



Taxi vehicle age limits and exemptions

Following a public consultation, Transport for London (TfL) will be introducing changes to the taxi vehicle age limits and exemptions from 1 November 2019.

These changes are being introduced in order to reduce harmful emissions from taxis and improve air quality in the capital. More information on the consultation and what else we are doing to improve London’s air quality is available [here](#).

Mandating the maximum taxi operating age

From 1 November 2019 the maximum taxi operating age will be mandated so that no taxi will be licensed to operate beyond its relevant age limit (see section below for information on changes to taxi vehicle age limits).

As an example, after 1 November 2019, a taxi that is older than 14 years, according to the date it was first registered with the DVLA, will not be licensed as it would be operating beyond the 15 year age limit during the 12 month vehicle licence period. TfL does not have the legal power to issue short-term taxi vehicle licences for a period less than 12 months.

The mandating of maximum taxi age limits will apply to all licensed taxis.

Licensees of vehicles that are currently 14 years old may surrender and re-license it for a full 12 months at any point up to 31 October 2019. This will allow these vehicles to operate into their 15th year.

Changes to taxi vehicle age limits

Between 1 November 2020 and 1 November 2022 the age limit of Euro 2, 3, 4 and 5 diesel taxis will be reduced by one year, each year. The age limit for Zero emission capable (ZEC taxis), Euro 6 vehicles and taxis new converted to run on Liquid Petroleum Gas (LPG) will remain at 15 years throughout this period.

The taxi age limits for licensed taxis are shown below.

Date effective	Taxi age limit/maximum operating age			
	Euro 2, 3, 4 and 5 diesel taxis	Euro 6 diesel taxis	Taxis newly converted to run on Liquid Petroleum Gas (LPG)	Taxis that meet the zero emission capable (ZEC) taxi requirements
From 1 November 2019	15	15	15	15
From 1 November 2020	14	15	15	15

From 1 November 2021	13	15	15	15
From 1 November 2022	12	15	15	15

Taxi vehicle ages will continue to be calculated from the date of the vehicle's first registration with the DVLA under the Vehicle and Excise Registration Act 1994.

TfL is currently considering proposals from the Licensed Taxi Drivers Association (LTDA) for a technological solution to retrofit Euro 5 diesel taxis to meet Euro 6 emissions standards. If, following testing, the proposed solution delivers the required emissions savings, TfL will consider ways to incorporate retrofitted Euro 5 diesel taxis in the Conditions of Fitness and age limits requirements. This means that Euro 5 taxis could be eligible for the 15-year age limits in the same way as factory standard Euro 6 taxis.

We will continue to work with the LTDA and are giving full consideration to its proposals and will publish a further update once this work has been concluded.

Taxi age limit exemptions

From 1 November 2019 the taxi age limit exemptions will be removed. This includes:

- Alternative fuel conversion exemptions (such as LPG)
- historic and classic/niche vehicles exemptions
hardship/personal circumstance exemptions

Further information is provided in Appendix A of this notice.

All exemptions granted to specific taxi vehicles or taxi drivers prior to 1 November 2019 will be retained.

TfL will retain the general discretion to grant exemptions in exceptional circumstances, where we consider it reasonable to do so. This includes personal circumstances. All applications for an exemption will be assessed on a case-by-case basis.

Liquid Petroleum Gas (LPG) conversions

From 1 November 2019, newly converted LPG taxis will have a 15 year age limit. A new LPG conversion grant scheme will be made available to convert a limited number of Euro 5 diesel taxis.

More information on the new £5 million fund to provide £5,000 each to up to 1,000 owners of eligible Euro 5 diesel taxis to convert to LPG is available on our [website](#).

LPG-converted taxis with an alternative fuel conversion age limit exemption granted **before** 1 November 2019 will retain their maximum operating age of 20 years.

Taxi delicensing scheme

To support taxi vehicle owners, in January this year we announced that we have significantly enhanced our taxi delicensing scheme with payments available of up to £10,000. Over 4,000 applications have been received to date but funds are still available and we encourage vehicle owners to apply as early as they can to avoid any disappointment.

More information on the delicensing scheme is available on our [website](#).

Please see Appendix A of this Notice for more information and guidance on changes to the taxi age limits.

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For previous Notices and additional licensing information, please visit tfl.gov.uk/tph

Appendix A

Taxi age limits and exemptions – additional information

What changes are being introduced?

The changes being introduced are:

- The maximum taxi operating age is being mandated so that this is the same as the relevant taxi age limit
- The age limit for Euro 2, 3, 4 and 5 diesel taxis will be reduced by one year each year between 1 November 2019 and 1 November 2022
- The taxi age limit exemptions for alternative fuel conversions, historic and classic/niche vehicles, and for hardship/personal circumstances are being removed

When are the changes being introduced?

The table below shows when the changes will come into effect and the taxis affected.

Date	Change	Taxis affected
1 November 2019	<ul style="list-style-type: none">• Maximum taxi operating age mandated• Exemptions for alternative fuel conversions, historic and classic/niche vehicles and hardship/personal circumstances removed	<ul style="list-style-type: none">• All licensed taxis• Exemptions granted prior to 1 November 2019 will be retained
1 November 2020	<ul style="list-style-type: none">• Age limit reduced to 14 years	<ul style="list-style-type: none">• Euro 2, 3, 4 and 5 diesel taxis
1 November 2021	<ul style="list-style-type: none">• Age limit reduced to 13 years	<ul style="list-style-type: none">• Euro 2, 3, 4 and 5 diesel taxis
1 November 2022	<ul style="list-style-type: none">• Age limit reduced to 12 years	<ul style="list-style-type: none">• Euro 2, 3, 4 and 5 diesel taxis

How is the taxi vehicle age calculated?

No change has been made to how taxi vehicle ages are calculated and this is still from the date of the vehicle's first registration with the DVLA under the Vehicle and Excise Registration Act 1994.

How will the changes affect different taxis?

Further information on what the changes mean for different taxis is below.

Taxi	Changes	What this means
Euro 2, 3, 4 and 5 diesel taxis	<ul style="list-style-type: none"> From 1 November 2019 the maximum taxi operating age will be mandated 	<ul style="list-style-type: none"> Between 1 November 2019 and 31 October 2020 the maximum operating age will be 15 years and no Euro 2, 3, 4 or 5 diesel taxi will be relicensed once it is 14 years or older
	<ul style="list-style-type: none"> Between 1 November 2020 and 1 November 2022 the age limit will be reduced by one year each year From 1 November 2022 the age limit will be 12 years 	<ul style="list-style-type: none"> Between 1 November 2020 and 31 October 2021 the maximum operating age will be 14 years and no Euro 2, 3, 4 or 5 diesel taxi will be relicensed once it is 13 years or older Between 1 November 2021 and 31 October 2022 the maximum operating age will be 13 years no Euro 2, 3, 4 or 5 diesel taxi will be relicensed once it is 12 years or older From 1 November 2022 the maximum operating age will be 12 years and no Euro 2, 3, 4 or 5 diesel taxi will be relicensed once it is 11 years or older
Euro 6 diesel taxis	<ul style="list-style-type: none"> From 1 November 2019 the maximum taxi operating age will be mandated 	<ul style="list-style-type: none"> The maximum operating age for Euro 6 diesel taxis will be 15 years From 1 November 2019 no Euro 6 diesel taxi will be relicensed once it is 14 years or older TfL is considering how Euro 5 vehicles that meet a Euro 6 standard, if a retrofit solution is approved, could be incorporated in these changes.
Zero emission capable (ZEC) taxis	<ul style="list-style-type: none"> From 1 November 2019 the maximum taxi operating age will be mandated 	<ul style="list-style-type: none"> The maximum operating age for ZEC taxis will be 15 years From 1 November 2019 no ZEC taxi will be relicensed once it is 14 years or older

Taxi	Changes	What this means
Taxis converted to liquid petroleum gas (LPG) before to 1 November 2019	<ul style="list-style-type: none"> From 1 November 2019 the maximum taxi operating age will be mandated 	<ul style="list-style-type: none"> The maximum operating age for taxis converted to LPG before 1 November 2019 will be 20 years Taxis converted to LPG before 1 November 2019 will not be relicensed once they are 19 years or older
Taxis converted to LPG from 1 November 2019	<ul style="list-style-type: none"> From 1 November 2019 the maximum taxi operating age will be mandated 	<ul style="list-style-type: none"> The maximum operating age for taxis converted to LPG from 1 November 2019 will be 15 years Taxis converted to LPG from 1 November 2019 will not be relicensed once they are 14 years or older
Taxis granted a one year exemption on hardship/personal circumstances grounds	<ul style="list-style-type: none"> From 1 November 2019 these exemptions will be removed 	<ul style="list-style-type: none"> Exemptions issued prior to 1 November 2019 will remain in place

What does mandating the maximum operating age mean?

Mandating the maximum operating age means that no taxi will be licenced to operate over its relevant maximum age limit (e.g. into its 16th year if it has a 15 year maximum age limit). This change will apply to all licensed taxis.

If a taxi has a 15 year age limit then it will not be relicensed if the new licence would expire **after** the date on which the taxi was 15 years old. For a taxi with a 15 year age limit the latest date it could be relicensed would be when it was 14 years old. The licence would then expire on the same day as the taxi was 15 years old.

Will shorter or longer taxi vehicle licences be issued?

Section 6(4) of the Metropolitan Public Carriage Act 1869¹ specifies that taxi vehicle licences can only be issued for one year. There is no discretion to issue licences which are shorter or longer than 12 months.

How can I book a taxi licensing inspection?

¹ Section 6, Metropolitan Public Carriage Act 1869, <https://www.legislation.gov.uk/ukpga/Vict/32-33/115/section/6>

You can make a booking online [here](#) or call 0343 222 5555

What happens if my taxi fails a licensing inspection?

If your taxi fails a licensing inspection it will only be re-inspected and relicensed if a new licence would expire before or on the date when the taxi reaches its maximum operating age. No taxi will be licenced to operate over its relevant maximum age limit (e.g. into its 16th year if it has a 15 year maximum age limit).

Taxi vehicle licensees are able to re-license their vehicle for a full 12 months at any point up to 31 October 2019.

My taxi has been converted to liquid petroleum gas (LPG), will this be affected?

Taxis must only be converted to LPG by TfL approved converters using TfL approved LPG systems.

If your taxi was converted to LPG before 1 November 2019 then it will retain the age limit exemption and still have a maximum operating age of 20 years.

Taxis converted to LPG on or after 1 November 2019 will have a 15 year maximum operating age. A TfL funded LPG grant scheme will be available for owners of Euro 5 diesel taxis with payments available of up to £5,000 to help them cover the costs of converting their taxi. Information about the scheme is available on our [website](#).

Why are the changes being introduced?

The Mayor's Transport Strategy² is clear that air pollution caused by diesel emissions, high levels of nitrogen dioxide (NO₂) and particulate matter (PM) exacerbate poor health conditions and shorten the lives of Londoners. The communities suffering the most from poor air quality are often the most vulnerable in society. London's transport network must contribute to meeting legal air quality levels as soon as possible and the achievement of a zero carbon city by 2050, thereby protecting the health of Londoners and demonstrating a commitment to tackling climate change.

² Mayor's Transport Strategy 2018, <https://tfl.gov.uk/corporate/about-tfl/the-mayors-transport-strategy>

By law, the UK must reduce NOx and other harmful emissions as quickly as we can. In order to achieve air quality compliance by 2025, London must reduce taxi emissions by 65 per cent (on 2013 levels). This target is included in the Government's air quality plan for tackling roadside NOx emissions (see paragraph 139(e)), which states that no new diesel taxis will be licensed from 1 January 2018, with an expectation of 9,000 zero emission capable taxis by 2020³.

Prior to the consultation it was clear that unless further action was taken, we would expect to reduce taxi NOx emissions by less than 10 per cent by 2020. At the time of starting the consultation, there were a little over 1,100 ZEC taxis operating in London and the original delicensing scheme, which was launched in 2017 has had limited impact with only around 200 payments requested by taxi owners.

More information about why these changes were needed, our consultation and what else we are doing to improve London's air quality is available here consultations.tfl.gov.uk/tph/taxi-age-limits.

³ UK plan for tackling roadside nitrogen dioxide concentrations, July 2017

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/633270/air-quality-plan-detail.pdf