



Mayor's Air Quality Strategy

The Mayor's Air Quality Strategy was published in December 2010.

Read about the strategy on the Greater London Authority (GLA) website.

Taxi initiatives in the strategy include:

- From 1 January 2012, no taxi more than 15 years old will be licensed
- From 1 April 2012, all new taxis must meet as a minimum the Euro 5 standard
- Working with taxi manufacturers to develop an affordable taxi with 60 per cent better fuel economy by 2015 and zero emission by 2020
- Establishing a financial incentive scheme for drivers purchasing new taxis that meet certain requirements
- Working to reduce idling and empty running by taxis, introducing additional taxi ranks and suspending stopping and waiting restrictions
- Supporting the development of new technologies which encourage taxi sharing and enable electronic hailing
- Introducing by the end of 2011 a requirement that all new taxi drivers must undertake a mandatory eco-driving course before becoming licensed and encouraging existing drivers to take such courses
- By April 2013 changing the taxi licensing regime from one combined mechanical and licensing inspection to two MOTs per annum with a basic annual taxi-related inspection undertaken by TfL
- Working with the taxi manufacturing industry to identify and mandate tyre and brake pads that will reduce PM10 emissions

Private hire vehicle (PHV) initiatives include:

- Introducing age limits for PHVs with a 10 year rolling age limit for vehicles being relicensed from 2012 onwards
- From April 2012 all newly licensed PHVs must meet the Euro 4 standards as a minimum and be no older than five years
- Working with the private hire industry to introduce eco-driving training from 2012 and to promote efficient driving techniques to reduce emissions

[Download the age limits and Euro standards poster \(PDF 186KB\)](#)

Workshops

A London Taxi and Private Hire notice was issued about the [draft Air Quality Strategy \(PDF 58KB\)](#). Representatives from the taxi and private hire industry discussed the draft initiatives in a series of workshops.

[See an outline of taxi industry discussions on the draft initiatives \(PDF 1.79MB\)](#)

[See an outline of private hire vehicle discussions on the draft initiatives \(PDF 896KB\)](#)

Vehicle Applications and Renewals

TfL has implemented the taxi and PHV initiatives in the Mayor's Air Quality Strategy by making the appropriate changes to the taxi [Conditions of Fitness \(COF\)](#) and the prescribed requirements for PHVs set out in [Schedule 1 to the Private Hire Vehicles \(London PHV Licences\) Regulations 2004](#) as well as the taxi and PHV inspection manuals.

The age of a vehicle will normally be taken to be from the date of first registration with the DVLA under the Vehicle and Excise Registration Act 1994. TfL has the legal power to grant exemptions to vehicles that would otherwise be in breach of the licensing requirements and TPH Notice 09/11 sets out the approved exemptions from the age-based limits for taxis and PHVs.

Taxi and PHV licences issued by other licensing authorities will not be taken into account when considering whether a vehicle can be licensed and any application to license a vehicle that has been previously licensed outside of London will be treated as a new application by TfL.

Licence renewals will be where there is a continuous period of licensing without any gaps between one licence expiring and the next being issued. A period of up to 24 months between a vehicle licence expiring and a new licence being issued will be allowed in exceptional circumstances, and where the delay was due to circumstances outside of the vehicle owner's control, otherwise the application will be treated as a 'new' application rather than a 'renewal' application.

London Atmospheric Emissions Inventory 2008

Further information about air quality and pollution in the Greater London area is available in the [London Atmospheric Emissions Inventory 2008](#).