

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 (NOx), and 0.505 tonnes of particulate matter (of which 0.5 tonnes are PM10 and 0.05 tonnes are PM2.5).
- 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).