TRANSPORT FOR HIRE GUIDE™
2018 EDITION

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INTRODUCTION

TFHG is a compendious and updated version of previous TFHGs 2004-2017. The rational underpinning TFHG is explained by way of a brief history of words and, a concise account of the customs, practices and statutes over the past years (11th to 21st century) in the United Kingdom ("UK") of Great Britain and Northern Ireland (not exhaustive!); and where Taxies or Taxis ("Taxi(e)s") and Busses or Buses ("Bus(s)es") are placed on the Transport Map.

The Vehicle Service Trade is divided into three trading areas: (i) Land, (ii) Water, and (iii) Aerospace. TFHG is particularly focused on land (excluding railways). Most of the vehicle service trade in the UK is now regulated; however, depending on the area and type of vehicle service will determine what kind of licence(s) may, or may not be required before trading/business.

NB. For the sake of clarity and avoidance of doubt, the repetitive and complete use of certain expressions or phrases (all-encompassing neutral terminology), are for the purposes of TFHG.

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TAXI(E)S AND BUS(S)ES

TFHG Key…

VEHICLES
SERVICE VEHICLES
PASSENGER SERVICE VEHICLES
EXCLUSIVE PASSENGER SERVICE VEHICLES
PRIVATE HIRE AND PUBLIC HIRE SERVICE VEHICLES

TAXI(E)S

PRIVATE HIRE AND PUBLIC HIRE VEHICLE SERVICES
EXCLUSIVE PASSENGER VEHICLE SERVICES
PASSENGER VEHICLE SERVICES
VEHICLE SERVICES
SERVICES

YELLOW AND WHOLE "EXCLUSIVE" HIRE AND REWARD
RED AND SINGLE "SEPARATE" HIRE AND REWARD
YELLOW AND RED "AMBER" ILLUMINATION
WHITE AND LIGHT "DAY-TIME" HIRE AND REWARD
BLACK AND DARK "NIGHT-TIME" HIRE AND REWARD

VEHICLES
SERVICE VEHICLES
PASSENGER SERVICE VEHICLES
SEPERATE PASSENGER SERVICE VEHICLES
PRIVATE HIRE AND PUBLIC HIRE SERVICE VEHICLES

BUS(S)ES

PRIVATE HIRE AND PUBLIC HIRE VEHICLE SERVICES
SEPARATE PASSENGER VEHICLE SERVICES
PASSENGER VEHICLE SERVICES
VEHICLE SERVICES
SERVICES

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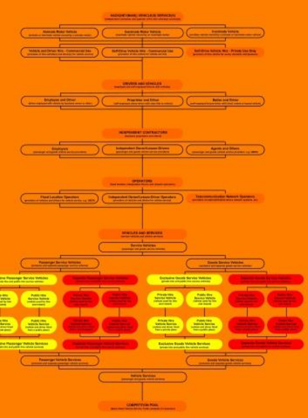
TRANSPORT MAP



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HACKNEY

After the occupation of the Romans, between the 5th and 9th century, England was invaded and settled by Germanic ("Gc.") (Jute, Angle and Saxon) and Scandinavian ("Sn.") (Danish-Viking) tribes, and from whom the two elements of the word Hackney (Gc. *haca(n)+ig/ieg*, and Sn. *hake(n)+ey*) originated. In the 9th century the Anglo-Saxons eventually allowed the Danes to settle in the area now known as Hackney under Danelaw. Apart from being a secure piece of land (enclosure), and where horses (any type of horse, e.g. ambler, gelding or mare) were kept/grazed before being taken to Smithfield Market, Hackney also became an adopted/hereditary surname and, a name to describe a for-hire horse, which later, became a famous breed known for its stamina and high stepping action. In the 1100s William Fitzstephen, a Monk of Canterbury wrote: *"Without one of the Gates is a plaine field, both in name and deed, where every fryday, … is a notable shew of horses … to see, or buy* [sic]*."* See John Stow's Survey of London 1598, for Hackney/Fitzstephen/Smithfield Market (Smithfield for a plain smooth ground, is called smeth and smo(o)thie. Market for horses and cattle).

Hacan-ieg (Old English/Anglo-Saxon)

Old English/Anglo-Saxon ("OE/AS.") *Hacan-ieg* is Middle English ("ME.") *Hakeney* (Haca's Island or Hook-island), a secure (OE/AS. *Haca(n)*, hook) place surounded by fence/water (OE/AS. *ig/ieg*, island) on the outskirts of London. *Hacan-pundfald(e)* (hook-pound) and *hacan-penn* (hook-pen) are medium and smaller sized enclosures. Allied surname *Hacon/Hacun* (Doomsday Book 1066).

Hakeney (ME., Middle English/Anglo-Norman, Norman and Old French)

ME. *Hakeney* became a word to describe both place and horse (prairie horse); signifying, meadow/grassland for grazing/keeping horses. ME/Anglo-Norman ("ME/AN.") *hakeney*, chival praie. Norman ("N.") *chival*, horse and N. *prai(e)*, meadow. After the conquest of England in 1066, ME/AN. and N. belonged to a group of other linguistic variants known as *Langue d'Oïl* or Old French ("OF."), once spoken between the 9th and 14th centuries in Northern France, England and the Channel Islands. Accordingly, the OF. *haquenee* and all other foreign name versions are derived from the English place-name Hackney.

Hakeneia (Middle English/Anglo-Latin)

ME/Anglo-Latin *Hakeneia* (spelt in 1199) means belonging, or from Hackney, hence topographical last/surname *Hackney* (e.g. *Benedict de Hakeneye* 1275). Hackney was also the trade forename to a man who hired out hackney-horses/vehicles, and later adopted as a last/surname (e.g. *William Hakeneyman* 1327).

Hackney (Old to Late-Modern English)

Citing Skeat's etymological dictionary: *"ME. hakeney is certainly from ME. Hakeney, i.e. Hackney, in Middlesex. The OF. haquenee and MF. hacquenee (Cotgrave) and all the foreign forms are simply borrowed from English, which had the word first* [sic]*."* In Cotgrave's French dictionary, 1611, it defines: (i) *"Chevel de louge. A hackney* [sic]*."* (i.e. a livery or for-hire horse) and (ii) *"Haquenee. An ambling horse, gelding or mare* [sic]*."* Over time Hackney became a common or hackneyed name to describe: (i) topographical places, (ii) animate/inanimate objects, and (iii) for-hire vehicle(s) service(s), i.e. hackneyman /hackney/hack vehicle(s) service(s) ("Hack(ney(man)) Vehicle(s) Service(s)").

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VEHICLES

Animal, Carriage and Vehicle

Animal (Latin ("L.") *animale*, a living being; *anima*, breath), Carriage (OF. *cariage*, to lift) and Vehicle (L. *vehiculum*, to carry) are animate (with life) and inanimate (without life) vehicles ("Animate and Inanimate Vehicles").

Motor and Power

Motor (L. *motor*, from *movere*, to move), that which gives motion, i.e. (i) a nerve and muscle (motor neuron) causing a bodily movement (a mover, hence "Animate Motor"), and (ii) a machine used to give motion (a mover, hence "Inanimate Motor"). Power (OF. *poer* from Italian *potere*, to be able), the moving force of any animate or inanimate motor; one of the many units of power used to measure the moving force of these motors is the amount a horse can draw by lifting 33,000lb (equal to a laden/unladen brake (vehicle)) one foot high in a minute (1 horse power = 745.7 watts, or 1 metric hp = 735.5 watts).

Fuel Reaction Motor Vehicles

Biology (Greek ("Gk.") *bios*, life), the science of life and living beings or entities; a single cell organism evolved into a skeleton covered vehicle and moved by a fuel reaction animate motor ("Animate Motor Vehicle"). Mechanical (Gk. *mechane*, a machine), belonging to the making or constructing of machines. Machine (L. *machina*, a contrivance), an instrument for doing work, i.e. (i) vehicle, or (ii) a means of producing or directing force, e.g. (i) animate vehicle moved by a animate motor (Animate Motor Vehicle), or (ii) inanimate vehicle moved by a fuel reaction inanimate motor ("Inanimate Motor Vehicle").

Animate and Inanimate Motor Vehicles

The following animate and inanimate vehicles (land vehicle examples) may be moved by a animate or inanimate motor…

- Animate Vehicle moved by a Animate Motor
  Biological entity or animal, e.g. Human or Horse.
- Inanimate Vehicle moved by a Animate or Inanimate Motor
  No seat(s) and no roof cab(in), e.g. Chariot or Segway.
- Inanimate Vehicle moved by a Animate or Inanimate Motor
  With seat(s) and no roof cab(in), e.g. Saddle or Wheelchair.
- Inanimate Vehicle moved by a Animate or Inanimate Motor
  With seat(s) and folding roof cab(in), e.g. Cab(riolet) or Landau.
- Inanimate Vehicle moved by a Animate or Inanimate Motor
  With seat(s) and permanent roof cab(in), e.g. Coach or Hansom Cab.
- Inanimate Vehicle moved by a Animate or Inanimate Motor
  With or without seat(s) and roof, e.g. Trailer.

Any of the above animate/inanimate vehicles may be used with drivers to transport passengers (animate objects) and/or goods (inanimate objects) under a Private or Public Hire Contract for Service, i.e. an exclusive or separate passenger and/or goods vehicle service contract negotiated from a private or public place ("Vehicles and Services").

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TAXI(E)S

Taxis

Ancient Greek ("AG.") τάξις (*taxis*), arrangement, order, e.g. (i) battalion of the ancient Greek Army stand (wait) in rank (line), (ii) group of tax, tariff, and rate bands applying different charges, or (iii) fleet of vehicles wait/stand in line/rank, e.g. Taxi Service Vehicles licensed for Private/Public Hire and Private Hire only.

Tax and Meter

Tax (French ("F.") *taxe* from L. *taxare*, *tax(ar)e*, to charge, price, value and rate), e.g. tax band(s) applying a specific charge(s). Meter (F. *metre*, from Gk. *metron*, a measure), e.g. device for measuring time and/or distance between two points.

Taxameter (Charge+Meter)

Named the "taxa-meter" (*taxa(re)*+meter) and further developed in Germany between the 19th and 20th century by Nedler, Dencker, Erhardt and, finally perfected by Bruhn as a mechanical tax device (multi-fare indicator machine) to calculate the fare of a journey between two or more point locations by time and/or distance, within a group of fixed price bands, disks or drums, e.g. select Tax, Tariff or Rate 1 or 2 to apply a distinct charge for day or night-time vehicle service. Via Medieval Latin, both the German *taxa* and French word *taxe* are from AG. τάξις. In 1904 the German inventor Schneider, named his device the "taxi-meter" (*taxi(s)*+meter). Historically there is no evidence that the taximeter was invented by any member of the Taxis family (www.thurnundtaxis.de).

Taximeter (Group of Charges+Meter)

Following a letter from the Hellenist Theodor Reinach to *Le Temps* in 1906, and after much debate between Parisian philologists, whether the re-naming of the taxameter should remain as *taximetre*, or changed to "taxometre" was finally settled; hence, a proprietor of a vehicle in Paris fitted with a multi-fare indicator also painted and displayed the word *taximetre* on the outside flanks of his/her vehicle. The London Cab and Stage Carriage Act 1907, was the first statute to use the terms *taximeter cab* and *taximeter* after the name changed in France.

Taxi (Taxies *plural* and Taxis *arrangement or plural*)

During the early 1900s, a Licensed Hackney Carriage with a taximeter fitted outside or inside the cab(in) became known as: (i) Licensed Taximeter Cab, (ii) Licensed Taxi-Cab, (iii) Licensed Taxi, or (iv) Taxi. The abbreviated term taxi (taxies, *plural*) became synonymous with licensed hackney carriages because they are licensed to stand in rank (i.e. *arrangement*, taxis) at designated public places (Hackney Carriage Stands or Taxi Ranks) or hailed stop and negotiate a potential Public Hire contract for service. Accordingly, Taxi Vehicle Services in the UK were initially provided by licensed hackney carriages, taxies or taxis.

Taxi Vehicles Services or Contract Carriages Services

In the UK only certain Passenger Service Vehicles are permitted to display upon the vehicle the words **TAXI** or **TAXIS** when working or plying to carry passengers for hire and/or reward. However, the terms taxi and taxis are generic names to which no person owns the intellectual property rights, and thus may be used by Jo(e) Public to describe any vehicle used to carry one or more passengers for a complete, whole and exclusive fare ("Exclusive Passenger Vehicles Services").

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BUS(S)ES

Long Stage Carriages Services or National Stage (Bus) Vehicles Services

The amount a hackneyman was allowed to charge for a hackney horse/vehicle (for-hire horse/saddle with/without guide) to travel between the "hackney stages" from the late 14th century was fixed by Command of King Richard II. Later, hackneymen also provided Long Wagons (Dutch) and Caravans (Van(s) for short; F. from Persian caravansary) with drivers to transport passengers/goods between the stages for an exclusive (vehicle and driver hire) and/or separate (vehicle-space and driver hire) charge. These National Stage Service Vehicles were later replaced with Coaches. According to John Taylor the Water-Poet, coaches were first introduced into England by the Dutchman, William Boonen (Coachman to Queen Elizabeth I, 1564). The coach was originally made and named after the place Kocs ("Kotcze") near Gyor, Hungary (F. *coche* from Hungarian *kocsi szekér*: vehicle made in Kocs). On the 15th May 1609, King James I issued a Royal Proclamation forbidding hackneymen from hiring out their horses/vehicles from the "King's stage-posts" and carrying letters through the posts. Historically, Hackney Stage Coach Services (vehicle and driver and/or vehicle-space and driver hire services) transformed separately into a Hackney Coach Service (i.e. an exclusive vehicle and driver hire service) and Stage Coach Service (i.e. a separate vehicle-space and driver hire service).

Short Stage Carriages Services or Local Stage (Bus) Vehicles Services

In 1661 the French philosopher Blaise Pascal had the idea of using coaches on short and pre-determined routes at fixed times for a separate fare of 5 sols. On the 19th January 1662, the King's Counsel authorised the financiers of the operation, the Marquis de Sourches and the Marquis de Crenan to begin running their Local Stage Service Vehicles. Unfortunately after 15 years of operation, and due to lack of use, the company went bankrupt in 1677.

Colonel Stanislas Baudry, a former soldier in the Imperial French Army opened a hot-water bath house in the suburbs of Paris, 1825. To promote his new business he had the idea of using coaches to bring his Parisian customers to the suburbs. His terminus in the city started from the Place de Commerce, opposite a shop which displayed the word Omnibus (L. *omnibus*: for all). Baudry found the word appealing and applied it to his service, hence Omnibus Vehicle Service.

The first local omnibus vehicle service in England was inaugurated on the 4th July 1829, by the coach builder George Shillibeer (later, the word omnibus in England became abbreviated to bus, and busses or buses *plural*). His horse-drawn buses (animate motor vehicles) could hold more than 20 passengers and the conductors wore naval uniforms. Moreover, in the early 1800s, Walter Hancock was the first to provide a successful bus vehicle service using inanimate motor vehicles (the steam-driven Automaton, Autopsy, Era and Infant).

Bus Vehicles Services or Stage Carriages Services

In the UK there is no ban on displaying the word **BUS** and thus may be shown upon any Passenger Service Vehicle used to carry one or more passengers for a distinct, single and separate fare ("Separate Passenger Vehicles Services").

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FOR HIRE

Hire (AS/OE.) is payment for work done, or for the use of something under contract. A contract (L.) is to draw together, or an agreement expressed or implied between two or more parties, e.g. a hackneyman, person or entity (bailor) may deliver in trust for private or commercial use a vehicle to any person or entity (bailee) for hire. In Dogget -v- Waterloo Taxi-Cab Co. Ltd [1910] it was held that a driver who hires his cab from a proprietor was deemed a bailee; and to claim compensation under the Workman's Compensation Act 1906, there must be a Master (Employer) and Servant (Employee) relationship.

Private Hire (Point of Contract)

A private place where a contract for a vehicle with, or without the services of a guide, rider or driver has been negotiated ("Private Hire Vehicle(s) Service(s)"). Throughout the centuries the following are some examples of vehicles services made available for hire from hackney-stages, inns, taverns, livery stable-yards, garage depots, for-hire vehicle base-stations and hire-vehicle dispatcher locations (vehicles services may be negotiated/despatched off-line/real world and/or on-line/virtual/cyber-world)…

- Animate Motor Vehicle For Hire (1)
  Animal hired for private or commercial use (animate vehicle moved by a animate mover).
- Animate Motor Vehicle For Hire (2)
  Animal and vehicle hired for private or commercial use (inanimate vehicle moved by a animate mover).
- Animate Motor Vehicle and Driver For Hire (Exclusive or Separate Charges)
  Animal, vehicle and driver to work or ply to carry passengers and/or goods under a Private Hire contract for service (inanimate vehicle moved by a animate mover and controlled by a biological entity).
- Inanimate Vehicle For Hire
  Trailer hired for private or commercial use (inanimate vehicle moved by a secondary or ancillary animate or inanimate motor vehicle).
- Inanimate Motor Vehicle For Hire
  Vehicle hired for private or commercial use (inanimate vehicle moved by an inanimate mover).
- Inanimate Motor Vehicle and Driver For Hire (Exclusive or Separate Charges)
  Vehicle and driver to work or ply to carry passengers and/or goods under a Private Hire contract for service (inanimate vehicle moved by an inanimate mover and controlled by a biological entity).

In the early 20th century the first self-drive inanimate motor vehicle hire service was introduced in Chicago, USA, by Walter J. Jacobs. The company was later sold to John D. Hertz (Proprietor of the Yellow Taxicab Company, Chicago) who renamed it: "Hertz Drive-Your-Self System." The Hertz Vehicle Hire Company later became the largest vehicle rental company in the world.

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Public Hire (Point of Contract)

The 17th century Historian, John Rushworth recorded: *"It is worth observation that in the first year of the reign of King Charles* [1625], *no hackney-coaches did stand in the streets … and there were not above twenty hackney-coaches at that time to be had for hire in and about London …* [sic]*."* Initially, hackney-coaches were only available for Private Hire from hackneymen, tapsters and (h)ostlers.

In addition to Sir Sanders Duncombe's Sedan Chairs (covered chairs or black cab(in)s carried by bearers), Captain Bailey's passenger service vehicles/drivers also stood in public places for immediate hire ("Public Hire Vehicle(s) Service(s)"). The first hackney-chair and coach stands were in London and from where these vehicles plied for hire. Hackney Vehicles: (i) Hackney-horses were first regulated by an Act of King Richard II in 1396 (hackneys numbered and fares fixed), (ii) Hackney-coaches were regulated by an Act of King James I in 1630, (iii) 300 Hackney-coaches and 600 Hackney-horses were regulated by an Act of his Highness the Lord Protector of England (Oliver Cromwell) in 1654, (iv) 400 Hackney-coaches were regulated by an Act of Parliament in 1662, and (v) 200 Hackney-chairs (sedan chairs) were regulated by Act of Parliament in 1710, plus another 800 Hackney-coaches.

Plying For Hire and Working For Reward

Like the word Hire, Reward (OF.) is also a word to describe something given in return for work done. However, the two words may be used to define two trading actions? When working or plying to carry passengers and/or goods under a Private or Public Hire contract for service, then the term *"plying for hire"* is used to describe the act, *available to negotiate a contract* (operate/provide, i.e. work or *"ply for hire"*); likewise, when engaged the same term may also be used to describe the act, *undertake and fulfil a contract* (drive/deliver, i.e. again, work or *"ply for hire"*). Although the same *ply(ing) for hire* terms may be used, they do however refer to two very different acts. To avoid confusion and separate these two acts, when referring to the first act, then the expression *"ply(ing) for hire"* may be used, and when referring to the second act, then *"work(ing) for reward"* may be used; or vice versa.

Fixed Location and Independent Owner/Lessee-Driver Operators

Operators may operate and provide any of the following vehicle and driver services…

- Private/Public Hire Exclusive Passenger/Goods Vehicles Services
  Vehicle and driver hired as a whole from a private or public place, to undertake and fulfil a contract (expressed or implied) to carry passenger(s) and/or goods between two or more point locations (preferred or discretionary routes) for a complete, whole and exclusive vehicle and driver-charge.
- Private/Public Hire Separate Passenger/Goods Vehicles Services
  Vehicle-space and driver hired from a private or public place, to undertake and fulfil a contract (pre-paid ticket or other agreement) to carry passenger(s) and/or goods between two or more point locations (fixed or discretionary routes) for a distinct, single and separate vehicle-space and driver-charge.

Drivers may drive and deliver any of the above vehicles and services.

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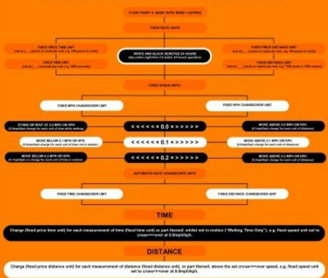
TAXIMETER

All taximeters in regulated districts must be accurately calibrated and sealed to tax at the fixed rate set out in the Local Authorities latest list of charges (i.e. card/chart/scale/sheet/table displaying all legal fares/prices/rates/tariffs/taxes).

The following Flow Chart A is an example of how a taximeter may be simply configured to apply a charge (24hrs) for **TIME** and/or **DISTANCE** and **EXTRAS**.



Drivers in the UK have the power to place the taximeter clock in the stopped position and charge for any journey on distance only; or by reference to the fare table may agree to make a contract for time only (and discount the meter at the end of the journey); or for journeys ending outside the licensing area may agree to charge any fare (above/below the rate card); or under certain circumstances may elect not to demand the fare (waive all, or part of the fare for any reason).

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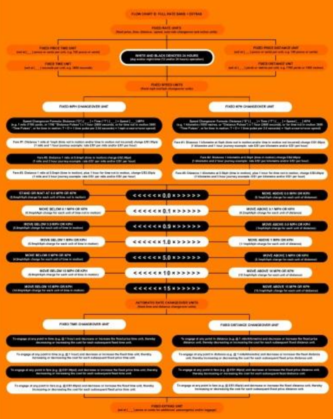

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CONTROLLED AREAS AND LICENSING (UK)

Vehicle Service Trade (Passengers and Goods)

It may be a misunderstanding that anyone wishing to set up a commercial enterprise providing a vehicle service (to carry passengers/goods for hire/reward) must first be regulated by some sort of licensing regime, to legitimatize the business, before trading? This is not the case! If there is no legislation controlling a particular type of vehicle service, then obviously, no licence is required before trading. In parts of the UK there are various types of vehicles services that legally operate without licences (e.g. wedding/funeral vehicles services). But, when part of the trade goes beyond self-control/regulation, then usually for public protection/safety, it may be subjected to primary/secondary legislation.

Regulated Area and Licensing (Company of Master Hackney Coachmen)

On the 23rd June, 1654 London was the first City in the UK to control Hackney Coachmen (for-hire-horse-drawn-vehicle owner-drivers): *"An Ordinance for the Regulation of Hackney-Coachmen in London and the places adjacent* [sic]*."* The first Master Hackney Coachmen licensed to keep, use and hire out the regulated number of 600 hackney-horses and 300 hackney-coaches was limited to 200.

Deregulated Licences (NOT Area)

By virtue of section 9, Chapter 22 (statute) during the first and second reign of King William IV (1 & 2 William IV. Ch 22. S. 9), the limited or regulated number of 1200 licences to keep, use and hire out hackney vehicles (licence granted to the owner, not vehicle, hence hackney carriage "Proprietor's Licence") in London was deregulated or de-limited on 5th January, 1833. Later, the vehicle was granted a licence, hence proprietor's "Hackney Carriage Licence".

Taxi, Bus, Taxi-Bus Service Vehicles and Vehicle Services

The terms taxi, bus and taxi-bus may be used as nicknames or enshrined in law to describe, distinguish and categorise any of the following service vehicles (fitted with up to 8, or with 9 and more passenger seats) and vehicle services…

- TAXI (Taxi Service Vehicle + Driver = Taxi Vehicle Service)
  Licensed exclusive passenger service vehicle and driver, operated to provide the public with a licensed exclusive passenger vehicle service. (Operator/Dispatcher/Vehicle/Driver licensed for Public and/or Private Hire.)
- BUS (Bus Service Vehicle + Driver = Bus Vehicle Service)
  Licensed separate passenger service vehicle and driver, operated to provide the public with a licensed separate passenger vehicle service. (Operator/Dispatcher/Vehicle/Driver licensed for Public and/or Private Hire.)
- TAXIBUS (Taxibus Service Vehicle + Driver = Taxibus Vehicle Service)
  Licensed exclusive/separate passenger service vehicle and driver, operated to provide the public with a licensed exclusive/separate passenger vehicle service. (Operator/Dispatcher/Vehicle/Driver licensed for Public and/or Private Hire.)

Thus, taxi/bus/taxibus service vehicle operators/dispatchers/drivers licensed for Private/Public Hire (full licensing) or Private Hire only (restricted licensing), may provide taxi/bus/taxibus vehicle services.

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Vehicle Service Trade (Passengers) - See Flow Chart 1

Any person or entity wishing to operate/provide/dispatch Private/Public Hire Exclusive/Separate Passenger Vehicles Services in the UK with an animate or inanimate motor vehicle fitted with 1 driver's seat and up to 8 passenger seats ("9 seater"), or a vehicle with 1 driver's seat and 9 or more passenger seats ("9 seater plus") or, any vehicle not fitted with wheels (e.g. sedan chair, sledge or sleigh) may, or may not be subject to statutory regulation in any of the following areas…

- England (Great Britain)
- Scotland (Great Britain)
- Wales (Great Britain)
- Northern Ireland

Regulated Vehicle Service Trade (Passengers) - See Flow Chart 2

If you and/or your vehicle (9 seater/9 seater plus/sedan chair/sledge or sleigh) are required to be licensed in any of the above areas in which to carry passengers under a Private or Public Hire contract for service (i.e. an exclusive or separate passenger vehicle service contract negotiated from a private or public place), then you and/or your vehicle may be granted additional licences and identification devices, e.g. badges/discs/plates.

Vehicle Service Trade (Goods) - See Flow Chart 3

Again, any person or entity operating/providing/dispatching Private/Public Hire Exclusive/Separate Goods Vehicles Services in the UK with an animate or inanimate motor vehicle having a gross plated weight above 3556.21kg (3.5 tonnes), or if no gross plated weight, an unladen weight over 1525kg may, or may not be subject to statutory regulation in any of the following regions…

- Great Britain
- Northern Ireland

Regulated Vehicle Service Trade (Goods) - See Flow Chart 4

Again, if you and/or your vehicle are required to be licensed in any of the above regions in which to carry goods under a Private or Public Hire contract for service (i.e. an exclusive or separate goods vehicle service contract negotiated from a private or public place), then you and/or your vehicle may be granted additional licences and ID devices.

New Passenger Vehicles Services Legislation (England and Wales)

The proposed new Taxis (Full licensing: Private/Public Hire) and Private Hire (Restricted licensing: Private Hire only) Vehicles Bill, may become law in 20(??), repealing all legislation dating back to the early/mid 1800s. This new Bill retains the former tiered licensing system in which Licensed Passenger Service Vehicles and their drivers are operated to provide Licensed Passenger Vehicle Services. See Flow Chart 2.

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Flow Chart 1: Vehicle Service Trade (Passengers)

Flow Chart 2: Regulated Vehicle Service Trade (Passengers)

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Flow Chart 3: Vehicle Service Trade (Goods)

Flow Chart 4: Regulated Vehicle Service Trade (Goods)

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