

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

### 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"> <li>• From 1 November 2019 the maximum taxi operating age will be mandated</li> <li>• Between 1 November 2020 and 1 November 2022 the age limit will be reduced by one year each year</li> <li>• From 1 November 2022 the age limit will be 12 years</li> </ul>	<ul style="list-style-type: none"> <li>• 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</li> <li>• 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</li> <li>• 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</li> <li>• 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</li> </ul>
Euro 6 diesel taxis	<ul style="list-style-type: none"> <li>• From 1 November 2019 the maximum taxi operating age will be mandated</li> </ul>	<ul style="list-style-type: none"> <li>• The maximum operating age for Euro 6 diesel taxis will be 15 years</li> <li>• From 1 November 2019 no Euro 6 diesel taxi will be relicensed once it is 14 years or older</li> <li>• 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.</li> </ul>
Zero emission capable (ZEC) taxis	<ul style="list-style-type: none"> <li>• From 1 November 2019 the maximum taxi operating age will be mandated</li> </ul>	<ul style="list-style-type: none"> <li>• The maximum operating age for ZEC taxis will be 15 years</li> <li>• From 1 November 2019 no ZEC taxi will be relicensed once it is 14 years or older</li> </ul>
Taxis converted to liquid petroleum gas (LPG) before to 1 November 2019	<ul style="list-style-type: none"> <li>• From 1 November 2019 the maximum taxi operating age will be mandated</li> </ul>	<ul style="list-style-type: none"> <li>• The maximum operating age for taxis converted to LPG <b>before</b> 1 November 2019 will be 20 years</li> <li>• Taxis converted to LPG before 1 November 2019 will not be relicensed once they are 19 years or older</li> </ul>

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

### 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 16<sup>th</sup> 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 1869<sup>1</sup> 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?

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

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

### **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 16<sup>th</sup> 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 Strategy<sup>2</sup> is clear that air pollution caused by diesel emissions, high levels of nitrogen dioxide (NO<sub>2</sub>) 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.

By law, the UK must reduce NO<sub>x</sub> 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

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

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 2020<sup>3</sup>.

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](https://consultations.tfl.gov.uk/tph/taxi-age-limits).

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<sup>3</sup> 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](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/633270/air-quality-plan-detail.pdf)