

In the Netherlands, approximately 13 000 vehicles are used as consumer taxis. Taxis drive around three times more kilometres per year than normal passenger cars, and most taxis run on diesel.¹ Around three quarters of consumer taxis (at times) operate within municipalities that plan to establish a zero-emission zone for taxis.^{2,3} If a zero-emission zone is introduced in the municipalities where taxi operators drive, this might encourage them to opt (earlier) for a zero-emission vehicle. Zero-emission zones for taxis thus reduce the number of fossil-fuelled taxis, leading to a reduction in traffic emissions, better air quality, less noise pollution, and therefore improved liveability in urban areas. Zero-emission zones for taxis also contribute to reducing greenhouse-gas emissions.

Taking into account the average number of kilometres driven by taxis and the average CO₂ emissions of vehicle models that are often used as taxis, it can be said that consumer taxis jointly emit 70 to 90 kilotonnes of carbon dioxide (CO₂) per year. If three quarters of these taxis were to become emission-free, this would mean a reduction of 50 to 70 kilotonnes of CO₂.

From the calculations made by a number of municipalities, it follows that:

- If a zero-emission zone for taxis is introduced in the municipality of Haarlemmermeer, this results in a reduction of 31.8 kilotonnes of CO₂, 21.5 tonnes of nitrogen oxides (NO_x), and 0.505 tonnes of particulate matter (of which 0.5 tonnes are PM₁₀ and 0.05 tonnes are PM_{2.5}).
- If a zero-emission zone for taxis is introduced in the municipality of Rotterdam, there will be 9 kilotonnes less CO₂ emissions.
- The introduction of zero-emission zones for taxis in the municipality of Amsterdam will result in a 5 % reduction in total nitrogen monoxide emissions from all road traffic in the municipality, a 4 % reduction in CO₂ emissions and a 0.7 % reduction in particulate matter emissions.

¹ Sources of information: Statistics Netherlands (CBS) and the Road Traffic Department (RDW).

² The municipalities of Amersfoort, Amsterdam, The Hague, Eindhoven, Haarlemmermeer, Rotterdam and Tilburg intend to introduce a zero-emission zone for taxis. More municipalities may follow.

³ The most taxi-kilometres in the Netherlands are driven in Amsterdam, and almost half of the taxi-kilometres are driven in North Holland, South Holland, and North Brabant together (source: CBS).