

Civic Government (Scotland) Act 1982 – Amendments to policy in relation to licensing and regulation of taxi and private hire car vehicles to achieve compliance with city's Low Emission Zone and risk based inspection programme agreed.

3 With reference to the minutes of

- (1) 14th August 2019 (Print 3, page 232) when, having considered a report regarding the outcome of a public consultation on proposed changes to the licensing and regulation of taxi and private hire car vehicles in order to support the trade to achieve compliance with the city's Low Emission Zone (LEZ) by 31st December 2022, the committee had agreed to
 - (a) adopt a policy that in determining the suitability of a taxi and private hire car in terms of section 10(2) of the Civic Government (Scotland) Act 1982, all such vehicles would require to meet the following emissions standard by 31st December 2022:-
 - (i) Euro IV for petrol vehicles; and
 - (ii) Euro VI for diesel vehicles; and
 - (b) a risk based inspection programme being implemented as from 1st January 2023, which would reduce the number of inspections required for newer vehicles and increase them for older vehicles; and
- (2) the City Administration Committee of 13th October 2022 (page 438 hereof) when, having considered a report outlining the workplan leading to general enforcement of the LEZ on 1st June 2023 and the intended approach to exemptions and time limited exemptions, the committee had approved proposed actions regarding time limited exemptions for non-funded taxi operators,

there was submitted a report by the Director of Legal and Administration regarding the matter, advising that

- (A) as a result of the COVID-19 pandemic, Phase 2 of the LEZ had been delayed 6 months and that it was now proposed that the date detailed within the policy referred to at paragraph (1) (a) above be amended from 31st December 2022 to 31st May 2023 to align it with the date enforcement would begin for all taxi and private hire car vehicles;
- (B) it was also suggested that the wording of the current policy be amended to take account of any time limited exemptions granted to taxi licence and/or private hire car licence holders as referred to at paragraph (2) above;
- (C) if the implementation date of the current policy was amended, it would mean that all taxi and private hire car vehicles, subject to any licence holders who were granted a time-limited exemption, would require to be compliant by 31st May 2023 to be able to remain licensed to operate in the city;

- (D) in view of the requirement for further information technology updates in relation to the introduction of the risk based inspection programme referred to a paragraph (1) (b) above and the position with regard to the reintroduction of intermediate inspections following the COVID-19 pandemic, it was proposed that the implementation date be amended to 1st June 2024; and
- (E) if the change to the implementation date was agreed, this would enable intermediate inspections to be embedded prior to the introduction of the inspection programme and be in line with when all vehicles required to be compliant with the LEZ.

After consideration, the committee agreed to amend

- (I) the date and wording of the current policy to the following:-
 - (aa) “that in determining the suitability of a taxi and private hire car in terms of section 10(2) of the Civic Government (Scotland) Act 1982, all such vehicles, unless a taxi licence holder or private hire car licence holder has been granted a time limited exemption for the licensed vehicle by Glasgow City Council, will require to meet the following emissions standard from 31st May 2023:-
 - (a) Euro IV for petrol vehicles; and
 - (b) Euro VI for diesel vehicles; and
 - (bb) of those taxi or private hire car licence holders who are granted a time limited exemption by Glasgow City Council for their licensed vehicle, the licensed vehicle must meet the following emissions standard from the date of expiry of the time limited exemption:-
 - (a) Euro IV for petrol vehicles; and
 - (b) Euro VI for diesel vehicles”;
- (II) the implementation date of the risk based inspection programme to 1st June 2024; and
- (III) the risk based inspection programme to require vehicles 10 years and over to undertake 3 inspections annually and not 4, as detailed in paragraph 3.1 of the report.