

Flexible

Comfortable

Accessible

Safe

Green

## Taxi design and use makes it one of the greenest vehicles on the road



Taxi fleets in most European countries are only 3 to 5 years old, and therefore fitted with the latest clean vehicle technologies, which makes them among the cleanest vehicles on the road.

Taxi fleets are much "younger" than private cars. As taxi vehicles comply with the latest norms (Euro V for a large part), the overall emissions of a taxi are significantly lower than those of an average private car. In France, for example, the taxi fleet's average age is 2.5 years, whilst the average age of private cars is 8 years.

All taxis are regularly serviced, both to meet regulatory inspection requirements and to maintain vehicles in prime condition, which ensures optimal fuel-efficiency and thus contributes to further green mobility.

### Pioneers of new technologies

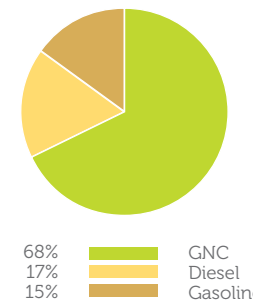
Hybrid vehicles, operating on a mixture of traditional fuels and electricity, have made some headway in European markets, whilst modern fully electric vehicles, mainly battery powered plug-in vehicles, are being tested for mainstream use as the taxi industry, allowing early and intensive use, is an ideal test-ground for new technologies.

In Paris alone, there are over 800 hybrid taxis, despite the absence of VAT deduction on gasoline. The introduction of diesel hybrid vehicles, entitled to VAT deduction on fuel, will considerably boost the penetration of hybrid taxis on the French market. Fully electric-powered taxis are expected to hit the streets of Paris in 2012.

In Denmark\*, the taxi fleet consists of vehicles that are classified as at least energy class C or better, which will contribute to a CO<sub>2</sub> emission reduction of 18,000 tonnes by 2013.

In Germany, more than 20% of the taxi fleet uses alternative fuels. And this share is constantly rising.

% share of fuels used by taxis in Buenos Aires (Argentina)



Government of the city of Buenos Aires, 2011.



\* Danish Environmental Protection Agency.  
<http://www.mst.dk/English/>



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In Stockholm, the share of green taxis using alternative fuels rose from 40% in 2010 to 55% in 2011. Today, Sweden has one of the greenest taxi fleets in Europe, with 19.4% of all taxis using bio-gas and natural gas, 6.5% running on ethanol, and 6% of all taxis being hybrid cars.

In Buenos Aires, the average age of the taxi fleet is 4 years, whilst 68% of taxis use compressed natural gas (GNC).

### The greenest way of using a car

Taxis are the optimal way of using a car. A single taxi fulfils the transportation needs of 10 to 20 people per day, and generally drives many more

kilometres in its lifetime than a private car, hence reducing car production needs. Therefore, taxis contribute to reducing the carbon footprint of a car's total life cycle both per person and per kilometre.

In most cities, advanced scheduling systems reduce empty running, while providing citizens with door-to-door connections, including to other public transport modes.

The use of taxis in contracts by hospitals, schools and/or other pre-booked social service journeys lowers citizens' dependence on their private car. Reducing the number of private car journeys, as a result of good taxi services, reduces the need for a second family car and, by the same token, the need for scarce and costly parking places in inner cities.

As taxi companies also have a marketing interest in offering green alternatives to their customers, they are increasingly willing to become carbon neutral or operate a fully hybrid fleet. In some cases, taxi companies even offer customers to choose a low-emission or hybrid vehicle.

In Denmark, the taxi industry, under the leadership of the Danish Taxi Council (DTR), has set up a green taxi commission which consists of climate experts and taxi suppliers in Denmark, whose recommendations will provide a new 2020 green strategy for the Danish taxi fleet.

