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## COURTS UPHOLD TAXI EMISSIONS STRATEGY

Recently the London Cab Drivers Club went to Court to ask the Judge to hold a Judicial Review of the Public Carriage Office's implementation of a taxi emissions strategy. But in The Royal Courts of Justice, His Honour Judge Mole ruled that the request from the LCDC for a Judicial Review was "doomed to failure". He awarded full costs to the Public Carriage Office, and commented that their implementation of the emissions strategy was entirely reasonable.

Ken Livingstone immediately issued a statement. He said: "This is a great victory in the effort to clean up London's environment by tackling pollution. The London Cab Drivers' Club are a small, unrepresentative group of taxi drivers who have long been opposed to my strategy to improve London's air quality. Making London's taxi fleet cleaner and greener can only be good news for everyone who lives in, works in or visits London - not least cab drivers themselves, who are among those most exposed to pollution from road vehicles."

In May 2007, Mr Justice Wyn Williams refused the LCDC's request for a Judicial Review of the PCO's implementation of the taxi emissions strategy. He ruled that TfL had filed "compelling grounds for resisting this claim" and said that "the summary grounds demonstrate clearly that each substantive point of challenge is very unlikely to succeed". The LCDC

then requested an oral hearing, which took place at 10am on Friday 28 September.

Dave Stock, Head of Service Delivery at the PCO has quickly issued a PCO Notice with regard to this Court hearing. He said: "The London Cab Drivers' Club has for some time been undermining the Mayor's Taxi Emission Strategy, as implemented by the Public Carriage Office by promoting adverse press coverage of it. Stories have included claims that "the systems do not work" and that they "will take on everyone and anyone and that includes the Mayor, TfL and the PCO."

His Honour Judge Mole, having considered all of the available evidence in detail, ruled that the request from the London Cab Drivers' Club was "doomed to failure". He also commented that the PCO implementation of the emission strategy was entirely reasonable. The PCO is satisfied that the integrity of the extensive and controlled testing carried out by the Energy Saving Trust on its behalf, resulted in the development and approval of emission reduction systems that fulfil the requirements of this strategy.

"The PCO is also confident that all the approved emission reduction technologies are fit for purpose and will deliver the required standards provided they are fitted in accordance with the manufacturers' specifications to properly prepared and maintained vehicles."

## GREEN BLACK CABS ON LONDON STREETS

D1 Oils plc (D1), the UK-based global producer of biodiesel, is sponsoring two London black taxis to run on biodiesel. The two D1-branded TX1 black hackney cabs will be running on a 5 per cent biodiesel blend. D1 has branded the cabs with the D1 logo and a design based on the leaves of the jatropha tree, D1's alternative raw material for producing biodiesel. Jatropha is an oilseed tree that grows in tropical and sub-tropical regions and produces high yields of inedible vegetable oil that can be refined into high-quality biodiesel. Unlike food oils used to make biodiesel, such as soya and palm, jatropha can grow on poor quality land that is unsuitable for food crops. Growing more jatropha to make biodiesel will not destroy rainforest or replace food crops. Elliott Mannis, Chief Executive of D1 Oils, said: "It's important that we encourage more drivers to use biodiesel and more petrol stations to sell it. Branding the taxis with our logo is a great way to advertise D1 to key audiences, particularly City investors, but it's also a way for a company like ours to ensure that two more vehicles on London streets are running on fuel that is less damaging in terms of air quality and carbon emissions."



## LTI PR AGENCY RESIGNS

In November 2006, Century PR resigned its position as public relations consultants to LTI Vehicles in order to explore new opportunities in the taxi and automotive industry. John Clarke OBE, Chief Executive of Century PR commented: "LTI and the taxi industry has been a fascinating experience for CPR over what is nearly two decades but we now feel that the time is right to move on and explore new opportunities. We sincerely wish LTI Vehicles every success in the future and thank the company for its business."

Century PR was first appointed PR consultants to LTI Carbodies in 1988 LTI has been CPR's longest ever contracted client, even though the consultancy took a three year break to act as PR consultants to Metrocab from 1997 to 2000.

## OFFENSIVE BEHAVIOUR BY LICENSED DRIVERS

Taxi drivers are being reminded that PCO Notice 21/06 highlighted the nuisance caused by licensed drivers urinating in the street, particularly in central London. Since that Notice was issued, the Public Carriage Office and the Metropolitan Police Service have received a further 40 complaints of such behaviour.

All complaints of urinating in the street received by the PCO are passed to the police who will investigate the matter. Offenders are liable to prosecution which could result in a fine and a criminal record. In the event of a complaint of such conduct being received, the fitness of any taxi or private hire driver concerned to remain licensed will be reviewed and may result in the suspension or revocation of their licence.

