DERBY CITY COUNCIL

ITEM 6

TAXI LICENSING AND APPEALS COMMITTEE
17 October 2007

Report of the Interim Director of Environmental Services

Exhaust Emissions from Hackney Carriage and Private Hire Vehicles

RECOMMENDATION

1.1 To approve the introduction of vehicle exhaust emission standards for licensed hackney carriages and private hire vehicles in Derby in accordance with the timetable set out in paragraph 2.6.

SUPPORTING INFORMATION

2.1 Vehicle emission standards for all new vehicles were first introduced by the European Parliament in 1992. These standards, which are 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). Notably, carbon dioxide (CO_2) a greenhouse gas, which is a contributor to global warming is not included in the standard, even though product information on new vehicles has been required to include it since 1999. However, there are proposals to set standards for CO_2 within the next 12 months.

2.2 The current timetable for implementation of the EU emission standards are set out in Appendix 2. These standards are for passenger cars; there are similar tables for other categories of vehicle, such as light commercial, lorries and buses.

2.3 The greater the mileage covered by a vehicle, the more it pollutes the environment and contributes to global warming/climate change. It is therefore important that higher mileage vehicles operate as cleanly and effectively as possible. Most hackney carriages and private vehicles fall into this category; some working in Derby will have an annual mileage of up to 50,000 miles, five times the average mileage for a private motor car. Private hire vehicle mileages will also be higher than average, although most will be lower than hackney carriages. In London, it has been estimated that the hackney carriage fleet are responsible for 12% of the NOx and 24% of the particulate matter from road transport in the city.

2.4 For this reason some urban licensing authorities (where motor vehicle pollution levels are highest) have introduced vehicle emission standards for their licensed hackney carriages and private hire vehicles. The standards are based upon the EU emission standards but are applied irrespective of the age of the vehicle. For example, all hackney carriages in London are required to meet the Euro 3 standard by 30 June 2008.

2.5 In Derby, air quality monitoring has identified that vehicle exhaust emissions are the principal source of air pollution, and this has 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.

2.6 In support of these strategies, it is 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 are proposing 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.

If new standards for CO_2 emissions are introduced in 2008, members may wish to incorporate this into the implementation timetable at a future date.

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

2.8 Licensing Officers have raised the possible introduction of an emissions standard for licensed vehicles with trade representatives and there is tentative support for the proposal. If members resolve to implement the proposal, further formal discussions with the trade would be necessary.

For more information contact: David Dowbenko tel 01332 716268 e-mail dave.dowbenko@derby.gov.uk
Background papers: None
List of Appendices: Appendix 1 - Implications
Appendix 2 - EU Emission Standards Timetable

APPENDIX 1

IMPLICATIONS

Financial

1. There may be a small reduction in the numbers of licensed vehicles in the short term, which will have implications for income and therefore licence fees.

Legal

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

Personnel

3. None

Equalities impact

4. None

Corporate priorities

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

APPENDIX 2

EU EMISSION STANDARDS TIMETABLE

Tier	Date	CO	HC	HC+NOx	NOx	PM
Diesel						
Euro 1†	1992.07	2.72 (3.16)	-	0.97 (1.13)	-	0.14 (0.18)
Euro 2, IDI	1996.01	1.0	-	0.7	-	0.08
Euro 2, DI	1996.01[a]	1.0	-	0.9	-	0.10
Euro 3	2000.01	0.64	-	0.56	0.50	0.05
Euro 4	2005.01	0.50	-	0.30	0.25	0.025
Euro 5	2009.09[b]	0.50	-	0.23	0.18	0.005[e]
Euro 6	2014.09	0.50	-	0.17	0.08	0.005[e]
Petrol (Gasoline)						
Euro 1†	1992.07	2.72 (3.16)	-	0.97 (1.13)	-	-
Euro 2	1996.01	2.2	-	0.5	-	-
Euro 3	2000.01	2.30	0.20	-	0.15	-
Euro 4	2005.01	1.0	0.10	-	0.08	-
Euro 5	2009.09[b]	1.0	0.10[c]	-	0.06	0.005[d,e]
Euro 6	2014.09	1.0	0.10[c]	-	0.06	0.005[d,e]

* At the Euro 1..4 stages, passenger vehicles > 2,500 kg were type approved as Category N_1 vehicles
† Values in brackets are conformity of production (COP) limits
a - until 1999.09.30 (after that date DI engines must meet the IDI limits)
b - 2011.01 for all models
c - and NMHC = 0.068 g/km
d - applicable only to vehicles using DI engines
e - proposed to be changed to 0.003 g/km using the PMP measurement procedure