards, which were regularly updated as vehicle exhaust technology improves, set a maximum emission level for key pollutants – carbon monoxide (CO), hydrocarbons (HC), oxides of nitrogen (NOx) and particulate matter (PM).

In Derby, air quality monitoring had identified that vehicle exhaust emissions were the principal source of air pollution, and this had resulted in the creation of an air quality management area (AQMA) within the city. The Council's Air Quality Strategy aims to tackle this problem and two key themes will be reducing traffic levels and improving engine efficiency/emission levels. These themes are also key to the Council's Climate Change Action Plan.

In support of these strategies, it was proposed that the Council introduce vehicle emission standards for licensed hackney carriages and private hire vehicles as part of the licensing regime. This would involve requiring vehicle proprietors to meet a specific level within the standard by a set date. Licensing officers proposed that:

- all licensed vehicles meet or exceed the Euro 3 emissions standard by 1 April 2009
- all licensed vehicles meet or exceed the Euro 4 emissions standard by 1 April 2012.

It should be noted that all vehicles first registered after January 2000 onwards should already meet the Euro 3 standard. This meant that only approximately 20% of the hackney carriage and private hire fleets would be affected. This number would be even lower by 1 April 2009. Proprietors of those vehicles that do not meet the Euro 3 standard would need to:

- have the vehicle adopted/modified to meet the standard, where possible, or
- change the fuel they use to a cleaner alternative, such as biodiesel, or
- replace the vehicle with one that meets the emission standard. This will only apply to the oldest, most polluting vehicles and those where it is not economically viable to modify them.

Members raised concerns that the suggested timescales were too short, and that the drivers should be given a longer leading time as currently all drivers were not aware of the proposals as there had not been a wide consultation process. It was reported that proposals had been raised at a recent trade meeting which had been met with tentative support.

Resolved

- 1. to approve the introduction of vehicle exhaust emissions standards for licensed hackney carriages and private hire vehicles in the following ways:**
 - a) all licensed vehicles meet or exceed the Euro 3 emissions standard by 1 April 2010**
 - b) all licensed vehicles meet or exceed the Euro 4 emissions standard by 1 April 2012**
 - c) all new license applications received from 30 days after the meeting will be required to meet or exceed Euro 4 emissions standard;**
- 2. ask the Interim Director of Environmental Services to notify license holders of the changes as soon as possible following the meeting.**