



**DRIVER AND VEHICLE LICENSING
NORTHERN IRELAND**

**PROPOSALS FOR THE INTRODUCTION OF A
PLATING SYSTEM FOR LICENSED TAXIS**

CONSULTATION DOCUMENT

July 2002



Awarded for excellence

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1. CONSULTATION ARRANGEMENTS

Purpose of Consultation

- 1.1 This Consultation Document seeks views on proposals by the Department of Environment to introduce a system, which would require all public service vehicles (PSVs) licensed as taxis to display taxi licence plates. Since powers already exist under primary legislation, the proposals can be introduced by means of regulations (subordinate legislation). It is therefore anticipated that the implementation of a plating system could be achieved in the short term.

Consultees

- 1.2 This consultation is aimed at people involved or connected with the taxi industry in Northern Ireland including industry representative associations other interested parties and taxi users. It is being conducted in line with the **Guide to Consultation Methods for Northern Ireland Public Authorities** issued by the Office of First Minister and Deputy First Minister. The on-line version of the Guide is available to view at the Northern Ireland Executive web-site <http://www.consultationni.gov.uk/>

A full list of Consultees can be found at Appendix C.

Responses

- 1.3 If you wish to respond to this consultation, please

E-mail: bill.laverty@doeni.gov.uk

or

Write to: Bill Laverty
Road Transport Licensing Division
DVLNI
148 – 158 Corporation Street
BELFAST
BT1 3DH

Confidentiality

- 1.4 The Department may wish to publish responses to this consultation in due course. Please ensure your response is clearly marked if you wish your comments to remain confidential. Confidential responses will be included in any statistical survey of numbers of comments received and views expressed.

Help with Queries

- 1.5 If you have any queries or require further information about this consultation, please do not hesitate to contact Bill Lavery, telephone number 028 9025 4102 or e-mail bill.lavery@doeni.gov.uk or at the above address. This consultation document can also be found at www.doeni.gov.uk/dvlni/publications.htm

Closing Date for Responses

- 1.6 The closing date for responses is **Friday 18 October 2002**.

2. INTRODUCTION

- 2.1 It is recognised that there is a need for a wider review of the taxi industry in Northern Ireland. This will begin later in the year and take some years to complete especially if there is a need to introduce any necessary primary legislation. The proposals for the introduction of a taxi plating system, as set out in this Consultation Document, are an interim measure, which can be introduced by Regulations and incorporated into any proposals arising from the wider review of the industry.
- 2.2 The Road Traffic (Northern Ireland) Order 1981 requires all public service vehicles used as taxis to be licensed by the Department.
- 2.3 In recent years there has been a significant increase in the extent of illegal taxiing involving the use of vehicles, which are not licensed as taxis under the PSV requirements. In addition to the likelihood that the vehicle may not be roadworthy or suitable for use as a taxi, it may be driven by someone who is not a **licensed taxi driver**. There is also more than a strong possibility that the vehicle will not be properly insured to carry passengers for reward. The use of such vehicles places passengers and other road users at serious risk.
- 2.4 Although most taxis are identifiable by a roof-sign, this does not necessarily mean that the vehicle is a licensed taxi since signs are readily available to purchase in the market place. A **licensed taxi** is identified by the display of a small disc usually affixed to the lower nearside of the vehicle windscreen. The size of this disc does not make it easy for the travelling public to identify a vehicle as a licensed taxi.
- 2.5 The Department recognises the concerns of the legitimate taxi industry in Northern Ireland about the extent of illegal taxiing and its negative impact in terms of competition, image and standards in the industry. Therefore, in the interests of the public, road safety, and in an effort to combat illegal taxiing involving the use of unlicensed vehicles and drivers, the Department proposes to introduce a system requiring all vehicles licensed for public or private hire to display distinctive variable information plates. The Department is of the view that the proposed scheme would go some way towards combating and alleviating the problems existing within the industry.
- 2.6 In addition to explaining the proposed plating scheme, this document also outlines the current legislative requirements and procedures together with those procedural changes necessary to implement the proposals.

3. BACKGROUND

- 3.1 In Northern Ireland, during the year 2001/2002 nearly **5,300** vehicles were licensed by Driver and Vehicle Licensing Northern Ireland (DVLNI) as taxis. A *taxi* is defined as a Public Service Vehicle (PSV) capable of seating not more than 8 passengers in addition to the driver.
- 3.2 The provision of taxis services in Northern Ireland is organised on the basis of a two-tier licensing system, which is comprised of *public* and *private hire* vehicles. *Public Hire* taxis *may stand or ply for hire or carry passengers for hire*. *Private hire* vehicles are not allowed to stand and ply for hire but *must be pre-booked* either by telephone or over the counter at taxi booking offices or depots. Most public hire taxis are owner driven and although many private hire vehicles operate out of depots they are likewise owner driven.
- 3.3 The licensing of taxis falls into 4 categories: -
- **Belfast Public Hire:** In 2001/2002, **188** taxis were licensed to stand and ply for hire within a 5-mile radius of Belfast City Centre. The operation of these vehicles, which are mainly of the London Cab type, are subject to the 1951 County Borough of Belfast By-Laws relating to Motor Hackney Carriages (Taxi Cabs). These By-Laws require taximeters to be fitted, which must register fares based on fare tariffs fixed by the Department of the Environment. These vehicles are also required by law to be wheelchair accessible.
 - **Restricted Public Hire:** During the 2001/2002 year, **2938** vehicles were licensed for public hire outside Belfast City Centre and are found in significant numbers in cities and towns such as Londonderry, Bangor, Lisburn, Omagh, Antrim, etc. They tend to be of the saloon car type. Fares for journeys in these taxis are not subject to regulation.
 - **Private Hire: 2128** vehicles were licensed during the 2001/2002-year, as private hire vehicles. These include all types of passenger carrying vehicles including saloon cars, and multiple passenger vehicles. Fares are not regulated and are determined by market forces.
 - **Taxis Providing Bus Type Services:** These are taxis which are licensed under the bus operator licensing provisions as contained in

Part II of the Transport Act (NI) 1967, to operate stage carriage services which involve the picking up and setting down of passengers at designated stops in accordance with a timetable. Passengers pay separate fares. In order to comply with PSV licensing requirements for roadworthiness and suitability, these vehicles are tested as taxis. There are currently **247** vehicles of the London Cab type licensed to operate such services.

4. CURRENT LEGISLATIVE PROVISIONS

- 4.1 Under Article 60 of the Road Traffic (Northern Ireland) Order 1981, (the “1981 Order”) a public service vehicle shall not stand or ply for hire or carry passengers for hire unless there is in force a public service vehicle (PSV) licence relating to that vehicle as granted by the Department of the Environment under Article 61 of the Order.
- 4.2 The grant of a PSV licence in respect of a vehicle used as a taxi is subject to requirements and conditions as may be prescribed or determined by the Department. The Public Service Vehicles (Northern Ireland) Regulations 1985, (the “1985 Regulations”) and the Public Service Vehicles (Conditions of Fitness, Equipment and Use) Regulations (Northern Ireland) 1995 (the “1995 Regulations”) deal with a variety of matters related to the grant of licences.
- 4.3 These Regulations, inter alia, prescribe the requirements relating to:
- Fitness of an applicant to hold a licence – medical grounds and good repute
 - Inspection of vehicles and grant of vehicle licences
 - Format of vehicle licences and discs
 - Display of discs
 - Roof signs
 - Affixing of identification plates to taxis fitted with taximeters and licensed for public hire.

5. GRANT OF VEHICLE LICENCES

- 5.1 A taxi (PSV) licence, which lasts for 1 year, consists of two parts, which are prescribed in the 1985 Regulations, as amended by the Public Service Vehicles (Amendment) Regulations (Northern Ireland) 2001. DVLNI issues Part 1 of the licence (- the printed part) while the Driver and Vehicle Testing

Agency (DVTA) is responsible for the issue of the second part (- the disc). The cost of a licence is currently £38.50.

- 5.2 Application for a licence is in the first instance made to DVTA. Subject to confirmation from DVLNI that the applicant is a fit and proper person in terms of medical fitness and good repute, DVTA will carry out an inspection of the vehicle to be licensed. If the vehicle complies with the statutory requirements relating to roadworthiness and suitability (including adequate insurance), the disc is then issued by DVTA.
- 5.3 The disc shows details and symbols, which are prescribed in the 1985 Regulations as amended, including: -
- The date on which the licence expires
 - The registration mark
 - The seating capacity – as determined by DVTA
 - The identifying symbol
- 5.4 Discs issued in respect of **Public Hire** taxis are **yellow** in colour and contain an “**H**” symbol while those issued in respect of **Private Hire** are coloured **green** and contain the symbol “**P**”. It is a requirement for these discs to be affixed to the inside surface of the nearside windscreen when the vehicle is licensed. However new types of certificate are now being issued at MOT2 test centres. These contain the same information as shown on the discs with the “H” and “P” symbols printed on a white background containing a DVTA hologram and bar code.
- 5.5 At first testing of a vehicle to be licensed as a Belfast Public Hire taxi, DVTA also issue identification plates, which are prescribed in the 1995 Regulations as amended by the Public Service Vehicles (Conditions of Fitness, Equipment and Use)(Amendment) Regulations (Northern Ireland) 2000. The plates require to be affixed to the front and rear exterior of the vehicle. However they are not vehicle specific nor do they have an expiry date.
- 5.6 DVLNI issues the printed part of the licence separately after notification by DVTA that the vehicle has passed its roadworthiness and suitability test.

6. PRESENT IDENTIFICATION OF TAXIS

- 6.1 In Northern Ireland, vehicles operating as taxis, are currently identified by their roof signs.
- 6.2 The 1995 regulations require licensed taxis to display roof signs, which show the licensee's name, trading name or the word "taxi" to the front and telephone number or the word "taxi" to the rear. An **amber** background to the front of the roof sign identifies a **public** hire taxi while **private hire** taxis are required to display a roof sign, which shows a **white** background to the front.
- 6.3 Since roof signs are readily available to purchase, their display does not signify that the vehicle is licensed to operate as a taxi.
- 6.4 While a licensed taxi is identified by a valid windscreen disc, the travelling public, not being familiar with the current colour coding of discs (or roof signs) have difficulty in distinguishing between a **public** hire taxi and a **private** hire vehicle which must be pre-booked or whether indeed it has a current licence. Plates on Belfast Public Hire taxis do not necessarily mean that the vehicle has a current licence as these are issued when a vehicle is first licensed.

7. PROPOSALS FOR PLATING OF TAXIS

7.1 Issue and Display of Taxi Licensing Plates

- 7.1.1 It is proposed that a licensed taxi should display licensing plates to the front and rear of the vehicle in addition to the existing requirements. The display of valid taxi licence plates will be the means whereby a legitimate taxi can be identified.
- 7.1.2 Taxi licensing plates will be issued on an annual basis by DVLNI subject to the Department being satisfied that:-
- the vehicle has a current roadworthiness and suitability certificate; i.e. it has passed its annual PSV test conducted by DVTA, and
 - the applicant is a fit and proper person to hold a taxi licence.

Note: issue of the roadworthiness and suitability certificate on its own will not permit a vehicle to be used as a taxi. Only when current Taxi Licence Plates are issued will

a vehicle be permitted to commence operations as a taxi.

7.2 Colour and Format of Plates

7.2.1 The licensing plates will be of a distinctive colour to identify the type of taxi being licensed, as follows: -

- Belfast Public Hire - Yellow
- Public Hire outside Belfast - White
- Private Hire - Green
- Bus Taxi - Blue

7.2.2 The licensing plate will display the following information, which will be consistent with the grant of the taxi licence: -

- DOE logo
- DOE hologram (security feature)
- Licence no.
- Vehicle registration mark
- Colour, make and model of vehicle
- No of passengers permitted to be carried
- Licence expiry date
- Type of taxi
 - “Taxi – Belfast Public Hire”
 - “Taxi - Public Hire outside Belfast”
 - “Private Hire – Advance Booking Only”
 - “Taxi Bus”

7.2.3 The finished plates consist of a flexible base made of specially treated vinyl bearing a customised image, which has been cold pressure laminated to a clear moulded rigid polycarbonate facing plate. The plates will require to be mounted and secured to the exterior of the vehicle. The mounting and maintenance of plates will be responsibility the licensee.

7.2.4 In addition, the Department is proposing to issue an internal plate which is double sided and self-adhesive labels containing the licence details corresponding to those displayed on the external licence plates. The internal plate will require to be affixed to the windscreen while the labels are to be affixed to the inside surface of the rear passenger side windows. The windscreen plate will be photo luminescent so that the licence details may be read at night.

7.2.5 Illustrations of the plates and labels are set out in **Appendix D**

7.3 Fitting and Mounting of External Plates

7.3.1 Regulations will require the external plates to be fitted to the exterior of the vehicle at the front and rear while the vehicle is being used as a taxi.

Note: display of these plates from the inside of the vehicle will not be permitted.

8. WEDDING AND FUNERAL CARS

8.1 While a licensed taxi used for the purpose of a wedding or funeral is not required to display a roof sign, the vehicle will be required to display an internal plate showing the relevant licence details in a position that can be seen by the passengers. Road Transport Licensing Division will issue this plate subject to the requirements in respect of PSV testing and fitness to hold a licence being met.

8.2 A sample of the internal plate is shown in **Appendix E**.

9. PROPOSED PROCEDURES

9.1. An applicant will be required to submit an application for an annual taxi vehicle licence together with the appropriate fee to Road Transport Licensing Division of DVLNI at 148 - 158 Corporation Street, Belfast BT1 3DH158.

9.2. The application should be made at least **8 weeks before** the licence is needed or the date on which an existing vehicle licence expires.

9.3. On receipt Road Transport Licensing Division will check to see if the applicant meets the requisite requirements for holding a licence. If the requisite requirements are satisfied the application will be forwarded to the Driver and Vehicle Testing Agency (DVTA) who will arrange to have the vehicle tested.

9.4. If the vehicle meets the requirements in relation to roadworthiness and suitability as laid down in the PSV Regulations for taxis, DVTA will issue a roadworthiness and suitability (PSV) test certificate. **Note: issue of this certificate on its own will not permit the vehicle to be used as a taxi.**

- 9.5. Subject to the requirements in respect of repute, roadworthiness and suitability being met, the Road Transport Licensing Division will issue a taxi vehicle licence together with the licence plates. Two external plates for fitment to the front and rear of the vehicle together with an internal plate and two self-adhesive side window labels will be issued. In the case of wedding and funeral cars, an internal plate will be issued.
- 9.6. It is not possible to give a firm indication at this stage on the consequences for licence fee levels, which would include the cost of issuing licence plates. It is estimated that the fee for a **taxi vehicle licence**, will be in the region of £90 – £100. This compares with fees charged by taxi licensing authorities in GB, which range between £100 and £400 per annum. A final Regulatory Impact Assessment will be prepared with the draft regulations when details of compliance costs will be set down.

10. IMPLEMENTATION AND PUBLICITY

- 10.1 The Department proposes to introduce the taxi plating system by way of amendment to existing regulations including the **Public Service Vehicles Regulations (Northern Ireland) 1985** and **Public Service Vehicles (Conditions of Fitness, Equipment and Use) Regulations (Northern Ireland) 1985** which currently relate to the testing and licensing of vehicles used as taxis.
- 10.2 Responses to this consultation document will help inform decisions in drawing up draft regulations, which will give effect to the proposals. Draft regulations will be issued for comment in Autumn 2002.
- 10.3 Subject to the approval of the Environment Committee and the Northern Ireland Assembly, the Department envisages introduction of the new plating system by March 2003 with all legitimate taxis plated within 12 months of that date.
- 10.4 In introducing the new plating system, the Department intends to promote a publicity campaign, the objective of which would be to advise and inform the public on the hiring, booking and identification of a legal taxi. This campaign may take the form of public advertisement.

11. ISSUES ON WHICH COMMENTS ARE INVITED

11.1 Comments are invited on:-

- a) The proposals to introduce a system which will require all PSVs licensed as taxis to display taxi licence plates (**paragraph 7 refers**);
- b) Proposals for identification of wedding and funeral cars (**paragraph 8 refers**); and
- c) The proposed procedures for testing, licensing and issue of vehicle licences and plates in relation to taxis (**paragraph 9 refers**).

DRAFT REGULATORY IMPACT ASSESSMENT

PROPOSALS FOR PLATING OF TAXIS

Introduction

This assessment estimates the costs and benefits relating to the introduction of a scheme, which will require public service vehicles (PSVs) licensed as taxis under the terms of the **Road Traffic (Northern Ireland) Order 1981**, the **Public Service Vehicles Regulations (Northern Ireland) 1985** and the **Public Service Vehicles (Conditions of Fitness, Equipment and Use) Regulations (Northern Ireland) 1995** to display licence plates.

Issue and Objective

The **Road Traffic (Northern Ireland) Order 1981**, the **Public Service Vehicles Regulations (Northern Ireland) 1985** and **Public Service Vehicles (Conditions of Fitness, Equipment and Use) Regulations (Northern Ireland) 1985** provide for the licensing of PSVs which are used as taxis, i.e. vehicles which stand or ply for hire – **public hire**, or carry passengers for hire – **private hire**. The primary aim of legislative requirements is to afford passengers protection in terms of public and road safety. The 1985 and 1995 Regulations require persons who operate taxis to meet certain requirements in relation to good repute and medical fitness and for their vehicles to meet prescribed requirements in respect of roadworthiness and suitability.

Articles 60(3) and 66(1)(b) the 1981 Order empower the Department to make regulations prescribing the means by which licensed PSVs such as taxis may be distinguished. The proposals as set out in the Consultation Document aim to improve the way licensed taxis are identified.

Risk Assessment

At present licensed taxis are identified by a coloured disc which is normally affixed to the lower nearside of the vehicle. Roof signs, which are a legal requirement but which can be easily purchased and mounted, also identify taxis but they do not signify that the vehicle is a licensed taxi.

Given that the windscreen disc is not easily seen and has little or no impact on the travelling public and that roof signage does not mean that the vehicle is a licensed taxi, these shortcomings encourage unscrupulous vehicle owners to taxi illegally.

Illegal taxiing entails risks to the personal safety of passengers and other road users through use of vehicles which possibly do not meet roadworthiness requirements including insurance. Illegal taxiing constitutes a serious public safety risk since the drivers of unlicensed vehicles may be persons of ill repute or who suffer certain medical conditions, which would debar them from holding a taxi driver's licence or a PSV licence. In terms of public safety there are inherent dangers, for example, for lone females travelling in the early hours of the morning or for passengers travelling in vehicles driven by person who has serious health problem. Also unlicensed taxis will not be properly insured, therefore passengers will not be covered for injury or death in the event of an accident. Furthermore the existence of unlicensed vehicles creates unfair competition and puts the legitimate taxi industry, which has to bear significant costs to be legal (e.g. PSV testing, insurance) at a severe disadvantage.

Benefits

Implementation of the taxi plating proposals will reduce the risks to the travelling public and enhance fair competition in the taxi industry. The Department believes that it will go some way towards combating and reducing the problem of illegal taxing.

The clearer identification of licensed taxis will provide the public with better assurance that the vehicle is roadworthy and that the criteria checks for a taxi licence have been met. In the case of passengers seeking redress, the scheme will enhance the traceability of the vehicle.

The Department also believes that the display of vehicle and date specific licence plates will impose a degree of self-regulation on the industry.

Business Sectors

The business sectors involved will be those activities that relate to the operation of taxis. These include proprietors of taxi businesses and operators of taxis.

Under the legislation, a "Taxi" is defined as a public service vehicle capable of seating not more than 8 passengers in addition to the driver. These include vehicles, which stand or ply for hire (Public Hire) or carry passengers for hire (Private Hire).

During the year 2001/2002, the Department licensed 5254 taxis of which 188 were licensed for public hire in Belfast, 2938 for public hire outside Belfast and 2128 for private hire. 247 of these were also licensed to operate bus type services under the Transport Act (Northern Ireland) 1967.

Compliance Costs

The present cost of a PSV (Taxi) licence is £38.50, which includes a fee for annual testing of the vehicle.

It is not possible to give a firm indication at this stage on the consequences for licence fee levels, which would include the cost of issuing licence plates. However it is anticipated that the fee for a taxi vehicle licence, will be in the region of £90 - £100. This compares with fees charged by taxi licensing authorities in GB, which range between £100 and £400 per annum.

It is recognised that the consequence of an increased fee for a taxi vehicle licence may result in taxi users having to pay higher fares. Balanced against the other capital and running costs borne by operators of taxis, the impact of the higher fee is likely to be minimal while making a major contribution to better regulation.

A final Regulatory Impact Assessment will be prepared with the draft regulations when details of compliance costs will be set down.

Appendix B

PROPOSALS FOR THE INTRODUCTION OF A TAXI PLATING SYSTEM IN NORTHERN IRELAND

EQUALITY OF OPPORTUNITY – ‘SCREENING’ ANALYSIS

1. The purpose of this note is to assess whether or not the proposals as set in the attached consultation document will impact on equality of opportunity in accordance with Section 75 of the 1998 NI Act, and whether or not a full impact assessment is required.
2. This assessment has been performed using Equality Commission guidance. It is based upon the criteria contained in the guidance for performing the ‘first sift or screening’ to identify which, if any, of the nine category of groups identified in Section 75 (i.e. religion; political opinion; race; age; marital status; sexual orientation; gender; disability; dependants) might be affected by the policy proposals.
3. The objective of the proposals is to require all vehicles licensed as taxis by the Department under Article 61 of the Road Traffic (Northern Ireland) 1981 and regulation 6 of the Public Service Vehicles (Northern Ireland) Regulations 1985 (SR 1985 No. 123) to display taxi licence plates. The licence plates which will be issued on an annual basis, subject to the existing requirements in respect of good repute and the vehicle’s roadworthiness and suitability being met. The plates, which will be vehicle specific and display an expiry date, will clearly identify the type of taxi and whether it holds a current PSV (taxi) licence.
4. In summary, having regard to the four criteria for assessing equality impact the Department considers that there are no equality issues arising from the provisions contained in these proposals.
5. The Department does not consider that a second sift (scoping) or full impact assessment is required in this instance.

Road Transport Licensing Division
DVLNI

July 2002

OVERVIEW OF THE PROPOSALS AS SET OUT IN THE CONSULTATION DOCUMENT

The proposals:

- Provide for the issue by DVLNI of **taxi licence plates** to holders of Public Service Vehicle (TAXI) licences.
- Describe the format and content of the proposed taxi licence plates
- Advise on procedural changes in order to obtain a Public Service Vehicle (Taxi) Licence which will involve the issue of plates
- Will statutorily require all holders of a Public Service Vehicle (TAXI) licence to display external and internal licence plates and labels on their vehicles.

ASSESSMENT OF POSSIBLE IMPACT

<p>Question 1.</p>	<p>Is there any evidence of higher or lower participation or uptake by different groups?</p>
<p>Answer</p>	<p>There is <u>no evidence to date</u> that any particular group is, or will be, disproportionately affected by the requirements of the proposals. The Department considers that the proposals will go some way towards combating illegal taxiing and therefore in terms of public and road safety offer greater protection to the travelling public as well as eliminating problems existing in the taxi industry concerning competition, image and standards.</p>
<p>Question 2.</p>	<p>Is there any evidence that different groups have different needs, experiences, issues and priorities in relation to the proposal?</p>
<p>Answer</p>	<p>There is <u>no evidence</u> of this and no reason to suspect that any of the particular groups would gain any advantage, or be disadvantaged, by the requirements of the proposals. The travelling public and the taxi industry can expect to be advantaged by the proposals.</p> <p>The proposals have implication for owners and drivers of licensed taxis and are expected to be of benefit to people who use taxis.</p>
<p>Question 3.</p>	<p>Is there an opportunity to better promote equality of opportunity or better community relations by altering the policy or working with others in government or the community at large?</p>

Answer	<u>No such opportunities have been identified.</u> The proposals by their nature are considered to be totally neutral from an equality perspective.
Question 4.	Have consultations with relevant groups, organisations or individuals indicated that the proposals create problems that are specific to them?
Answer	This screening paper is to accompany the Consultation Document, which will give interested parties the opportunity to comment. At this stage there is no evidence to suggest that the proposals would advantage or disadvantage any of the groups identified in Section 75, therefore the Department considers that equality issues do not arise
Question 5.	Has the rural dimension been considered in drawing up the proposals
Answer	The Departments considers that the proposals, which will apply, equally to all licensed taxis operating in Northern Ireland, will not have a different impact in rural areas from that elsewhere.

LIST OF CONSULTEES

- Northern Ireland Assembly Environment Committee
- Office of the First Minister and Deputy First Minister
- All Northern Ireland MPs and MLAs
- Dr P Doran, Research and Library and Library Service, Northern Ireland Assembly
- North West Taxi Proprietors Association
- Belfast Public Hire Taxis Association
- West Belfast Taxis (Transport) Ltd
- North Belfast Taxi Association
- Warrenpoint Taxi Association
- Newry Taxi Association
- Causeway Taxi Association
- Belfast City Airport Taxis
- Mr K Ferris, Northern Ireland Secretary, National Association of Funeral Directors
- Civic Forum
- Equality Commission for Northern Ireland
- Equality Forum for Northern Ireland
- Police Service for Northern Ireland
- Policing Board
- Police Federation
- Northern Ireland Human Rights Commission
- Road Safety Council for Northern Ireland
- RoSPA
- Association of British Insurers
- General Consumer Council
- Departmental Information Officer
- Northern Ireland Ambulance Service
- City/Borough/District Councils
- Association of Local Authorities
- Society of Local Authority Chief Executives
- Disability Action
- Mr B Watson, Chief Executive, DVTA
- Education and Library Boards
- Health and Social Services Boards
- Rural Development Council
- Rural Community Network
- Northern Ireland Courts Service
- Automobile Association
- Royal Automobile Association

PLATE ILLUSTRATIONS – BELFAST PUBLIC HIRE



External REAR Plate

178 x 267 mm

Polycarbonate

DOE Logo

Hologram



External FRONT Plate

127 x 216 mm

Polycarbonate

DOE Logo

Hologram



WINDSCREEN Plate

85 x 90 mm

Laminated plastic

Hologram

Double sided and photo luminescent to the front



Rear Passenger Side Window Labels

85 x 90 mm DOE Logo

Self-adhesive - double-sided

Licence details viewed from the exterior of the vehicle while address for comments is viewed from the interior.

PLATE ILLUSTRATIONS – PUBLIC HIRE OUTSIDE BELFAST



External REAR Plate

178 x 267 mm

Polycarbonate

DOE Logo

Hologram



External FRONT Plate

127 x 216 mm

Polycarbonate

DOE Logo

Hologram



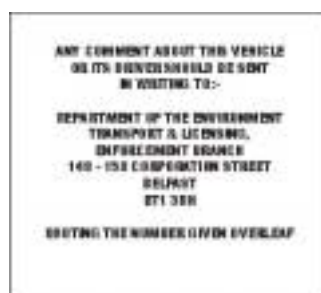
WINDSCREEN Plate

85 x 90 mm

Laminated plastic

Hologram

Double sided and photo luminescent to the front



Rear Passenger SIDE WINDOW Labels

85 x 90 mm DOE Logo

Self-adhesive - double-sided

Licence details viewed from the exterior of the vehicle while address for comments is viewed from the interior.

PLATE ILLUSTRATIONS – PRIVATE HIRE



External REAR Plate

178 x 267 mm

Polycarbonate

DOE Logo

Hologram



External FRONT Plate

127 x 216 mm

Polycarbonate

DOE Logo

Hologram



WINDSCREEN Plate

85 x 90 mm

Laminated plastic

Hologram

Double sided and photo luminescent to the front



Rear Passenger SIDE WINDOW Labels

85 x 90 mm DOE Logo

Self-adhesive - double-sided

Licence details viewed from the exterior of the vehicle

while address for comments is viewed from the interior.

PLATE ILLUSTRATIONS – TAXI BUS



External REAR Plate

178 x 267 mm

Polycarbonate

DOE Logo

Hologram



External FRONT Plate

127 x 216 mm

Polycarbonate

DOE Logo

Hologram



WINDSCREEN Plate

85 x 90 mm

Laminated plastic

Hologram

Double sided and photo luminescent to the front



Rear Passenger SIDE WINDOW Labels

85 x 90 mm

Self-adhesive - double-sided

Licence details viewed from the exterior of the vehicle while address for comments is viewed from the interior.

PLATE ILLUSTRATION - WEDDING AND FUNERAL CARS



INTERNAL Plate

60 x 178 mm

Laminated plastic

Hologram