

## Appendix 4a

### **2.4 Maximum Age of Vehicles**

- 2.4.2 Local licensing authorities are, however, also advised to consider how far their vehicle licensing policies can and should support any local environmental initiatives by, perhaps, setting vehicle emissions standards or promoting cleaner fuels.
- 2.4.3 Consideration needs to be given as to whether, in the interests of the environment, tougher emissions standards should be introduced for all licensed vehicles and, in particular, whether it would be appropriate to shorten the period of time from when new standards are introduced to when full fleet compliance with those standards is achieved. Any introduction of emissions standards would, however, need to be phased, to ensure that operating profits were maintained. This would mean, not only following the adoption dates for Euro standards, but also introducing strict retirement dates for vehicles that fail to meet the latest standards. It is proposed that the pit test be extended to include testing the vehicle's emissions.
- 2.4.4 Vehicles manufactured prior to 1994 did not have to meet emission limits (Euro1 Technology) designed to improve air quality. It is, therefore proposed, that, in the interests of improving air quality, any application for the grant or renewal of a hackney carriage or private hire vehicle licence, where the vehicle in question is more than 10 years old, shall not be granted. This provision will not apply to non-motorised vehicles. An exceptional quality policy will be developed to exempt from the age policy certain vehicles over 10 years.

The Authority will continue to work to achieve an improvement in air quality by improving licensed vehicle emissions testing.

**Commencing in April 2008 no vehicle over the age of 15 years will be licensed or re - licensed unless the owner takes up the Exceptional Condition exemption. It is intended to reduce this age limit by one year annually until a maximum age of 10 years is reached by 2013.**