

ESSENTIAL REFERENCE PAPER 'C'

From the holder of a dual driver and hackney carriage vehicle licence:

I am writing to you regards the proposed changes to the emissions policy for licenced vehicles.

I purchased and licenced my vehicle last year (2017) and it was first registered in 2010 and has a low mileage, but it will not meet Euro 5 emissions standards. I am in no position to purchase another vehicle so soon, also having checked several garages (including the one which carries out my VCC inspection) none of them know of anywhere that could modify my vehicle to meet Euro 5 emissions standard. The garage also said it would be very hard to prove and certificate such modification.

If this policy is passed, it will be making my vehicle redundant, so I will be no longer able to work, which I feel is very unfair and worrying.

I cannot see why older licensed vehicles cannot be exempt from the changes as your figures show there are only 107 vehicles that don't meet Euro 5, and this number like you say is ever decreasing, also there are many 100's of car, vans, and lorries using town centres which don't meet euro 5, so penalising just 107 licensed vehicles again seems very unfair and harsh.

Licensing Team response:

Thank you for the points contained in your email regarding the emissions part of the draft policy. It is not this authority's intention to make it impossible for people to work but we are always aspiring to raise standards with regards to public safety and, in this particular case, lower emissions from licensed vehicles as well.

Please find attached a document that details the ways in which a vehicle could possibly be modified to meet emissions standards. Essentially either by converting to LPG or fitting an appropriate filter. This is specialist work that is unlikely to be offered by your local garage hence their response to your question.

There are a number of firms nationally that offer LPG conversions and the cost of installation appears to generally be recouped within the first year due to the lower fuel costs. I have attached a copy of the TFL approved list of filter suppliers but this is not an exhaustive list. The majority of the firms have been mainly focussing on commercial vehicles but the list of fitments is ever increasing so your type of vehicle may be included. I am afraid that it is for you to research whether or not either of these options is available, suitable and affordable for your vehicle.

If you would like to suggest amendments to the emissions part of the policy then I would be happy to put them in front of the Licensing Committee for consideration. So if you think the date for implementing the emissions standards needs changing or that it should, for example, be Euro 4 rather than 5 then please let me know.

I appreciate your point regarding the other vehicles on our roads but as they are not licensed by this authority they are beyond our control. Emissions are being tackled nationally with a number of local authorities introducing similar policies to the one proposed in East Herts and TFL revising the low emission zones and introducing the ultra-low emissions zone in 2020.

Further response from licence holder:

I have researched the possibilities on converting to LPG, and the expense would not be worth my while. I still cannot see why existing

licensed taxis that do not meet the proposed emissions change, cannot be except?

So the only option I have left is to ask for the date implementing the emissions standards is changed, or better still be Euro 4 rather than Euro 5.

Licensing Team response:

Thank you for this email. For completeness it will be included in the report going before Licensing Committee on the 6th February 2018.