

LICENSING AND PUBLIC SAFETY COMMITTEE

TUESDAY, 12TH NOVEMBER, 2019, 6.00 PM

CROSS ROOM, CIVIC CENTRE, WEST PADDOCK, LEYLAND, PR25 1DH

AGENDA

1 Apologies for Absence

2 Declarations of Interest

Members are requested to indicate at this stage in the proceedings any items on the agenda in which they intend to declare an interest. Members are reminded that if the interest is a Disclosable Pecuniary Interest (as defined in the Members' Code of Conduct) they must leave the room for the whole of that item. If the interest is not a Disclosable Pecuniary Interest, but is such that a member of the public could reasonably regard it as being so significant that it is likely that it would prejudice their judgment of the public interest (as explained in the Code of Conduct) then they may make representations, but then must leave the meeting for the remainder of the item.

Minutes of the Licensing and Public Safety Committee

3 Minutes of meeting Tuesday, 10 September 2019 of Licensing and Public Safety Committee

(Pages 3 - 6)

Minutes of the last meeting held on Tuesday 10 September 2019 attached to be signed as a correct record.

Minutes of the General Licensing Sub-Committee Panel

4 Minutes of meeting Tuesday, 10 September 2019 of General Licensing Sub-Committee Panel

(Pages 7 - 8)

Minutes of the last meeting held on Tuesday 10 September 2019 attached to be signed as a correct record.

5 Minutes of meeting Monday, 16 September 2019 of General Licensing Sub-Committee Panel

(Pages 9 - 10)

Minutes of the last meeting held on Monday 16 September 2019 attached to be signed as a correct record.

6 Proposed Policy Amendment - Modified Vehicles

(Pages 11 - 54)

	Report of the Interim Monitoring Officer/ Legal Services Manager attached.	
7	Taxi and Private Hire Age Policy Review	(Pages 55 - 60)
	Report of the Interim Monitoring Officer/ Legal Services Manager attached.	
8	Wheelchair Accessibility Hackney Carriage Licences	(Pages 61 - 68)
	Report of the Interim Monitoring Officer/ Legal Services Manager attached.	
9	Tinted Window Policy	(Pages 69 - 136)
	Report of the Interim Monitoring Officer/ Legal Services Manager attached.	
10	Private Hire Livery	(Pages 137 - 152)
	Report of the Interim Monitoring Officer/ Legal Services Manager attached.	
11	Proposal of annual Licensing of vehicles	(Pages 153 - 156)
	Report of the Interim Monitoring Officer/ Legal Services Manager attached.	

Gary Hall
INTERIM CHIEF EXECUTIVE

Electronic agendas sent to Members of the Licensing and Public Safety Committee
Councillors Ken Jones (Chair), Renee Blow (Vice-Chair), Jacky Alty, Jane Bell,
Derek Forrest, Mick Higgins, Jacqui Mort, Peter Mullineaux, Alan Ogilvie and
John Rainsbury

The minutes of this meeting will be available on the internet at
www.southribble.gov.uk

Forthcoming Meetings
6.00 pm Tuesday, 10 December 2019 - Cross Room, Civic Centre, West Paddock,
Leyland, PR25 1DH



MINUTES OF LICENSING AND PUBLIC SAFETY COMMITTEE

MEETING DATE Tuesday, 10 September 2019

MEMBERS PRESENT: Councillors Renee Blow (Vice-Chair, in the Chair), Jacky Alty, Jane Bell, Derek Forrest, Mick Higgins, Peter Mullineaux, Alan Ogilvie and John Rainsbury

OFFICERS: Chris Ward (Licensing Officer), Tasneem Safdar (Senior Solicitor), Coral Astbury (Democratic and Member Services Officer), Justin Abbotts (Licensing Officer) and Stephanie Fairbrother (Licensing Officer)

9 Apologies for Absence

Apologies were received from Councillor Ken Jones and Jacqui Mort.

10 Declarations of Interest

None.

11 Minutes of meeting Tuesday, 11 June 2019 of Licensing and Public Safety Committee

RESOLVED: (Unanimously)

That the minutes of the Licensing and Public Safety Committee held on Tuesday 11 June 2019 to be agreed as a correct record for signing by the Chair.

12 Minutes of meeting Wednesday, 29 May 2019 of General Licensing Sub-Committee Panel

RESOLVED: (Unanimously)

That the minutes of the General Licensing Sub-Committee Panel held on Wednesday 29 May 2019 to be agreed as a correct record for signing by the Chair.

13 Minutes of meeting Monday, 8 July 2019 of General Licensing Sub-Committee Panel

RESOLVED: (Unanimously)

That the minutes of the General Licensing Sub-Committee Panel held on Monday 8 July 2019 to be agreed as a correct record for signing by the Chair.

14 Minutes of meeting Wednesday, 24 July 2019 of General Licensing Sub-Committee Panel

Members of the Committee enquired if any response had been received from Lancashire County Council and were advised that this would be looked into and an update provided outside of the meeting.

RESOLVED: (Unanimously)

That the minutes of the General Licensing Sub-Committee Panel held on Wednesday 24 July 2019 to be agreed as a correct record for signing by the Chair.

15 Minutes of meeting Thursday, 8 August 2019 of General Licensing Sub-Committee Panel

RESOLVED: (Unanimously)

That the minutes of the General Licensing Sub-Committee Panel held on Thursday 8 August 2019 to be agreed as a correct record for signing by the Chair.

16 Minutes of meeting Wednesday, 29 May 2019 of Licensing Panel

Members of the Committee were updated that following the decision of the Licensing Panel on the 29 May 2019, the Premises Licence Holder had installed a CCTV system compliant with his Licence Conditions and attended training with the Council's Head of Licensing.

RESOLVED: (Unanimously)

That the minutes of the Licensing Panel held on Wednesday 29 May 2019 to be agreed as a correct record for signing by the Chair.

17 Mobile Homes Fee Policy

The Committee considered a report which sought to extend the current Mobile Home Fee Policy for a further three years with no amendments to the current fee structure. Members were also asked to approve the report to be presented at the next full Council.

Licensing Officer, Chris Ward explained to members that the Mobile fees policy allows a Local Authority to set fees to cover the administrative costs in respect of Mobile Homes Licences. A three year fees policy would allow the Council to aggregate the costs over a longer period, providing a more stable structure for residents.

Members of the Committee were advised that consultation with the three licenced site operators had been undertaken with only one operator responding. After speaking to the Licensing Department, their representation was withdrawn.

Licensing Officer, Chris Ward explained the members that the redacted paragraph within Section 5 of the policy would be amended to read, "The fee will remain £6.50 per pitch." This was previously set at £7.97 but included enforcement costs estimated over a twelve month period.

Members of the Committee sought clarification on how enforcement costs were calculated and were advised that the figure given takes into account all elements of enforcement work, such as the hourly rate of Officers plus additional costs.

RESOLVED: (Unanimously)

1. That the report be noted.
2. Section 5 of the Mobile Homes Fee Policy will be amended to include the following, "The fee will remain £6.50 per pitch."
3. Subject to the amendment, the Mobile Homes Fee Policy is approved to be presented at the next full Council meeting.

18 Exclusion of Press and Public

RESOLVED: (Unanimously)

That the press and public be excluded for the following items of business on the ground that it involves the likely disclosure of exempt information as defined in Paragraph 1 of Part 1 of Schedule 12A to the Local Government Act 1972.

By Virtue of Paragraph 1: Information relating to any individual.

19 Licensing Activity Update Report

The Committee considered a report of the Head of Licensing presented by Licensing Officer, Chris Ward which sought to provide members with an overview of Licensing Activity for the period 1 April 2019 to 31 August 2019.

Members were updated on the enforcement action taken by Licensing Officers with respect to the areas of; hackney carriage/private hire drivers, Licensing Act 2003 and Gambling. Members queried how often enforcement is undertaken and were assured that over the last twelve months enforcement activity has increased and officers are pro-active in enforcing.

Overall, the report was received positively by members of the Committee who commended officers for the presentation of the report and the level of detail provided.

RESOLVED: (Unanimously)

That the report be noted.

20 Use of Standing Order 35

Licensing Officer, Chris Ward presented a further report to the Committee on the recent use of Standing Order 35.

The Committee were advised that the authority had received disclosure from Lancashire Constabulary advising that a driver was under investigation for a serious offence. The offence was of such gravity that the decision to revoke (with immediate

effect) the Private Hire Driver's Licence was taken in consultation with the Chairman of the Committee.

RESOLVED: (Unanimously)

That the report be noted.

Chair

Date



MINUTES OF GENERAL LICENSING SUB-COMMITTEE PANEL

MEETING DATE Tuesday, 10 September 2019

MEMBERS PRESENT: Councillors Renee Blow (Vice-Chair, in the Chair), Jane Bell, John Rainsbury and Alan Ogilvie

OFFICERS: Stephanie Fairbrother (Licensing Officer), Tasneem Safdar (Senior Solicitor) and Coral Astbury (Democratic and Member Services Officer)

18 Apologies for absence

None.

19 Declarations of Any Interest

None.

20 Exclusion of the Press and Public

RESOLVED: (Unanimously)

That the press and public be excluded for the following items of business on the ground that it involves the likely disclosure of exempt information as defined in Paragraph 1 of Part 1 Schedule 12A to the Local Government Act 1972.

By Virtue of Paragraph 1: Information relating to any individual.

21 Application for a Hackney Carriage Drivers Licence

Due to a clerical error, the applicant was not provided sufficient notice of the hearing or subsequent papers.

RESOLVED: (Unanimously)

It was agreed by the Chair in consultation with the other panel members, to defer the hearing in the interests of fairness until Monday 16 September to allow the Applicant an opportunity to be present at the hearing and make representations.

Chair

Date

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MINUTES OF GENERAL LICENSING SUB-COMMITTEE PANEL

MEETING DATE Monday, 16 September 2019

MEMBERS PRESENT: Councillors Renee Blow (Vice-Chair, in the Chair), Jacky Alty, Jane Bell, Peter Mullineaux and Jacqui Mort

OFFICERS: Mark Marshall (Head of Licensing), Stephanie Fairbrother (Licensing Officer), Tasneem Safdar (Senior Solicitor) and Charlotte Lynch (Democratic and Member Services Officer)

**OTHER MEMBERS
AND OFFICERS:** Justin Abbotts (Licensing Officer)

22 Apologies for absence

None.

23 Declarations of Any Interest

None.

24 Exclusion of the Press and Public

RESOLVED: (Unanimously)

That the press and public be excluded from the meeting for the following items of business on the grounds that it involves the likely disclosure of exempt information as defined in Paragraph 1 of Schedule 12a to the Local Government Act 1972.

By Virtue of Paragraph 1: Information relating to any individual.

25 Renewal of a Private Hire Drivers Licence

The application was brought before the Panel as the Applicant had provided a Disclosure and Barring Service (DBS) certificate which showed a conviction that had not been disclosed to the Council.

The Chair referred those present to the circulated established procedure for hearings and the process that would be followed.

The Applicant was present at the hearing and made representations, explaining to the Panel the reasons as to why he had not informed the Council of the offence.

Representations were also received from the Council's Head of Licensing who explained the process for applying for a licence and declaring any criminal convictions.

The panel were of the view that given the conviction and the fact that the Applicant had failed to disclose this information, this was not a situation which merited no further action. Members were, however, mindful of the Applicant's unblemished record with no previous convictions or complaints and the fact that he had shown genuine remorse for his actions.

RESOLVED: (Unanimously)

That the Applicant's Private Hire Drivers Licence be suspended for a period of five weeks.

26 Application for a Hackney Carriage Drivers Licence

The Panel received a report which detailed an application for a new Hackney Carriage Licence. The application was brought before the Panel as the applicant had provided a Disclosure and Barring Service (DBS) certificate showing convictions that warranted further investigation.

The Chair referred those present to the circulated established procedure for hearings and the process that would be followed.

The Applicant was present at the hearing and made representations, explaining to the Panel the details of the incident.

Representations were also received from the Council's Licensing Officer who informed the Panel that the Applicant had willingly supplied all supporting documentation, including police interview transcripts.

The Panel were of the view that the Applicant had not dealt with the circumstances appropriately. This raised concerns in respect of the character of the applicant. The Panel were also of the view that no exceptional circumstances had been shown by the Applicant which would allow them to depart from their policy.

RESOLVED: (Unanimously)

That the Panel refuse to grant the licence on the basis that they were not of the view that, on the balance of probabilities, the applicant is a fit and proper person.

Chair

Date

REPORT TO	ON
Licensing and Public Safety Committee	12 th November 2019



TITLE	REPORT OF
Proposed Policy Amendment, Modified Vehicles.	Interim Monitoring Officer

Is this report confidential?	No.
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PURPOSE OF THE REPORT

1. To consider an amendment to the existing policy on modified vehicles.

RECOMMENDATIONS

2. To consider and approve the draft amendments to the existing policy.
3. Agree that the licensing section undertake a period of consultation with the relevant stakeholders in respect of the proposed changes.
4. Agree to receive a report on the outcome of the consultation at a future meeting.

CORPORATE PRIORITIES

5. The report relates to the following corporate priorities:

Excellence and Financial Sustainability	<input checked="" type="checkbox"/>
Health and Wellbeing	<input type="checkbox"/>
Place	<input type="checkbox"/>

Projects relating to People in the Corporate Plan:

People	<input type="checkbox"/>
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BACKGROUND TO THE REPORT

6. In April 2018 a policy on the testing of modified vehicles was approved by the General Licensing Committee. In short, the policy requires the testing of any modified vehicle on first presentation and thereafter on each renewal The report and policy is attached as **Appendix 1**.

7. The majority of modified vehicles are operated by Wallbanks who provide special needs transport to Lancashire County Council (LCC). Virtually all contracts that Wallbanks facilitate are with LCC. Before being awarded a contract with LCC the vehicle is inspected to ensure it can meet the specific needs of the contract.
8. The policy came into effect on the 1st July 2018 and discussions commenced with LCC as to how the testing would work, how drivers would book the test, the cost and how the Licensing Authority would identify which vehicles needed testing.
9. In September 2019 it was agreed that all the modified vehicles operated by Wallbanks would be tested by LCC as the process to accurately identify vehicles was not working properly.
10. During the inspections, Licensing Officers were present to understand the detail of what was actually being tested. The main area of structural change on modified vehicles is the floor and the lift. When the tracking in the floor is installed it is bolted in as per the standards contained in the policy. The lifts are installed by Wallbanks and granted a LOLER (Lifting Operations and Lifting Equipment Regulations 1998) certificate. See background **Document 1** <http://www.hse.gov.uk/pUbns/priced/loler.pdf>
11. Over 60 vehicles were inspected in September 2019 and none had issues with the structural integrity of the conversion. It also became apparent that providing the conversion had been done in line with the policy guidelines it would be highly unlikely that issues would arise.
12. The proposal therefore is to test on first application or if the vehicle is altered substantially or structurally.
13. A comparable example is when knocking out a supporting wall, an appropriate RSJ (Rigid Support Joist) must be installed. Inspectors examine the quality of the steel, take note of its load bearing qualities and ensure the load bearing weight is correctly spread. Once satisfied a safety certificate can be issued. It would be clearly disproportionate to re-examine this structure year on year.
14. A building cannot be compared to a vehicle but the overall structural alteration made to the vehicle at the time of modification , is one that is permanent and if done correctly is not likely to deteriorate or fail
15. Certain specific areas of modification could be more likely to fail than others, for example tracking bolted into the floor in line with the guidance is robust and unlikely to fail, however passengers seats that are partially bolted into tracking and partially bolted into the vehicle skin or structure are more likely to fail over time.
16. An example that was seen during the inspections was that a small number of vehicles had passenger seats that were bolted half into the tracking and half into the wheel arch. Wheel arches are prone to corrosion over time, therefore compromising the bolts that are fixed through the wheel arch.
17. However MOT testing requirements state that if any corrosion is noted within 30cm of a structural mounting point it should fail.
18. The MOT/Roadworthiness certificate process should identify any issues as described above.

19. The current policy does not sufficiently deal with the production of LOLER certificates and simply requires *“where the vehicle is fitted with a tail lift a LOLER certificate must be obtained prior to the vehicle inspection.”*

PROPOSALS (e.g. RATIONALE, DETAIL, FINANCIAL, PROCUREMENT)

20. The proposal is to consult on the draft amendments to the existing policy, a copy of which is attached as **Appendix 2**. The rationale is based upon the unnecessary and burdensome nature of the policy taking direction from paragraphs 1.1 and 3.5 of the Regulators Code published in April 2014. Attached as **Appendix 3**.

Research has been conducted with 2 neighbouring Authorities, Lancaster and Bury. They both have a similar policy which is to ask for production of an IVA certificate on first presentation then the vehicle is simply subject to the same testing regime as every other vehicle.

Information has been received from Wallbanks that the IVA whilst onerous to organise can take 6 weeks before a slot is available and the test, whilst technically precise throws up some concerns. The concerns relate to adaptations that can be removed, for example the passenger lifts are an attachment that would not necessarily pass an IVA due to the square edges. Also our own private hire plates are reported to be unacceptable due to the square edges that would not conform to the precise requirements of the test. Therefore owners simply remove attachments such as the ones described in order to pass the test. This seems to undermine the IVA as being the panacea it is believed to be as the lift can be simply added after test and has not had the necessary scrutiny by the Inspectors.

This scenario would have little impact at South Ribble as Lancashire County Council test the vehicle before any contract award and the current policy sees an inspection every 6 months but for those Authorities who simply rely on the IVA as the only specialised test a modified vehicle undergoes then important areas could be overlooked.

These facts were put to both Lancaster and Bury who were asked some detailed questions about their process. Bury did not reply despite 2 chase up e mails and a phone call and Lancaster were unable to answer any of the questions relating to the IVA concerns. The questions put to Lancaster and their response are found at **Appendix 4**.

21. If the proposed changes are not to be considered then a more streamlined testing procedure needs to be adopted, the current position is that only LCC can test the vehicles. Our own Depot have been consulted on the proposed changes and concur that to have a specific test on the modification every 6 months is overly burdensome but have indicated that they could do a 3 part test on these types of vehicles which would include the Road Worthiness, Modification and LOLER certificate for any passenger carrying lift.

CONSULTATION CARRIED OUT AND OUTCOME OF CONSULTATION

22. The initial policy was subject to consultation in 2017 and 2018, the written submissions from the earlier consultations are attached as **Appendix 5**.
23. Informal discussions have taken place with the Councils Depot at Moss Side.

COMMENTS OF THE STATUTORY FINANCE OFFICER

- 24. Compliance with the requirements for vehicle testing are the responsibility of the operator and therefore there are no financial implications for the Council.**

COMMENTS OF THE MONITORING OFFICER

- 25.** It is imperative that any proposed changes to the policy are consulted on with the relevant stakeholders, in order to allow them to comment.

OTHER IMPLICATIONS:

► Risk	As ever with licensing public safety is paramount. Whatever we do we must ensure that we do not compromise the safety of the travelling public.
► Equality & Diversity	There are no issues here

BACKGROUND DOCUMENTS-

Document 1- LOLER Regulations<http://www.hse.gov.uk/pUbns/priced/loler.pdf>

APPENDICES

Appendix 1- Report and final policy draft from April 2018

Appendix 2 –Proposed draft policy amendments

Appendix 3 – Regulators Code

Appendix 4- E mail response from Lancaster Council

Appendix 5- Historic consultation responses from 2017

Dave Whelan

Job Title Interim Monitoring Officer

Report Author:	Telephone:	Date:
Mark Marshall, Head of Licensing	01772 625401	1 st October 2019

REPORT TO	ON
GENERAL LICENSING COMMITTEE	10 APRIL 2018

September 2017



TITLE	REPORT OF
DRAFT POLICY / TESTING REQUIREMENTS TO ENSURE THE SAFETY OF LICENSED VEHICLES WHICH HAVE BEEN SUBJECT TO MODIFICATION	INTERIM DEPUTY CHIEF EXECUTIVE (RESOURCES & TRANSFORMATION)

Is this report confidential?	No
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1. PURPOSE OF THE REPORT

This report seeks to update members on the latest position regarding the proposed adoption of a draft policy to ensure the safety of licensed vehicles which had been subject to modification.

2. RECOMMENDATIONS

Members are requested to:

- 2.1 in light of (i) the outcome of the second period of consultation (set out in section 6 below) and (ii) the revised Equalities Impact Assessment (attached as Appendix 1), consider whether to forward the final version of the draft testing specification for modified vehicles (Appendix 2) to the meeting of full Council on 23 May 2018 with a recommendation for its formal adoption; and
- 2.2 given the previous decision made in principle by the General Licensing Committee on 17 October 2017 (that any tests to ensure the safety of modified vehicles against a specification adopted in section 2.1 above should be carried out solely by the Lancashire County Council facility at Bamber Bridge), make a recommendation to this effect to full Council when it sits on 23 May 2018.

3. CORPORATE PRIORITIES

The report relates to the following corporate priorities

Excellence and Financial Sustainability	x
Health and Wellbeing	
Place	

Projects relating to People in the Corporate Plan:

People	
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4. BACKGROUND TO THE REPORT

4.1 Members are familiar with the issue of safety tests for modified vehicles, having received reports on several occasions over the past 12 months. For ease of reference, a summary of the previous reports is set out in the table below:

Date	Purpose of report	Outcome
21.3.17	Initial report on safety of licensed vehicles which had been subject to modification	A more detailed report was to be brought back to a future meeting after further work had been carried out
13.6.17	An updated report containing a draft policy and testing specification was presented to the Committee, including alternative options for the carrying out of safety tests (either solely by Lancashire County Council or by any approved local testing station)	Members agreed that the proposed policy and specification should be subject to a consultation exercise as set out in the report, with the option on restricting the location of tests to the LCC facility being stated as the preferred option
17.10.17	Members received a further report which updated them on the outcome of the consultation exercise	Members resolved to proceed with the in principle agreement to require testing to be carried out by the County Council, but required further post-consultation dialogue with the trade on the content of the testing specification
20.2.18	Members were updated on the meeting held with the trade on 12 January 2018 to discuss the draft testing specification	Members agreed that – in light of the further changes to the specification discussed at the meeting with the trade – a further 2 week consultation period should be undertaken

4.2 The purpose of this latest report in April 2018 is to advise members of the outcome of the second consultation exercise, this having been agreed by the General Licensing Committee at its meeting on 20 February 2018.

4.3 The minutes of the meeting on 20 February record the following rationale for the second consultation exercise being carried out:

".....[The situation]...had proved to be more complex and sensitive than initially anticipated. Following further discussions with partners and the trade, the current amended draft policy included aspects that had not been included in the original consultation. It was therefore suggested that a further short consultation exercise be carried out."

4.3 In addition, members are asked to note that an updated version of the Equalities Impact assessment (originally presented to members in June 2017) is attached as Appendix 1.

5. METHODOLOGY OF THE CONSULTATION EXERCISE

5.1 The latest consultation exercise followed the following format:

- a) details of the consultation exercise were placed on the Council's website;
- b) as agreed by Committee on 20 February 2018, the period of consultation was restricted to 2 weeks (from 1 March to 14 March 2018); and
- c) the main stakeholders (Lancashire County Council and Andrew Wallbank Ltd) were emailed directly on 2 March 2018 at the start of the consultation exercise and advised of the opportunity to submit any further comments.

6. OUTCOME OF THE CONSULTATION EXERCISE

6.1 No responses to the second consultation exercise were received.

7. FINAL VERSION OF DRAFT TESTING SPECIFICATION

7.1 In light of the two periods of consultation held to date, and the ad hoc meeting held with key stakeholders on 12 January 2018, a final version of the draft testing specification for modified vehicles is attached as Appendix 2.

8. WIDER IMPLICATIONS AND BACKGROUND DOCUMENTATION

8.1 Comments of the Statutory Finance Officer

There are no financial implications arising as a result of the recommendations in this report.

8.2 Comments of the Monitoring Officer

Road safety is of paramount importance to the licensing authority, and this report seeks to ensure the safe transport of passengers in modified vehicles, by introducing an additional testing regime on modified vehicles.

Other implications:	
► Risk	See Legal comments above.
► Equality & Diversity	The proposed safety test seeks to ensure the safe transport of passengers with physical disabilities, many of whom will be wheelchair users and require modified transport.
► HR & Organisational Development	None
► Property & Asset Management	None
► ICT / Technology	None

9. BACKGROUND DOCUMENTS

Appendix 1 – revised Equalities Impact Assessment

Appendix 2 – final version of draft specification following input from meeting on 12 January 2018

ELT Member's Name: Lisa Kitto

Job Title: Interim Deputy Chief Executive (Resources & Transformation)

Report Author:	Telephone:	Date:
Interim Licensing Manager	01772 625401	19 March 2018



GENERAL LICENSING COMMITTEE

PROCEDURE FOR ENSURING ROADWORTHINESS OF LICENSED VEHICLES

WHICH HAVE BEEN SUBJECT TO MODIFICATION

Procedure Number:

1) Introduction

South Ribble Borough Council has a responsibility to ensure that all vehicles operating as hackney carriage and private hire vehicles are fit for purpose. This is particularly important for vehicles which have been adapted, converted or modified to carry passengers who use wheelchairs or who have specialised needs.

South Ribble is home to one of the largest number of vehicles which have been self-converted from vans to carry wheelchair passengers. Whilst the current roadworthiness checks ensure that a vehicle is mechanically sound, they do not extend to checking that the modifications have been carried out to the required standard.

Typically the types of vehicles adapted or modified are:

- small vans (N1 vehicles); and
- minibus type vehicles (M2 vehicles) – although these could be classified as a standard M1 vehicle.

Further details on the relevant classifications are given below:

- M1** vehicles designed and constructed for the carriage of passengers comprising no more than eight seats in addition to the driver's seat
- M2** vehicles designed and constructed for the carriage of passengers comprising more than eight seats in addition to the driver's seat, and having a maximum mass not exceeding 5 tonnes
- N1** Vehicles designed and constructed for the carriage of goods and having a maximum mass not exceeding 3.5 tonnes

This policy will apply to **all** vehicles that have been converted, modified or adapted from the original manufacturer's specification since first registration and is intended to provide additional safeguards to ensure that the conversion, modification or adaptation has been completed to the required standard and remains in such state for the period that the vehicle is licensed by this Authority.

This policy will not apply to any vehicle including wheelchair accessible vehicles that are produced for licensing that have not been converted, modified or adapted since its initial registration.

2) Standards for modified minibuses/PSV's

Vehicles which are described other than M1 on the V5 registration document must enable passengers seated behind the driver to have access to at least 2 doors (side or rear opening) without having to climb over or fold down any seats. Such vehicles must also satisfy the following:

- all retro-fitted seatbelts must meet MOT installation and condition standards;
- the passenger interior floor area must be of a flat, non-slip, non-trip surface. Where wheelchair tracking is fitted, the Council recommends the fitting of blanking strips;
- partitioned rear passenger compartments must be heated and capable of variable control. Such heaters must be linked accordingly to the main vehicle heating system and be capable of variable control. All exposed piping and wiring must be secure and adequately insulated. Water leaks are unacceptable;
- no interior surface within the passenger compartment shall contain sharp edges likely to cause injury;
- all interior trim must match and be fitted to a professional standard. Evidence of obvious work or modification should not be on view;
- all seating in the vehicle must be intact, in a safe condition and M1 compliant;
- all vehicles must be fitted with safety glass containing an approved marking to this effect. Any partition fitted with safety glazing (plastic) must be of a suitable material (e.g. shatter-proof);
- rear compartments entrance/exit areas must be adequately illuminated at floor and at higher levels. Such lighting must operate automatically when each rear passenger door is opened;
- all passenger doors must be capable of being restrained in the open position;
- each rear passenger door aperture must contain at least one grab handle to assist passengers while entering/exiting the vehicle. Each handle must be securely fixed using a substantial mounting such as machine screws that are capable of holding a reasonable force;
- each rear passenger compartment must contain at least two opening windows that can be opened from the interior for ventilation purposes; and
- the maximum height from the road surface to the passenger floor should be 250mm for the first step and 300mm for any subsequent step. Vehicles exceeding this figure must have some form of step incorporated into the bodywork (this may be of a retracting or folding type).

Additional requirements for wheelchair accessible vehicles:

- where the vehicle is fitted with a tail lift, a "LOLER" certificate must be obtained prior to the vehicle inspection;
- the rear compartment entrance/exit doors must be of a suitable size to allow access for a wheelchair;
- where passengers or the seating arrangement for passengers are rear-facing, an adequate turning circle within the vehicle is needed;
- the vehicle must be capable of adequately securing a wheelchair to the vehicle floor using a suitable type of restraint;
- appropriate wheelchair restraint(s) must accompany the vehicle when it is presented for test;
- wheelchair ramps must be capable of being securely fixed to the vehicle during use. They must be of a type and length allowing safe and easy use by the person loading the wheelchair;
- wheelchair ramps must be safely and securely stored in a suitable area of the vehicle when they are not in use; and

- seatbelts must be fitted to restrain wheelchair occupants. A single seatbelt must not be used to restrain both the wheelchair and occupant.

3) Vehicle Certification

Within Europe two systems of type approval have been in existence for over 20 years. The first is based on European Regulations and Directives providing approval for whole vehicles, vehicle systems and components. The second is based on United Nations Regulations dealing with systems and components but not whole vehicles. "Type approval" is the process of ensuring that production of new vehicles, their systems and components have been designed and constructed to meet agreed standards of safety, security and environmental protection.

There are a number of vehicle certifications:

1. European Community Whole Vehicle Type Approval (ECWVTA)
2. European Small Series Type Approval for cars (ECSSTA)
3. National Small Series Type Approval (NSSTA)
4. Individual Vehicle Approval (IVA)

4) Requirements for initial licence application

With effect from 1 July 2018, the owners of vehicles of categories M1, M2 or N1 which have been converted, adapted or modified from the original manufacturer's specification (whether undertaken by the vehicle licence holder or a third party), and which have not previously been licensed as a hackney carriage or private hire vehicle by South Ribble Borough Council, will be required to present appropriate vehicle certification (as defined in section 3 above, including IVA) at the time of first application for a licence.

To clarify, no extended roadworthiness test will be required on initial application for a modified vehicle which has an IVA (or other vehicle certification in section 3) as the IVA will demonstrate adequate compliance.

5) Requirements for renewal applications

From 1 July 2018, all vehicles (whether in possession of an IVA or other vehicle certification or not) which have been modified, converted or adapted after the date of first registration must pass the extended roadworthiness (detailed in Appendix 1) at the time of their next and subsequent renewal. This requirement applies irrespective of the date when the vehicle was first licensed as a hackney carriage or private hire vehicle with SRBC.

For the avoidance of doubt, should South Ribble Borough Council have any reservations about the safety of vehicles submitted to the approved testing station for initial inspection, the Council reserves the right to require the owner to submit the vehicle for IVA testing prior to any licence being issued by the Council.

This procedure was adopted by General Licensing Committee on 10.04.2018

Signed:

A handwritten signature in black ink, appearing to read "A. Glover". The signature is written in a cursive, flowing style.

Interim Licensing Manager

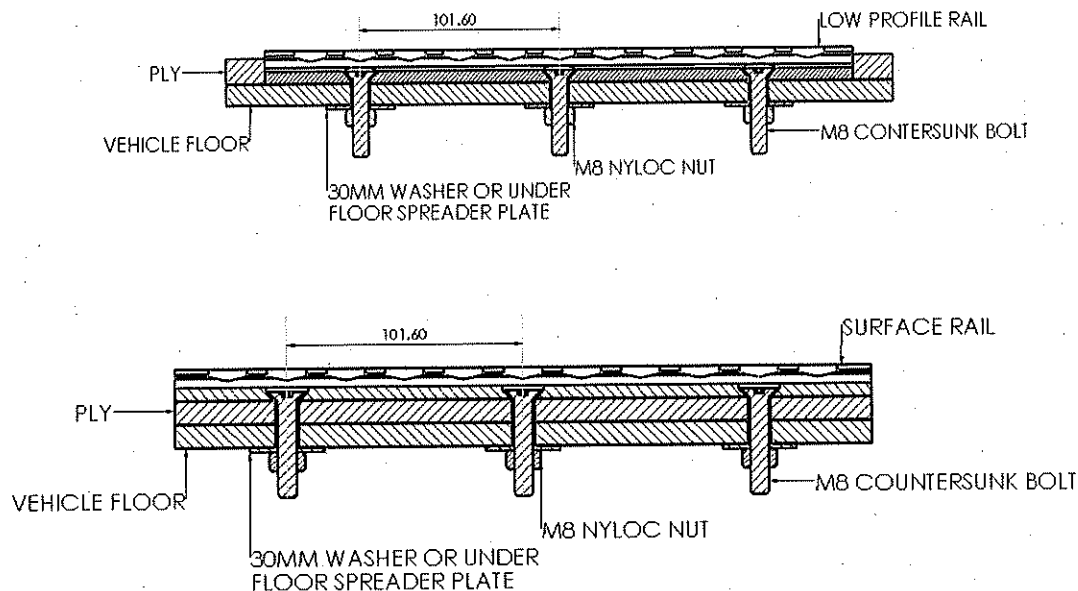
30.03.2018

Appendix 1 – details to tests to be undertaken on modified vehicles

Lancashire County Council Test for vehicles supplied with wheelchair Accessible fittings

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2. "Cant rail" for third point occupant restraint fitment or can be use as location for equipment stowage correctly fitted and secured with M8 fasteners, are capable of meeting the strength requirements of M1 load.
3. Correct 30mm washer or underfloor spreader plate fitted
 - Where the 30mm washer or underfloor spreader plate cannot be used, in such instances it is acceptable to use steel plate of equivalent strength and cross sectional area.



Note 1

1. The minimum acceptable length of rail that can safely be installed in a vehicle is 1300 mm. This will accommodate one wheelchair positioned centrally.
2. The rail must be fitted ensuring fasteners are fitted to the extreme end hole positions.

Note 2

1. For details of the space required within a vehicle for a wheelchair installation, reference should be made to the guidelines within the British or International standard ISO 10542-1 part 2, "Technical systems and aids for disabled or handicapped persons - Wheelchair Tiedown and Occupant Restraint Systems".

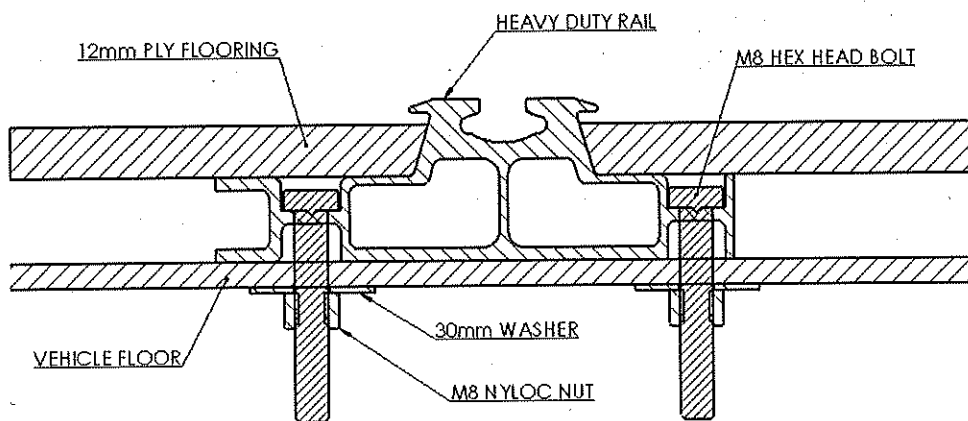
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1. Some vehicle layouts may have problems using Low Profile rail with pre-drilled countersunk holes due to under floor obstructions, such as box sections or angle brackets. In these situations where a hole is "missed", it is required to generate two new holes, one on either side of the original, with the maximum distance between them being 101 mm.
2. The original unused hole must finally be filled with a short self-tapping screw with a matching head.

Note 4

1. It is critical that the installed rail is flat along its length and correctly positioned relative to any other rail lengths fitted in the vehicle floor. Elements within a pattern of rails must also be parallel to one another. This is particularly important if fitting Unwin "Fixed Base Equipment" or manufacturing removable seats, to ensure they will fit universally along the rails.

Heavy Duty Rail



Available in 3.95 and 4.50 metre lengths, this rail profile can be installed with a maximum unsupported span of 600 mm under normal conditions.

Additional fasteners must be fitted at the ends of the rail, in particular at the rear end.

Fasteners to be used on installation

Bolts:- M8 steel, hexagon headed grade 8.8, plated, guide length 40 - 50 mm.

Nuts:- M8 steel, nyloc, grade 8, plated.

Washers:- M8 steel, plain, plated.

Torque settings:- 20 nm (15 lbs/ft).

Under Floor Reinforcement on Heavy Duty Rail.

Contact manufacturer for specific recommendations.

Seats

Where the intention is seats are easily moved within or removed from the vehicle the following will apply;

1. If seatbelts are attached to the seat and the vehicle is to be sold within the EU, the vehicle builder will invariably require evidence that the assembly meets the appropriate Directives.
2. The removable seat fixture must have been successfully tested and VCA witnessed to M1 loads applied to a single seat up to 33kg with three fixing bolts. Evidence that seats are M1 compliant must be provided by the operator.
3. Removable seat fixtures should **ONLY** be fitted and used in accordance to the manufacturer's instructions.

Check specific to Wheelchair Tie down Restraints & Wheelchair Passenger Restraints

1. International standard ISO 10542-1, "Technical systems and aids for disabled or handicapped persons - Wheelchair Tie-down and Occupant Restraint Systems" must be complied with.
2. Evidence of equipment being International standard ISO 10542-1 compliant must be visible on equipment. This is usually via a label woven into the equipment. If the operator is unable to supply this evidence the equipment will be rejected.
N.B. The use of only a pelvic belt as an occupant restraint is unlikely to provide adequate safety to a wheelchair user in the event of a frontal impact.

Inspection List

Tracking/Wheelchair securing fittings (Floor) (Minimum wheelchair space of 1200mm long by 700mm wide with an internal saloon head room height of 1400mm available for each wheelchair to be carried)

- i. Check for ISO 10542-1 or equivalent
- ii. Check correct fittings are being used
- iii. Check spacing for securing bolts
- iv. Check correct washers are being used
- v. Minimum wheelchair space of 1200mm long by 700mm wide
- vi. Check maximum distance between securing cups or length of tracing.
(minimum 1200mm)
- vii. If tracking being used,
 - check rails are parallel.
 - Check minimum width between rails (minimum acceptable 300mm)
 - Check track for cleanliness and usability

Solo Anchorage Systems or similar (Minimum wheelchair space of 1200mm long by 700mm wide with an internal saloon head room height of 1400mm available for each wheelchair to be carried)

- i. Complies with ISO10542 standard requirements
- ii. Correct bolts and spreader washers used
- iii. Minimum wheelchair space of 1200mm long by 700mm wide

Wheelchair Tie-down Restraints & Wheelchair Passenger Restraints

- i. Check for ISO 10542-1 or equivalent markings
- ii. Check for maximum capacity markings on Wheelchair Tie-down Restraints
- iii. ISO 10542-1 or equivalent markings only present, assume maximum capacity 85kg
- iv. If ISO 10542-1 or equivalent markings present and additional maximum capacity shown on official labelling make note of capacity, e.g. 120kg.
- v. Check the retractors by pulling out the webbing to ensure they are locking properly
- vi. Ensure the webbing is not cut, frayed, damaged or contaminated by polishes, oils or chemicals
- vii. Check that metal parts are not worn, broken or cracked
- viii. Check connector parts to ensure they are not cracked, broken or missing
- ix. Check that mounting hardware, such as bolts, nuts, etc. are secure
- x. Check floor anchorages for proper securement and operation
- xi. Check lap and shoulder belt webbing is not cut, frayed or damaged
- xii. Check buckles/carabiners for damage

Seating

- i. M1 Compliant seating being used in vehicles of 8 passenger seats or less
- ii. Seat back secure
- iii. Seat cushion secure
- iv. Seat legs attached to the vehicle in such a way that the load path will be transferred back into the vehicle
- v. Seat belt stalks operating correctly
- vi. Compliant bolts and spreaders used

Cant Rail (if used)

- i. Attached to a secure part of the bodywork
- ii. Correct bolts and spreaders used

Secure storage arrangements

Any equipment should be safely stowed when not in use. In particular it should:

- i. be removed from any tracking (if fitted); and
- ii. be secured so as to pose neither danger nor nuisance is likely to be caused to any person or property (in accordance with Construction and Use Regulation 100).

CONCLUSION

The above testing regime is intended to provide reassurance to elected members, drivers, vehicle users and residents of the Borough that all wheelchair accessible vehicles are subject to adequate and appropriate roadworthiness tests.

A. Glover

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LICENSING AND PUBLIC SAFETY COMMITTEE

PROCEDURE FOR ENSURING ROADWORTHINESS OF LICENSED VEHICLES

WHICH HAVE BEEN SUBJECT TO MODIFICATION

1) Introduction

South Ribble Borough Council has a responsibility to ensure that all vehicles operating as hackney carriage and private hire vehicles are fit for purpose. This is particularly important for vehicles which have been adapted, converted or modified to carry passengers who use wheelchairs or who have specialised needs.

South Ribble is home to one of the largest number of vehicles which have been self-converted from vans to carry wheelchair passengers. Whilst the current roadworthiness checks ensure that a vehicle is mechanically sound, they do not extend to checking that the modifications have been carried out to the required standard.

Typically the types of vehicles adapted or modified are:

- small vans (N1 vehicles); and
- minibus type vehicles (M2 vehicles) – although these could be classified as a standard M1 vehicle.

Further details on the relevant classifications are given below:

- M1** vehicles designed and constructed for the carriage of passengers comprising no more than eight seats in addition to the driver's seat
- M2** vehicles designed and constructed for the carriage of passengers comprising more than eight seats in addition to the driver's seat, and having a maximum mass not exceeding 5 tonnes
- N1** Vehicles designed and constructed for the carriage of goods and having a maximum mass not exceeding 3.5 tonnes

This policy will apply to **all** vehicles that have been converted, modified or adapted from the original manufacturer's specification since first registration and is intended to provide additional safeguards to ensure that the conversion, modification or adaptation has been completed to the required standard and remains in such state for the period that the vehicle is licensed by this Authority.

This policy will not apply to any vehicle including wheelchair accessible vehicles that are produced for licensing that have not been converted, modified or adapted since its initial registration.

Appendix 2

2) Standards for modified minibuses/PSV's

Vehicles which are described other than M1 on the V5 registration document must enable passengers seated behind the driver to have access to at least 2 doors (side or rear opening) without having to climb over or fold down any seats. Such vehicles must also satisfy the following:

- all retro-fitted seatbelts must meet MOT installation and condition standards;
- the passenger interior floor area must be of a flat, non-slip, non-trip surface. Where wheelchair tracking is fitted, the Council recommends the fitting of blanking strips;
- partitioned rear passenger compartments must be heated and capable of variable control. Such heaters must be linked accordingly to the main vehicle heating system and be capable of variable control. All exposed piping and wiring must be secure and adequately insulated. Water leaks are unacceptable;
- no interior surface within the passenger compartment shall contain sharp edges likely to cause injury;
- all interior trim must match and be fitted to a professional standard. Evidence of obvious work or modification should not be on view;
- all seating in the vehicle must be intact, in a safe condition and M1 compliant;
- all vehicles must be fitted with safety glass containing an approved marking to this effect. Any partition fitted with safety glazing (plastic) must be of a suitable material (e.g. shatter-proof);
- rear compartments entrance/exit areas must be adequately illuminated at floor and at higher levels. Such lighting must operate automatically when each rear passenger door is opened;
- all passenger doors must be capable of being restrained in the open position;
- each rear passenger door aperture must contain at least one grab handle to assist passengers while entering/exiting the vehicle. Each handle must be securely fixed using a substantial mounting such as machine screws that are capable of holding a reasonable force;
- each rear passenger compartment must contain at least two opening windows that can be opened from the interior for ventilation purposes; and
- the maximum height from the road surface to the passenger floor should be 250mm for the first step and 300mm for any subsequent step. Vehicles exceeding this figure must have some form of step incorporated into the bodywork (this may be of a retracting or folding type).

Additional requirements for wheelchair accessible vehicles:

- where the vehicle is fitted with a tail lift, a "LOLER" certificate must be obtained prior to the vehicle inspection;
- the rear compartment entrance/exit doors must be of a suitable size to allow access for a wheelchair;
- where passengers or the seating arrangement for passengers are rear-facing, an adequate turning circle within the vehicle is needed;
- the vehicle must be capable of adequately securing a wheelchair to the vehicle floor using a suitable type of restraint;
- appropriate wheelchair restraint(s) must accompany the vehicle when it is presented for test;
- wheelchair ramps must be capable of being securely fixed to the vehicle during use. They must be of a type and length allowing safe and easy use by the person loading the wheelchair;
- wheelchair ramps must be safely and securely stored in a suitable area of the vehicle when they are not in use; and

Appendix 2

- seatbelts must be fitted to restrain wheelchair occupants. A single seatbelt must not be used to restrain both the wheelchair and occupant.

3) Vehicle Certification

Within Europe two systems of type approval have been in existence for over 20 years. The first is based on European Regulations and Directives providing approval for whole vehicles, vehicle systems and components. The second is based on United Nations Regulations dealing with systems and components but not whole vehicles. "Type approval" is the process of ensuring that production of new vehicles, their systems and components have been designed and constructed to meet agreed standards of safety, security and environmental protection.

There are a number of vehicle certifications:

1. European Community Whole Vehicle Type Approval (ECWVTA)
2. European Small Series Type Approval for cars (ECSSTA)
3. National Small Series Type Approval (NSSTA)
4. Individual Vehicle Approval (IVA)

4) Requirements for initial licence application

With effect from xxxx2019 , the owners of vehicles of categories M1,M2 or N1 which have been converted, adapted or modified from the original manufactures specification (whether undertaken by the vehicle licence holder or a third party),and which have not previously been licensed as a hackney carriage or private hire vehicle by South Ribble Borough Council will be required to undergo a test and inspection by Lancashire County Council or South Ribble Borough Councils Depot. The test shall be arranged by the Licence holder who will pay any fees levied by LCC or SRBC. Once a certificate or clearance has been made by LCC or SRBC the Licence Holder will submit a copy of the certificate with the Licence Authority

If the vehicle is installed with any sort of lifting equipment the Licence Holder will ensure the equipment is serviced and certificated in accordance with the LOLER Regulations. A copy of this certificate will be lodged with the Licensing Authority at intervals specified by the testing regime relating to the relevant equipment.

If after first examination a vehicle is substantially varied or altered it shall be subject to an additional test by LCC.

Substantially altered or varied will include;

1. A change or alteration to the tracking lay out (extended or reduced)
2. Additional seats or seat belt mounts installed outside of existing tracking.

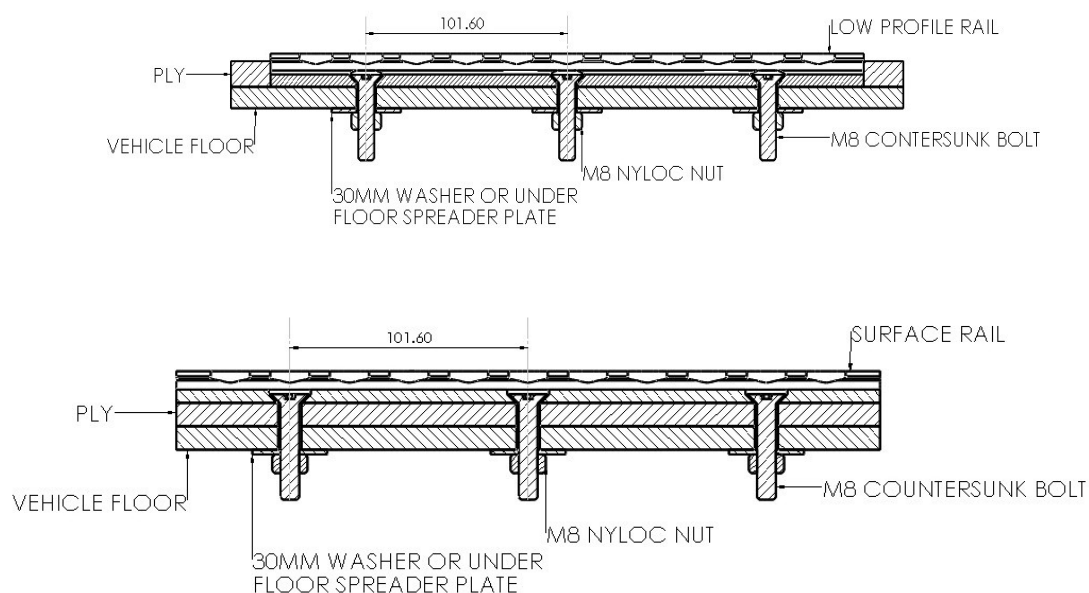
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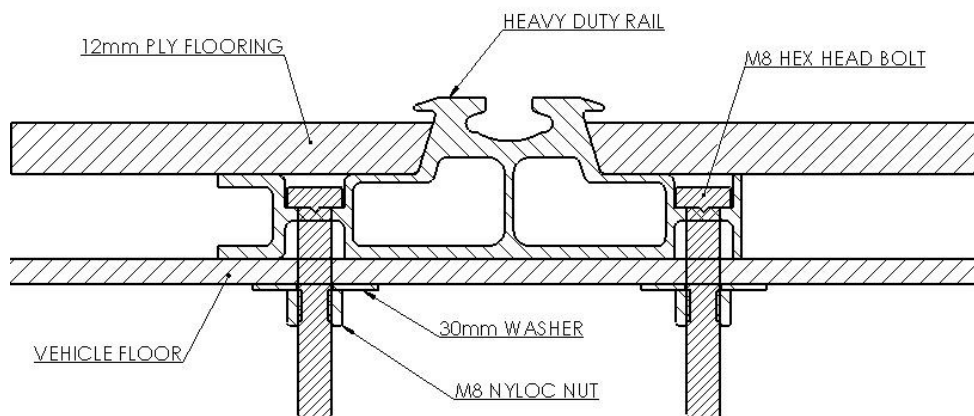
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**Department
for Business
Innovation & Skills**

**Better
Regulation
Delivery Office**

Regulators' Code

April 2014

Regulators' Code

Foreword



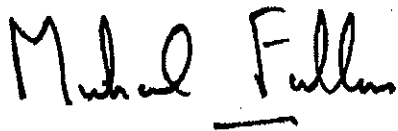
In the Autumn Statement 2012 Government announced that it would introduce a package of measures to improve the way regulation is delivered at the frontline such as the Focus on Enforcement review of appeals, the proposed Growth Duty for non-economic regulators and the Accountability for Regulator Impact measure.

This Government is committed to reducing regulatory burdens and supporting compliant business growth through the development of an open and constructive relationship between regulators and those they regulate. The Regulators' Code provides a flexible, principles based framework for regulatory delivery that supports and enables regulators to design their service and enforcement policies in a manner that best suits the needs of businesses and other regulated entities.

Our expectation is that by clarifying the provisions contained in the previous Regulators' Compliance Code, in a shorter and accessible format, regulators and those they regulate will have a clear understanding of the services that can be expected and will feel able to challenge if these are not being fulfilled.

Regulators within scope of the Regulators' Code are diverse but they share a common primary purpose – to regulate for the protection of the vulnerable, the environment, social or other objective. This Code does not detract from these core purposes but seeks to promote proportionate, consistent and targeted regulatory activity through the development of transparent and effective dialogue and understanding between regulators and those they regulate.

I believe the Regulators' Code will support a positive shift in how regulation is delivered by setting clear expectations and promising open dialogue. Ultimately this will give businesses greater confidence to invest and grow.

A handwritten signature in black ink that reads "Michael Fallon". The signature is written in a cursive style with a horizontal line underneath the name.

Michael Fallon
Minister of State for Business and Enterprise
Department for Business, Innovation and Skills

Regulators' Code

This Code was laid before Parliament in accordance with section 23 of the Legislative and Regulatory Reform Act 2006 ("the Act"). Regulators whose functions are specified by order under section 24(2) of the Act **must** have regard to the Code when developing policies and operational procedures that guide their regulatory activities. Regulators must equally have regard to the Code when setting standards or giving guidance which will guide the regulatory activities of other regulators. If a regulator concludes, on the basis of material evidence, that a specific provision of the Code is either not applicable or is outweighed by another relevant consideration, the regulator is not bound to follow that provision, but should record that decision and the reasons for it.

1. Regulators should carry out their activities in a way that supports those they regulate to comply and grow

1.1 Regulators should avoid imposing unnecessary regulatory burdens through their regulatory activities¹ and should assess whether similar social, environmental and economic outcomes could be achieved by less burdensome means. Regulators should choose proportionate approaches to those they regulate, based on relevant factors including, for example, business size and capacity.

1.2 When designing and reviewing policies, operational procedures and practices, regulators should consider how they might support or enable economic growth for compliant businesses and other regulated entities², for example, by considering how they can best:

- understand and minimise negative economic impacts of their regulatory activities;
- minimising the costs of compliance for those they regulate;
- improve confidence in compliance for those they regulate, by providing greater certainty; and
- encourage and promote compliance.

1.3 Regulators should ensure that their officers have the necessary knowledge and skills to support those they regulate, including having an understanding of those they regulate that enables them to choose proportionate and effective approaches.

1.4 Regulators should ensure that their officers understand the statutory principles of good regulation³ and of this Code, and how the regulator delivers its activities in accordance with them.

2. Regulators should provide simple and straightforward ways to engage with those they regulate and hear their views

2.1 Regulators should have mechanisms in place to engage those they regulate, citizens and others to offer views and contribute to the development of their policies and service standards. Before changing policies, practices or service standards, regulators should consider the impact on business and engage with business representatives.

¹ The term 'regulatory activities' refers to the whole range of regulatory options and interventions available to regulators.

² The terms 'business or businesses' is used throughout this document to refer to businesses and other regulated entities.

³ The statutory principles of good regulation can be viewed in Part 2 (21) on page 12: http://www.legislation.gov.uk/ukpga/2006/51/pdfs/ukpga_20060051_en.pdf.

Regulators' Code

- 2.2 In responding to non-compliance that they identify, regulators should clearly explain what the non-compliant item or activity is, the advice being given, actions required or decisions taken, and the reasons for these. Regulators should provide an opportunity for dialogue in relation to the advice, requirements or decisions, with a view to ensuring that they are acting in a way that is proportionate and consistent.

This paragraph does not apply where the regulator can demonstrate that immediate enforcement action is required to prevent or respond to a serious breach or where providing such an opportunity would be likely to defeat the purpose of the proposed enforcement action.

- 2.3 Regulators should provide an impartial and clearly explained route to appeal against a regulatory decision or a failure to act in accordance with this Code. Individual officers of the regulator who took the decision or action against which the appeal is being made should not be involved in considering the appeal. This route to appeal should be publicised to those who are regulated.
- 2.4 Regulators should provide a timely explanation in writing of any right to representation or right to appeal. This explanation should be in plain language and include practical information on the process involved.
- 2.5 Regulators should make available to those they regulate, clearly explained complaints procedures, allowing them to easily make a complaint about the conduct of the regulator.
- 2.6 Regulators should have a range of mechanisms to enable and regularly invite, receive and take on board customer feedback, including, for example, through customer satisfaction surveys of those they regulate⁴.

3. Regulators should base their regulatory activities on risk

- 3.1 Regulators should take an evidence based approach to determining the priority risks in their area of responsibility, and should allocate resources where they would be most effective in addressing those priority risks.
- 3.2 Regulators should consider risk at every stage of their decision-making processes, including choosing the most appropriate type of intervention or way of working with those regulated; targeting checks on compliance; and when taking enforcement action.
- 3.3 Regulators designing a risk assessment framework⁵, for their own use or for use by others, should have mechanisms in place to consult on the design with those affected, and to review it regularly.
- 3.4 Regulators, in making their assessment of risk, should recognise the compliance record of those they regulate, including using earned recognition approaches and should consider all available and relevant data on compliance, including evidence of relevant external verification.
- 3.5 Regulators should review the effectiveness of their chosen regulatory activities in delivering the desired outcomes and make any necessary adjustments accordingly.

⁴ The Government will discuss with national regulators a common approach to surveys to support benchmarking of their performance.

⁵ The term 'risk assessment framework' encompasses any model, scheme, methodology or risk rating approach that is used to inform risk-based targeting of regulatory activities in relation to individual businesses or other regulated entities.

Regulators' Code

- 4. Regulators should share information about compliance and risk**
 - 4.1 Regulators should collectively follow the principle of "collect once, use many times" when requesting information from those they regulate.
 - 4.2 When the law allows, regulators should agree secure mechanisms to share information with each other about businesses and other bodies they regulate, to help target resources and activities and minimise duplication.
- 5. Regulators should ensure clear information, guidance and advice is available to help those they regulate meet their responsibilities to comply**
 - 5.1 Regulators should provide advice and guidance that is focused on assisting those they regulate to understand and meet their responsibilities. When providing advice and guidance, legal requirements should be distinguished from suggested good practice and the impact of the advice or guidance should be considered so that it does not impose unnecessary burdens in itself.
 - 5.2 Regulators should publish guidance, and information in a clear, accessible, concise format, using media appropriate to the target audience and written in plain language for the audience.
 - 5.3 Regulators should have mechanisms in place to consult those they regulate in relation to the guidance they produce to ensure that it meets their needs.
 - 5.4 Regulators should seek to create an environment in which those they regulate have confidence in the advice they receive and feel able to seek advice without fear of triggering enforcement action.
 - 5.5 In responding to requests for advice, a regulator's primary concerns should be to provide the advice necessary to support compliance, and to ensure that the advice can be relied on.
 - 5.6 Regulators should have mechanisms to work collaboratively to assist those regulated by more than one regulator. Regulators should consider advice provided by other regulators and, where there is disagreement about the advice provided, this should be discussed with the other regulator to reach agreement.
- 6. Regulators should ensure that their approach to their regulatory activities is transparent**
 - 6.1 Regulators should publish a set of clear service standards, setting out what those they regulate should expect from them.
 - 6.2 Regulators' published service standards should include clear information on:
 - a) how they communicate with those they regulate and how they can be contacted;
 - b) their approach to providing information, guidance and advice;
 - c) their approach to checks on compliance⁶, including details of the risk assessment framework used to target those checks as well as protocols for their conduct, clearly setting out what those they regulate should expect;

⁶ Including inspections, audit, monitoring and sampling visits, and test purchases.

Regulators' Code

- d) their enforcement policy, explaining how they respond to non-compliance;
 - e) their fees and charges, if any. This information should clearly explain the basis on which these are calculated, and should include an explanation of whether compliance will affect fees and charges; and
 - f) how to comment or complain about the service provided and routes to appeal.
- 6.3 Information published to meet the provisions of this Code should be easily accessible, including being available at a single point⁷ on the regulator's website that is clearly signposted, and it should be kept up to date.
- 6.4 Regulators should have mechanisms in place to ensure that their officers act in accordance with their published service standards, including their enforcement policy.
- 6.5 Regulators should publish, on a regular basis, details of their performance against their service standards, including feedback received from those they regulate, such as customer satisfaction surveys, and data relating to complaints about them and appeals against their decisions.

⁷ This requirement may be satisfied by providing a single web page that includes links to information published elsewhere.

Regulators' Code

Monitoring the effectiveness of the Regulators' Code

The Government is committed to making sure the Regulators' Code is effective. To make sure that the Code is being used effectively, we want businesses, regulated bodies and citizens to challenge regulators who they believe are not acting in accordance with their published policies and standards. It is in the wider public interest that regulators are transparent and proportionate in their approaches to regulation.

The Government will monitor published policies and standards of regulators subject to the Regulators' Code, and will challenge regulators where there is evidence that policies and standards are not in line with the Code or are not followed.

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URN: BRDO/14/705

Marshall, Mark

From: Abbotts, Justin
Sent: 29 October 2019 08:59
To: Marshall, Mark
Subject: FW: Modified Vehicles

Justin Abbotts

Licensing Officer

South Ribble Borough Council

T: 01772 625460

A: Civic Centre, West Paddock, Leyland, PR25 1DH

W: www.southribble.gov.uk



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From: Eglin, David [mailto:DEglin@lancaster.gov.uk]
Sent: 11 October 2019 12:44
To: Abbotts, Justin <jabbotts@southribble.gov.uk>
Subject: RE: Modified Vehicles

Hello Justin

We do not have information regarding which licensed vehicles have been awarded school contracts by the County Council who presumably have their own specific criteria.

The DVSA may be able to offer advice with regard to the issue of wheelchair lifts negating an IVA approval.

Thanks

David Eglin
Licensing & Enforcement Officer

From: Abbotts, Justin <jabbotts@southribble.gov.uk>
Sent: 11 October 2019 11:41
To: Eglin, David <DEglin@lancaster.gov.uk>
Subject: RE: Modified Vehicles

Dear David,

We spoke earlier this week regarding modified vehicle testing, as part of the ongoing policy review some deficiencies have been highlighted with the IVA system in that certain apparatus such as mechanical lifts (wheel chair lifts) cannot be tested as it would fail due to sharp edges, however if the lift is removed the vehicle can be tested and issued with an IVA. This for me somehow defeats the object of the exercise as the vehicle should be tested with all fixtures and equipment that the driver intends to use once operational.

Have you come across this issue before ?

How many modified vehicles do you have on the fleet ?

Are they engaged in school contract work ?

If so how many ?

Does the awarding body for school contracts have their own testing/inspection criteria before issuing the contract.

Many thanks in advance.

Regards,

Justin Abbotts

Licensing Officer

South Ribble Borough Council

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W: www.southribble.gov.uk



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From: Eglin, David [<mailto:DEglin@lancaster.gov.uk>]

Sent: 07 October 2019 09:32

To: Abbotts, Justin <jabbotts@southribble.gov.uk>

Subject: RE: Modified Vehicles

Good Morning Justin

Yes, we have requested individual Vehicle Approval certificates following modifications.

Vehicles are then subject to the regular annual, 6 month or 4 month tests at the Council's Vehicle Maintenance Unit dependent upon their age.

Many Thanks

David Eglin

Licensing & Enforcement Officer

From: Abbotts, Justin <jabbotts@southribble.gov.uk>

Sent: 04 October 2019 15:33

To: Eglin, David <DEglin@lancaster.gov.uk>

Subject: Modified Vehicles

Hi Dave,

Appendix 4

Would you please be able to let us know how you deal modified vehicle's at Lancaster, do you request IVA's.

Do you have a year on year assessment for these type of vehicles or are they tested the same any other vehicle.

Kind regards,

Justin.

Justin Abbotts

Licensing Officer

South Ribble Borough Council

T: 01772 625460

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Appendix 5

Appendix 1 – summary of consultation responses as presented to General Licensing Committee in October 2017

Source:	Date:	Issue:	Council response
Driver 1	17.8.17	Not like the thought of just 1 testing station for this it creates an unfair competition which forces prices up.	Noted
Driver 2	24.8.17	Would prefer testing at SRBC approved garage rather than by LCC – would keep cost down and employment local	Noted
LCC	25.8.17	Draft suggests that maximum height of step should be 420mm for first step and 300 mm for subsequent ones, whereas LCC criteria for school work are 250mm for first step and 300mm for subsequent ones	Noted
Manufacturer 1	30.8.17	<p><u>Inspections to ensure converted vehicles have been correctly and safety modified:</u></p> <p>Feels that further consultation is required with all interested parties before a meaningful revision to a policy for wheelchair accessible vehicles can be adopted</p> <p>Current testing regime by LCC ensures vehicles are inspected to VOSA standards and include ensuring tracking and seats are correctly fitted</p> <p>Current testing undertaken by the appointed testing stations also ensure correct fitting and use of seats and seatbelt during a class 5 test</p>	All noted

Seating compliance is impossible to demonstrate for older vehicles already licensed as many seat certificates are unavailable from manufacturers due to age

Standards for modified minibuses/psv's

All drivers have been trained in wheelchair use by LCC compliance officer

Passenger seats have the same trim wherever possible but due to operational needs matching seats are not always possible. This is not a safety issue and these type of vehicles aren't front line taxis that service the general public directly

Floor height at 420mm incorrect

Minimum rail length incorrect or wrongly worded

Turning circle of a wheelchair within the vehicle doesn't seem to have any relevance.

Testing going forward

IVA's booking are not easily available in the local area. I understand that FMU may have capacity issues if they were to undertake all of the ongoing road worthiness testing.

We propose FMU undertake a 1st use inspection instead of an

Appendix 5

		<p>IVA using the amended Appendix one details to tests to be undertaken on modified vehicles. The current appendix has some errors that would need to be amended before it is to be used</p> <p>Opposed to testing solely by LCC - ongoing testing to be undertaken by authorised garages using established taxi test regime along with an amended appendix one.</p> <p>This is only a brief response due to current time constraints and I feel a great deal more of further consultation is required before things can move forward. I am happy to work with SRBC to this end.</p>	
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REPORT TO	ON
Licensing and Public Safety Committee	12 November 2019



TITLE	REPORT OF
Taxi and Private Hire Age Policy Review	Interim Monitoring Officer

Is this report confidential?	No
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PURPOSE OF THE REPORT

1. To consider the current age policy and how the current fleet profile impacts on air quality

RECOMMENDATIONS

2. To consider the evidence submitted within the report and agree to consult on changes if required.

CORPORATE OUTCOMES

3. The report relates to the following corporate priorities: *(tick all those applicable)*:

Excellence, Investment and Financial Sustainability	
Health, Wellbeing and Safety	
Place, Homes and Environment	X

Projects relating to People in the Corporate Plan:

Our People and Communities	
----------------------------	--

BACKGROUND TO THE REPORT

4. The current age policy for taxis and private hire vehicles was considered by the Committee in September 2018, the determination that followed was to leave the policy unchanged. Prior to the matter being discussed the initial proposal was to relax the age policy for saloon vehicles to bring it in line with Wheel Chair Accessible Vehicles (WAV). The consultation saw 9 formal responses received, 8 of which were in favour of relaxing the policy to create uniformity and fairness.
5. Before the matter was heard by the Committee, the Environmental Health Department raised air quality concerns and suggested that if any changes to age policy were to be considered they should be tightened rather than relaxed, in essence they recommended bringing the age policy down to 4 years as a maximum for new entry vehicles and 8 years old as a

maximum shelf life. The current policy is 4 years as a maximum for new saloons with a shelf life of 8 years and 6 years for new WAV with a shelf life of 12.

The report from September 2018 is found as **Background Document 1**- [Follow hyperlink https://southribble.moderngov.co.uk/documents/s11293/Proposed%20Changes%20to%20Vehicle%20Age%20Policy.pdf](https://southribble.moderngov.co.uk/documents/s11293/Proposed%20Changes%20to%20Vehicle%20Age%20Policy.pdf)

6. A commitment was made in the 2019/2020 Licensing work plan to revisit the age policy with particular emphasis on vehicle emissions.
7. In the last 12 months air pollution has become an emerging issue both globally and nationally, the regional picture has also been subject to plans and discussion particularly in relation to taxi and private hire licensing. There is a call for Lancashire Authorities to harmonise taxi licensing policy, the age policy suggested is a 5 year entry limit for new vehicles and a 10 year shelf life. A copy of the briefing note sent out to Lancashire Authorities is attached as **Appendix 1**.
8. South Ribble's taxi fleet consists of 231 vehicles, with an approximate split of 50% Hackney Carriages and 50% private hire vehicles, approximately 70 of the private hire vehicles are dedicated to special needs transport and are not available for private hire in the conventional sense. This distinction is important to understand when assessing the impact that a reduction in the age policy could have and the general exemptions or sunset periods that are being applied nationally to Disabled Transport Vehicles.
9. The starting point is to understand the point at which emissions levels become problematic, areas in the country have begun to implement Clean Air Zones some of these areas are known as charging zones whilst other do not apply a charge.
10. A simplistic model for applying changes to vehicles has been the Euro 6 diesel and the Euro 4 petrol model, however a more sophisticated model is to adopt the EU Emission standards, which for passenger cars is 130g/km of CO₂ and 175g/km for light commercial vehicles. These standards are EU regulations that manufacturers must achieve, for additional information on how and when the regulations were set see **Background Document 2** - https://theicct.org/sites/default/files/publications/ICCTupdate_EU-95gram_jan2014.pdf
11. The taxi and private hire vehicle fleet has been researched to see how many of our taxis and private hires achieve compliance with these statistics.
12. The Hackney Carriage fleet consists of 115 vehicle records saved on our system, the data for each vehicle record is contained in **Appendix 2**. 16 vehicles do not meet the EU standards for emissions but out of the 16, 11 are wheel chair accessible vehicles (WAV). Out of the remaining 5 vehicles 2 have been recently changed to new compliant vehicles and the remaining 3 will drop off the fleet in the next 12 months due to their age (under the current age policy)
13. The data demonstrates that the Hackney Carriage fleet is largely compliant and the current age policy in place is having a positive effect on the emission levels.
14. The private hire fleet has very different results but if WAV's are to be distinguished then the overall residue of non-compliant vehicle is very low. There are 141 Private Hire vehicle records saved on our system, the data for each vehicle is contained in **Appendix 3**.73

vehicles do not meet the EU standards for emissions but out of these, 66 are WAV. Out of the remaining 7 vehicles 3 have expired and are no longer licensed, which leaves a total of 4 which again will drop off the fleet within 18 months due to their age (under the current age policy).

15. The research completed leads to a very clear outcome, which is a reduction in the age policy will hit WAV's very heavily and there has been a definite trend nationally to allowing sunset periods for WAV's . The charging zone in London has delayed any charges being applied to wheel chair accessible vehicles until 2025 but the Governments Clean Air Zone Framework creates an exemption for vehicles within the disabled passenger vehicle tax class. This document is attached as **Appendix 4** and the relevant paragraph is 3.9.3. Follow link:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/612592/clean-air-zone-framework.pdf
16. Wallbank's account for 67 vehicle records, not all fail the emissions target but all are registered as disabled passenger vehicles.
17. The Clean Air Framework exemption in paragraph 3.9.3 is specifically for Clean Air Zones that apply a charge it does not hinder a Local Authority applying age policies on taxis nor does it suggest such vehicles should be exempt but it is helpful to understand where exactly a reduction in the age policy would bite and also the attitude of Government with regards to offering flexibility or time to comply to certain categories of vehicles.

PROPOSALS (e.g. RATIONALE, DETAIL, FINANCIAL, PROCUREMENT)

18. The proposal is to review the effectiveness of the current age policy relating to taxis and private hire vehicles paying particular attention to the effect it has on air quality. The options available are;
19. Option 1 would be to leave the policy unchanged, the evidence and research demonstrates that the fleet is largely compliant save for WAV's, if members consider it appropriate to distinguish WAV's then there would seem little justification for a policy change at this stage. No further consultation would be required but it may be appropriate to set a review date which would should be between 2 and 3 years.
20. Option 2 would be to align the age policy to 6 years old for new vehicles with a maximum shelf life of 12 years, this proposal was initially brought forward by a working group conceived in 2017, see **Background Document 3**:
[https://southribble.moderngov.co.uk/documents/s11347/WorkingGroupminutesFebruary2018.doc.pdf?LO\\$=1](https://southribble.moderngov.co.uk/documents/s11347/WorkingGroupminutesFebruary2018.doc.pdf?LO$=1)
21. The proposal was rejected in late 2018 with Air Quality implications being raised as a concern. On the basis that the impact of air quality issues with regards to the existing taxi and private hire fleet are now better understood, this proposal would require a change of policy with a formal consultation exercise to be undertaken.
22. Option 3 would be to align the age policy to 4 years old for new vehicles with a maximum shelf life of 8 years. This proposal was in considered in 2018 but rejected. This is a policy change and would require a formal consultation exercise.

23. Option 4 would be to adopt the proposal suggested in the “note to chief executives” which reads; *newly licensed vehicles to be a maximum 5 years of age when first licensed. Policy to apply from 2020. (this is the minimum policy requirement - a tighter standard can be adopted if LA considers appropriate/in line with existing rules).* The current policy for saloon vehicles in South Ribble is more robust than this proposal however this proposal would target the older WAV’s which have a shelf life of 12 years. This is a policy change and would require a formal consultation.
24. Option 5 would be to leave the age policy unchanged but add a requirement to retro fit emission reduction technology to non-compliant vehicles. This will require defining “compliance” (what level of g/kg CO2 is acceptable) and a lead in period for non-compliant vehicles to achieve the appropriate standard. This will require a policy change and consultation exercise.
25. The Options above are not an exhaustive list and members have the discretion to decide on any combination of the examples. The data used to create the evidence base is reliable but there is a discrepancy with the number of records checked and the number of licences in place. 256 records have been checked but we only have 231 valid licences. The additional records include replacement vehicles that have been put on when accidents occur but may no longer be licensed with us as they are back with the insurance companies /vehicle providers. We do not remove them off the system immediately as data retention requires us to keep them for at least 6 years. Cross referencing has been done on vehicles that do not meet the emissions standard to establish if they are still on the fleet and this fact should be apparent in both the narrative of the report and the appendices where the vehicle data is listed. Alignment of the vehicle records and the licences granted has not been possible due to the data being stored on 2 different data bases which do not integrate.

CONSULTATION CARRIED OUT AND OUTCOME OF CONSULTATION

26. None.

FINANCIAL IMPLICATIONS

27. See comments of Statutory Finance Officer below.

LEGAL IMPLICATIONS

28. Please see comments of Monitoring Officer below.

AIR QUALITY IMPLICATIONS

29. 1. In December 2016 the Council formally adopted the ‘South Ribble Air Quality Action Plan’ this document was, produced as part of the Council’s legal obligations under Air Quality and identified a number of action measures that the authority would undertake to improve, maintain and protection the level of Air Quality throughout the borough.

30. These measures included:-

- A. To encourage the uptake of low Emission vehicles
- B. Reduce the age limit of taxis within the borough

31. In addition, in July 2019 the Council declared a Climate Emergency with a view to reducing the Carbon Dioxide (CO2) emissions of the borough to zero by 2030 through off-setting and prevention of emissions.
32. The council have further identified the issues of air quality and CO2 emissions within the recently published Corporate Plan, with a commitment to improving health and wellbeing of our residents and to enhancing the environment. A specific priority on Air Quality is identified within the plan.
33. Of the proposed options within this report, options 1, 2, 4 & 5 move away from the above commitments and allow for an increased level of pollution over the coming years. Only option 3, which aligns the age requirements of all vehicles to the more stringent level current imposed on saloon vehicles is appropriate and in line with the Council's commitments.
34. However, it is considered that a more reasonable and beneficial option would be to abandon the age policy and move away from maximum age limits and towards an emissions based policy, staggered over a number of years to ensure that ultimately low emission vehicles alone would be allowed on to the fleet by 2025.

COMMENTS OF THE STATUTORY FINANCE OFFICER

35. This review of the Council's age policy for taxis and private hire vehicles has no budgetary implications.

COMMENTS OF THE MONITORING OFFICER

36. This is an issue that has previously been debated by Committee and at full Council. This was the in the context of the growing concerns that we all have about air quality in general. As ever whatever we do must have a clear rationale for it. If we do decide to change our existing policy in any way then we need to go through an appropriate consultation exercise. A report would then be brought back to Committee. The final decision on any change to policy would rest with Full Council.

OTHER IMPLICATIONS:

► HR & Organisational Development	<i>There are no implications here</i>
► ICT / Technology	<i>There are no implications here</i>
► Property & Asset Management	<i>There are no implications here</i>
► Risk	<i>On the one hand any change of policy carries with it the risk of legal challenge. On the other hand we are all aware of the risks of damage to air quality and we have to mindful of this.</i>
► Equality & Diversity	<i>There are no implications here</i>

--	--

BACKGROUND DOCUMENTS

Document 1- Age Policy Report from September 2018

<https://southribble.moderngov.co.uk/documents/s11293/Proposed%20Changes%20to%20Vehicle%20Age%20Policy.pdf>

Document 2 - Emission Standards for Passenger Cars and Light Commercial vehicles

https://theicct.org/sites/default/files/publications/ICCTupdate_EU-95gram_jan2014.pdf

Document 3 - Minutes from Age Policy working group

<https://southribble.moderngov.co.uk/documents/s11346/WorkingGroupminutesFebruary2018.doc.pdf>

APPENDICES

Appendix 1 - Note to Chief Executives

Appendix 2 - Hackney Carriage Emissions Data

Appendix 3 - Private Hire Emissions Data

Appendix 4 - Clean Air Zone Framework

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/612592/clean-air-zone-framework.pdf

LT Member's Name: Dave Whelan
Job Title :Interim Monitoring Officer

Report Author:	Telephone:	Date:
Mark Marshall, Head of Licensing	01772 625401	25 th October 2019

REPORT TO	ON
Licensing and Public Safety Committee	12 November 2019



TITLE	REPORT OF
Wheelchair Accessibility Hackney Carriage Licences	Interim Monitoring Officer

Is this report confidential?	No
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PURPOSE OF THE REPORT

1. To advise members on the current Wheelchair Accessible Vehicle (WAV) fleet profile, assess the potential air quality implications relating to the current policy and review the current policy on granting new hackney carriage licences to WAV only.

RECOMMENDATIONS

2. To consider a change to the existing policy on granting new Hackney Carriage Vehicle Licences to Wheelchair Accessible Vehicles Only and other related ancillary changes to policy (as referred to in the report)
3. Agree that the licensing section undertake a consultation exercise with relevant stakeholders on the proposed changes to policy.
4. Agree to receive a report on the consultation response at a future meeting.

CORPORATE OUTCOMES

- 5 The report relates to the following corporate priorities: *(tick all those applicable)*:

Excellence, Investment and Financial Sustainability	x
Health, Wellbeing and Safety	
Place, Homes and Environment	x

Projects relating to People in the Corporate Plan:

Our People and Communities	
----------------------------	--

BACKGROUND TO THE REPORT

6. The current policy on the grant of new Hackney Carriage Vehicle licences is found at paragraph 6.10 of the Hackney Carriage and Private Hire Vehicle Policy which states;

“The Council will only accept applications for a New Hackney Carriage Vehicle Licence for vehicles which meet the age criteria and are wheelchair accessible. There is no restriction on whether accessibility is via rear or side loading doors.

Hackney Carriage Proprietors in possession of a current Hackney Carriage Vehicle Licence that was issued to them before the 21st October 2014 (GLC minute 2014/20) may apply to replace their vehicle with either a wheelchair accessible vehicle or a non-wheelchair accessible vehicle.

All other Hackney Carriage proprietors may only replace their vehicle with a wheelchair accessible vehicle.

The decision will be reviewed in 2019, when the Council will consider whether there is still a balance of vehicles for all taxi users, and thus if the authority is complying with its equality duty.

Proprietors of vehicles which have been converted from the manufacturer’s original specification, to a wheelchair accessible vehicle, must comply with the SRBC policy on modified vehicles which will be made available separately.”

- 7...In order to keep the data analysis consistent, the records examined have been the same data used in the vehicle age policy report. We hold 256 vehicle records, 115 hackney carriage and 141 private hire although the amount of licensed vehicles is actually less at 231.
8. The number of WAV in the hackney records is 34 which represents 29.5%
9. The number of WAV in the private hire records is 78 which represents 55.3%
10. The total WAV availability across the 2 fleets is 112 which represents 43%.
11. Two things can be determined with the current Hackney Carriage data, these are we are in a good position with regards to the overall number of WAV however, the WAV’s tend to be higher polluting than salon vehicles.
12. A further disparity in policy exists between the types of vehicles we allow to stay on to the age of 12 years. In the hackney carriage fleet, we specify WAV and give an example of “Peugeot E7, Euro taxi or other wheelchair accessible vehicle” whereas the Private Hire fleet seems to have more latitude by stating “larger MPV’s, minibuses and other wheelchair accessible vehicles.” The difference in definition has created a loophole that means there are numerous MPV’s which are not WAV on the private hire fleet, these are obviously more polluting and do not necessarily offer a valuable service in the same that WAV would do.
- 13 Whilst this area of policy does not impact directly on the grant of a new hackney carriage licence it creates uniformity and fairness across the two sectors to close the loop hole that is currently seeing higher polluting vehicles such as MPV come on to the fleet at the older age of 6 and stay on till 12. An MPV does not offer disabled access in the same way a WAV does so it is arguable that there is no benefit to transport users other than they can carry more people on one trip.

PROPOSALS (e.g. RATIONALE, DETAIL, FINANCIAL, PROCUREMENT)

14. The proposal is to adopt a change in policy with regards to new Hackney Carriage Vehicles which seeks to move towards the Lancashire Region preferred option which is found in the table in **Appendix 1** attached. This policy moves us to a position of issuing new Hackney Carriage Licences to fully electric wheel chair accessible vehicles only.
15. Any Hackney Carriage vehicle granted a licence after 2014 can only use a WAV so the likely reduction of the overall WAV numbers is likely to be minimal as “ post 2014 licence holders “ have no choice but to replace any vehicle they use with a WAV
16. The policy safeguards both air quality and the availability of Hackney Carriage WAV's.
In order to incentivise the trade to come forward with modern non-polluting WAV vehicles it is proposed to have no licensing fees attached to any such application for a period of 2 years.
17. There could be some financial implications as a consequence of offering concessions on licensing fees; 1 vehicle licence will generate £230 per year but the take up of such offer is likely to be very low in the short term due to the expense of a suitable vehicle (55k), and the limited infrastructure locally and regionally. These factors could change in time so this area of policy with regards to fees will need to be monitored closely to ensure that the licensing authority maintain as much as possible cost neutrality
18. There is no proposed change to the current Grandfather rights provision that exists to licences held prior to 2014.
19. To align the wording in the policy to not allow older more polluting vehicles where they do not offer an ancillary benefit ie WAV, the adoption of the wording in paragraph 6.9 of “the policy” should be in place for both hackney carriages and private hire vehicles. Members should note that the wording below may need to be slightly tweaked in the light of what they decide on the Age policy (elsewhere on the agenda).

The policy should read;

Vehicle Age Limits The Council operates an age policy in respect of licensed vehicles and since its introduction, the travelling public of South Ribble have benefitted from more reliable vehicles which are fitted with better safety features and are more environmentally friendly. The Council will where appropriate, issue Hackney Carriage Licences to vehicles which:

a)Are no older than 4 years, when first presented for licensing

b)In respect of purpose built taxis (i.e. Peugeot E7, Euro taxi) or other wheelchair accessible vehicles are no older than 6 years, when first presented for licensing

Vehicles in (a) above, which have been continuously licenced by South Ribble, will no longer be eligible for renewal once they are 8 years old.

Vehicles in (b) above, which have been continuously licenced by South Ribble, will no longer be eligible for renewal once they are 12 years old

In order to ensure that the Council does not fetter its discretion, a vehicle proprietor retains the right to apply to licence a vehicle which falls outside the Council's age criteria. All such

applications will be referred to the next scheduled General Licensing Committee for consideration. The Committee will take into account factors including, but not restricted to:

- *The make and model of the vehicle*
- *The exceptional condition of the vehicle, including the bodywork and interior passenger accommodation*
 - *The mileage*
- *The service history*
- *Details of all repairs undertaken throughout the vehicles life*
- *Details of all replacement parts fitted throughout the vehicles life*
- *Whether any particular contracts rely on the specific use of the vehicle.*

The Committee will not take into account the personal or financial circumstances of a proprietor when considering a departure from this policy Each case will be determined on its own individual merits and any departures from this policy will be in exceptional circumstances only and will be recorded along with the reasons such a departure. Any departure from the policy will not create a precedent for future decisions. Determination of the number of passengers which the vehicle will be licensed to carry will be the responsibility of the Licensing Officer on presentation of the vehicle at first inspection.

The paragraph that requires alignment is paragraph 7.8

CONSULTATION CARRIED OUT AND OUTCOME OF CONSULTATION

20. None.

AIR QUALITY IMPLICATIONS

21. The proposed changes are designed to make a positive contribution to air quality.

COMMENTS OF THE STATUTORY FINANCE OFFICER

22. The change in policy is not expected to have a large effect on the income received from licence fees. The change will only affect new customers and since the number of hackney carriage licenses was not expected to grow, the potential 'lost' income from new customers who would have paid, but would not need to under the new policy, is low.

COMMENTS OF THE MONITORING OFFICER

OTHER IMPLICATIONS:

<p>► Risk</p> <p>► Equality & Diversity</p> <p><i>Add any other implications which you consider particularly relevant</i></p>	<p>The risks of poor air quality are well documented of course.</p> <p>No implications here</p>
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BACKGROUND DOCUMENTS -There are no background papers to this report

APPENDICES

Appendix 1- Action Plan Table

LT Member's Name- Dave Whelan
Job Title- Interim Monitoring Officer

Report Author:	Telephone:	Date:
Mark Marshall, Head of Licensing	01772 625401	30 th October 2019

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Appendix 1

Air Pollution and Taxis: Lancaster Study, 2016

Hackney Carriage Vehicles		Private Hire Vehicles		
96% of the fleet were diesel vehicles.		94% of the fleet were diesel vehicles.		
30% of the fleet were Euro 5 and Euro 6 emission vehicles.		32% of the fleet were Euro 5 and Euro 6 emission vehicles.		
	2016 Fleet	100% Euro 6	20% Electric	80% Euro 6 and 20% Electric
Total nitrogen oxide emissions (tonnes)	13.55	4.59 (66% reduction)	9.86 (27% reduction)	3.67 (73% reduction)
Total particulate matter emissions (tonnes)	0.53	0.01 (98% reduction)	0.33 (38% reduction)	0.01 (98% reduction)
Annual damage cost arising from tailpipe emissions	£375,877	£116,488	£268,166	£93,256

Appendix 1

The bid group (Lancaster City Council, South Ribble Borough Council, Wyre Council, Rossendale Borough Council, Burnley Council and Fylde Borough Council) have agreed as part of the bid to work towards taking the following policies and incentives forward. West Lancashire Borough Council has also agreed, despite not being part of the final bid, to take the policy proposals forward:-

Policy/Incentive Measure	Private Hire	Hackney carriages
All fleet Euro 6 compliant by 2022 (older vehicles can be retrofitted to meet Euro 6 emission standard)	Yes	Yes
All newly licensed vehicles to be a maximum 5 years of age when first licensed. Policy to apply from 2020. (this is the minimum policy requirement - a tighter standard can be adopted if LA considers appropriate/in line with existing rules)	Yes	Yes
Only newly license zero emission taxis from 2028	Yes	Yes
Provide new HC licence availability to zero emission vehicles with disabled access (only for LA who limit HC numbers)	-	Yes
Using air quality or other council budget to pay for licence fee for zero emission taxis (available for 3 years from 2019)	Yes	Yes
Investigate the use of business rate relief for taxi operators running zero emission vehicles	Yes	-
Investigate the provision of local authority provided interest free/low interest loans to assist with the purchase of zero emission vehicle	Yes	Yes
Investigate opportunities for group procurement of zero emission vehicles to reduce purchase cost.	Yes	Yes

REPORT TO	ON
Licensing and Public Safety Committee	12 November 2019



TITLE	REPORT OF
Tinted Window Policy	Interim Monitoring Officer

Is this report confidential?	No
------------------------------	----

PURPOSE OF THE REPORT

1. The purpose of the report is to review the existing tinted window policy.

RECOMMENDATIONS

2. To consider the options in respect of the possible ways forward
3. To agree to undertake a consultation process with stakeholders and
4. To agree to receive the outcome of the consultation in a future meeting.

CORPORATE OUTCOMES

5. The report relates to the following corporate priorities: *(tick all those applicable)*:

Excellence, Investment and Financial Sustainability	
Health, Wellbeing and Safety	x
Place, Homes and Environment	

Projects relating to People in the Corporate Plan:

Our People and Communities	
----------------------------	--

BACKGROUND TO THE REPORT

6. In July 2016 the new Hackney & Private Hire Policy was introduced, the policy included an amendment to the windows policy. All new vehicles at first license shall be fitted with glass windows which permit a minimum of 70% light transmission (irrespective of whether the

vehicle was manufactured to this standard). No vehicle shall be fitted with additional film designed to tint or darken the glass.

7. Since this policy was introduced the licensing authority has received numerous complaints of how restrictive this policy is. All drivers are finding it difficult to source vehicles which meet our windows policy. The suggestion made by the trade is that the transparency level of the tinted windows should be reduced to 50%.
8. Recently, many local authorities are choosing to either reducing the percentage of transparency of tinted windows in licensed vehicles or reducing in favour of CCTV.
9. We have consulted with three of the biggest manufactures, two of which came back to us and we found that the minimum tints applied from the production line is 18% - 82%, therefore the recommended minimum tint would be no less than 30% tint. Communications to the manufactures can be found in the attached appendixes. Appendix 1 is email communication from the manufactures, Appendix 2 is a brochure with standard tint levels applied to vehicles from production.

PROPOSALS (e.g. RATIONALE, DETAIL, FINANCIAL, PROCUREMENT)

10. Option 1 - Continue to allow 70% transparency vehicles as normal; i.e. no changes to the policy.
11. Option 2 – Reduce the transparency levels of tinted windows to 50% in licensed vehicles.
12. Option 3 - To allow a vehicle with tinted windows to be licensed with proposed light transparency of 30%, on the understanding that an approved CCTV system is installed to the satisfaction of the Council. Any vehicles with less than 30% transparency would not be allowed to be licensed.
13. If option 2 is accepted as a possible way forward, then a simple policy amendment can be made subject to the outcome of a consultation process.
14. However, the approval of option 3 would lead to a wide range of significant legal issues that would need to be taken into account. These particularly relate to the topics of Data Protection and Information Governance, as the ensuing potential for intrusion/infringement of civil liberties is considerable. We would need to be satisfied with the robustness of the Council's approach and in doing so adhere to the following requirements: -
 - a) a list of authorised installers of CCTV systems who meet the data protection standard set out by the Information Commissioner would be required for drivers to choose from.
 - b) a code of conduct would have to be produced which sets out guidelines for installation and management of the systems
 - c) documents to reassure the regulators that any processes meet their respective requirements, e.g. the SCC's Passport to Compliance;
 - d) a detailed specification of equipment which is known to be of sufficient capability to meet the Council's expectations as defined (e.g. privacy-friendly recording buttons to enable the activation of audio recording by the passenger, if required);
 - e) a certificate of installation to be displayed in the vehicle, along with other appropriate notices to provide adequate warning to members of the public travelling in the vehicles;
 - f) a Privacy Impact Assessment to be drawn up to ensure that all privacy issues have been considered and all statutory expectations met.

15. The Data Protection Act (DPA) defines a “data controller” as the individual who or organisation which has ultimate responsibility for how personal data is collected and processed. The ICO has the view that in mandating the use of CCTV in Hackney Carriage or Private Hire vehicles, a council acts as a data controller and as such:

- is ultimately responsible for how the images are stored and used;
- determines in what circumstances the images should be disclosed,
- is responsible for complying with all relevant data protection legislation.

The Council would need to provide evidence which sets out detailed requirements and what action has been taken to ensure compliance with legislation. For instance, CCTV systems should be installed in a way that allows data to be secured in a locked “data box” inside a vehicle as well as being encrypted. No one but the relevant council officer or authorised staff from the data processor should be able to access this data.

CONSULTATION CARRIED OUT AND OUTCOME OF CONSULTATION

Opinions have been sought regarding tinted window policy amendments via the Taxi Trade Forums and the trade were amiable towards option 2.

Any proposals to change the current policy would require consultation.

COMMENTS OF THE STATUTORY FINANCE OFFICER

18. There are no financial implications.

COMMENTS OF THE MONITORING OFFICER

19. The legal implications are set out within the body of the report.

If the Committee decide that they wish to change the tint policy on licensed vehicles, then a full consultation will be required. All consultation responses would then have to be considered at a future meeting. Ultimately, any change would have to be agreed at full Council.

OTHER IMPLICATIONS:

► Risk	<i>GDPR compliant code of conduct must be implemented before the introduction of CCTV systems, in the event of the existing windows policy be amended.</i>
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Appendix 1 Emails from manufactures

Appendix 2 VW brochure

David Whelan
Interim Monitoring Officer

Report Author:	Telephone:	Date:
Justin Abbotts, Licensing Officer	01772 625460	04/11/19

Dear Mr Abbotts

Thank you for your reply. I do apologise for the delay in my response.

Regarding the manufacturing process in relations to tinted windows, this is dependent upon the vehicle model. For instance the Golf Match trim onwards has the Rear tinted glass from the B-pillar backwards, approx. 65% tinted (not GTE). You can view the standard equipment in relations to tinted windows from the Factory on each vehicle model by downloading the price list for the model you are looking for. This can be downloaded on our website via the link provided below:

<https://www.volkswagen.co.uk/order-a-brochure>

For any further questions regarding the manufacturing process, your best point of contact will be our Volkswagen Trained Technicians in the Parts Department at your nearest Authorised Volkswagen Retailer.

You can locate their details on the following link:

<https://www.volkswagen.co.uk/app/dealersearch/vw-gb/en>

I hope this information proves useful and I do apologise for any confusion caused by my previous correspondence to you.

If you have any further questions, please do not hesitate to contact us on the details below.

Thank you for contacting Volkswagen UK.

Kind regards

Sara Razzaq
Customer Relations Manager
Volkswagen Customer Services Centre

T 0800 083 3914

E customerservices@volkswagen.co.uk

Internet: www.volkswagen.co.uk

Good afternoon Justin

Thanks for your email and apologies for the delay in getting back to you.

I will answer your query based on our general production.

Vehicles specified with sun protection glass have a light transmittance value ranging between 18-24% and shading between 58-82%.

This applies to all glazing behind the vehicle v-Pillar including the rear side windows, rear screen and where fitted, the glass sunroof.

The precise light transmittance and shading values vary per model and different glass suppliers.

The front screen and front –side windows have a light transmittance of 78 (+/-2)%.

I hope that this information is useful to you but if I could be of any further assistance, please get back in touch.

Kind regards

Amani

We may send you an invitation to take part in our customer satisfaction survey – so you can let us know about your contact with us. You can opt out of this at any time by getting in touch with us or by using the opt-out link on your survey invitation.

BMW Group UK

Amani Al-Naggar

Customer Support Executive

BMW Customer Support

Summit ONE

Summit Avenue, Farnborough

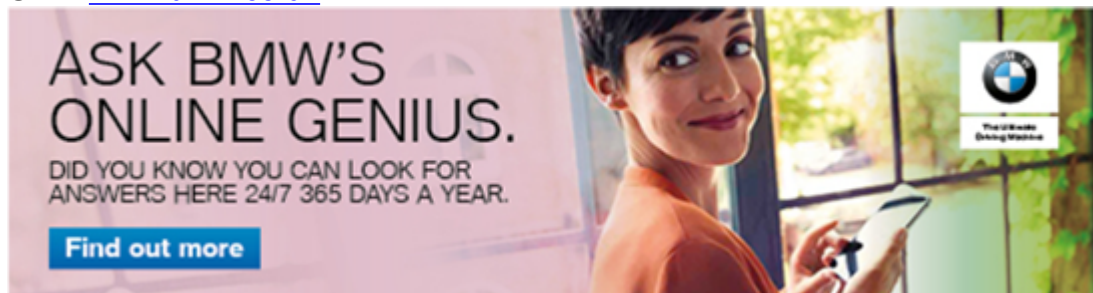
Hampshire, GU14 0FB

Tel: +44 (0)800 325 6000

Tel: +44 (0) 800 3256 000

Mail to: customer.information@bmw.co.uk

URL: www.bmw.co.uk



Please let us know if you want to hear from BMW UK Limited, other BMW Group companies, BMW i Agents, our authorised retailers and other suppliers of BMW approved products and services – about the latest news on our cars and other products by email. To get in touch you can call us free on 0800

3256 000 – or write to us at BMW Customer Information Centre, Phoenix One, 59-63 Farnham Rd, Slough , SL1 3TN.

We may send you an invitation to take part in our customer satisfaction survey – so you can let us know about your contact with us. You can opt out of this at any time by getting in touch with us or by using the opt-out link on your survey invitation.

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EFFECTIVE FROM 15.7.2019



Volkswagen

The new Passat and Passat Estate



Intuitive, intelligent and quite simply inspirational.

Everything about the new Passat is designed to make your busy life easier, safer and more comfortable. It's the first Volkswagen to offer the new IQ.Drive system 'Travel Assist', providing partially assisted driving with control of steering, braking and acceleration up to 130mph (where the law permits) aided by a touch-sensitive steering wheel, another Volkswagen first. A new, self-assured exterior showcases stylish contours, an updated front grille, new LED headlights and new colours including Lapis Blue. While the restyled interior is spacious and packed with features such as seamless smartphone integration, Adaptive Cruise Control with Lane Assist and parking sensors as standard. Available as a Saloon or an Estate, the latter with a vast 650 litre luggage compartment volume. Trim levels include SE, SEL, R-Line and R-Line Edition, there are also Saloon and Estate GTE plug-in hybrids and an Estate Alltrack off-road model.



Model shown is new Passat Estate R-Line with optional 'IQ, Light' LED matrix headlights, 17" 'Soho' Anthracite alloy wheels, panoramic sunroof and metallic paint, and new Passat Estate R-Line with optional 'IQ, Light' LED matrix headlights, 19" 'Pretoria' Dark Graphite Matt alloy wheels, panoramic sunroof and metallic signature paint.

R-Line. For those who demand the best.

The new Passat R-Line raises the bar when it comes to style. Distinctive R-Line accents include specially designed front and rear bumpers, chrome body trim highlights, LED headlights blending seamlessly into the front chrome radiator grille and 'Gloss Black' surrounds featuring integrated fog lights. The exterior styling continues with the striking tornado line that runs from the front panel to the rear, as does the chrome detailing on the lower doors and lower front and rear bumpers. Side skirts and a 'Gloss Black' rear diffuser add to the sporty look and are enhanced by LED rear tail lights. Dynamic, sporty and self-assured, the new Passat R-Line commands attention, leaving a lasting impression wherever it goes.



Model shown is new Passat R-Line with optional 'IQ. Light' LED matrix headlights, 19" 'Pretoria' Dark Graphite Matt alloy wheels and metallic signature paint.



02 R-Line sports seats for the driver and front passenger are both contemporary and stylish, featuring seat centre sections in **Titan Black 'Nappa' leather¹ with 'Carbon Optic' side bolsters** and the distinctive 'R-Line' logo displayed on the front seat backrest. Image shown features optional panoramic sunroof and metallic signature paint.

- 1 Some parts of leather interior will contain artificial leather.
- 2 Only operable in conjunction with compatible smartphones including iPhone 5 and above. Display and operation of certified apps including audio and voice control (if supported by the app). Usage of certified apps only while driving. Please see www.volkswagen.co.uk to check smartphone compatibility.

Work. Life. And Eco Balance. All in one.

With its powerful 1.4 litre TSI petrol engine, the new Passat GTE with plug-in hybrid technology puts you on the road to tomorrow. Powered by a turbocharged engine and electric motor, delivering a combined output of 218 PS, it is capable of traveling up to 34 miles¹ (WLTP cycle) on one battery charge. That's 12 miles further than the previous GTE model, representing an increase of 40%. Elegant signature highlights inside and out create an expressive, graceful design, while 'Vienna' leather² upholstery, 'Blue' ambient lighting, striking 'Blue' brake callipers and characteristic 'C' signature LED daytime running lights add a sporty, confident touch.



01 The large capacity 13 kWh battery increases the electric-only range up to 34 miles² of **emission-free driving**. Charging time is around four hours, while new driving modes allow you to save battery use for zero-emission zones. For drivers commuting into London, the new GTE is exempt from the Congestion Charge. Model shown is new Passat Estate GTE with optional premium signature paint.



Models shown are new Passat Estate GTE with optional 'IQ. Light' LED matrix headlights, panoramic sunroof, Head-up Display and premium signature paint, and new Passat GTE Advance with optional 19" 'Pretoria' Dark Graphite Matt alloy wheels and premium signature paint.

1 Please visit www.volkswagen.co.uk for CO₂ emissions and fuel consumption figures. Figures based on a fully charged battery at the start of the journey and dependent on outdoor temperature and driving style.
2 Some parts of leather interior will contain artificial leather.

The perfect companion for on- and off-road adventures.

The new Passat Alltrack is confident on- and off-road, thanks to its rugged underbody protection, increased ground clearance and off-road driving programme. Standard 4MOTION all-wheel drive improves traction in wet and slippery conditions, handling the most challenging surfaces with ease, while intelligent driver assistance systems and a seven speed automatic DSG gearbox deliver a dynamic driving experience with outstanding handling on most surfaces. High quality design elements in stainless steel, chrome and aluminium create a contemporary, exclusive look, providing the ultimate in luxury and comfort on every journey. Whatever or wherever the challenge, the Alltrack more than delivers.



Model shown is new Passat Alltrack with optional 'IQ. Light' LED matrix headlights, 19" 'Alberville' alloy wheels and metallic paint. Roof bars are available as an accessory. Please refer to the [Accessories section](#), or visit [volkswagen.co.uk](#) for full availability of products.



01 The **stylish front design** is sporty and eye-catching with LED headlights blending seamlessly into the new chrome radiator grille complete with the exclusive 'Alltrack' logo. Striking 'Gloss Black' surrounds featuring integrated fog lights with static cornering function complete the look. Image shown features optional 'IQ. Light' LED matrix headlights and metallic paint.

Model prices – Passat.

4-DOOR SALOON RANGE.		RDE2 Compliant	Fuel		Transmission	Output, PS	CO ₂ emission, g/km ¹	Basic Recommended Retail £	VAT £	Total Recommended Retail £	Additional 'On the road' Costs £ ²	Manufacturer's Recommended 'On the road' Retail £ ²		P11D Value £ ³	BIK % ⁴	ABI Insurance Group ⁵
SE [‡]	1.5 ltr TSI EVO [‡]	No	Petrol	4-door	6-spd manual	150	TBA	TBA	TBA	TBA	TBA	TBA		TBA	TBA	TBA
	1.5 ltr TSI EVO [‡]	No	Petrol	4-door	7-spd auto DSG	150	TBA	TBA	TBA	TBA	TBA	TBA		TBA	TBA	TBA
	1.6 ltr TDI [‡]	No	Diesel	4-door	7-spd auto DSG	120	109	22,308.33	4,461.67	26,770.00	860.00	27,630.00		27,405.00	29	TBA
	2.0 ltr TDI EVO SCR [‡]	No	Diesel	4-door	6-spd manual	150	TBA	TBA	TBA	TBA	TBA	TBA		TBA	TBA	TBA
	2.0 ltr TDI EVO SCR [‡]	No	Diesel	4-door	7-spd auto DSG	150	TBA	TBA	TBA	TBA	TBA	TBA		TBA	TBA	TBA
SEL [‡]	1.5 ltr TSI EVO [‡]	No	Petrol	4-door	6-spd manual	150	TBA	TBA	TBA	TBA	TBA	TBA		TBA	TBA	TBA
	1.5 ltr TSI EVO [‡]	No	Petrol	4-door	7-spd auto DSG	150	TBA	TBA	TBA	TBA	TBA	TBA		TBA	TBA	TBA
	2.0 ltr TSI [‡]	No	Petrol	4-door	7-spd auto DSG	190	143	24,475.00	4,895.00	29,370.00	900.00	30,270.00		30,005.00	32	TBA
	1.6 ltr TDI [‡]	No	Diesel	4-door	7-spd auto DSG	120	109	23,808.33	4,761.67	28,570.00	860.00	29,430.00		29,205.00	29	TBA
	2.0 ltr TDI EVO SCR [‡]	No	Diesel	4-door	6-spd manual	150	TBA	TBA	TBA	TBA	TBA	TBA		TBA	TBA	TBA
	2.0 ltr TDI EVO SCR [‡]	No	Diesel	4-door	7-spd auto DSG	150	TBA	TBA	TBA	TBA	TBA	TBA		TBA	TBA	TBA
	2.0 ltr TDI SCR [‡]	No	Diesel	4-door	7-spd auto DSG	190	117	26,141.67	5,228.33	31,370.00	900.00	32,270.00		32,005.00	31	TBA

1 Figures shown are for comparability purposes; only compare fuel consumption and CO₂ figures with other vehicles tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load. There is a new test used for fuel consumption and CO₂ figures (known as WLTP). The CO₂ figures shown however, are based on a calculation designed to be equivalent to the outgoing (NEDC) test cycle and will be used to calculate vehicle tax on first registration. For more information, please see [volkswagen.co.uk/owners/wltp](#) or consult your authorised Volkswagen retailer. 2 For full details of 'First year rate' VED (Vehicle Excise Duty), delivery to retailer, number plates and vehicle first registration fee included in the recommended 'On the road' retail price, [please click here](#) 3 P11D value = Total recommended retail price + delivery to retailer £509.17, + number plates £20, + VAT £105.83 (calculated by reference to total of delivery to retailer + number plates). P11D value is based on standard specification model with no factory-fitted options or other accessories. 4 The BIK % figure quoted includes the 4% diesel supplement, where applicable. 5 The ABI insurance group is the recommended insurance rating set by the Association of British Insurers. Please note that insurance group ratings are purely advisory. They are used by insurers (ABI members and Lloyd's syndicates) as one of the factors in calculating premiums. Insurers are not required to follow the advisory group ratings and they may depart from them if they so wish.

‡ These vehicles are WLTP (Worldwide Harmonised Light-Duty Vehicles Test Procedure) type approved vehicles. More information is available at [www.volkswagen.co.uk/owners/wltp](#).
SCR (Selective Catalytic Reduction) requires AdBlue®, [please click here](#) or visit [www.volkswagen.co.uk/technology/adblue](#) for more details.
RDE2 refers to Real Driving Emissions Step 2.

Volkswagen Service Plan – Retail sales only.

- For vehicles under 1 year old set to the Fixed Service regime that has not had its first service, comprising first two manufacturer’s scheduled services:
- ‘Oil service’ including oil filter change
 - ‘Oil service’ including oil filter change and 'Inspection service' plus a pollen filter replacement (if required)

Excludes electric vehicles. Service plan covers first two consecutive services, limited to 1x ‘Oil service’ and 1x ‘Oil and Inspection service’. T&Cs apply: All vehicles must be set to the Fixed Service regime by the retailer. Maximum age of car is 12 months (Service plan must be taken out before first service is due). Additional work, including wear and tear is excluded. Servicing must be carried out in line with the requirement of the Service Schedule. All work must be carried out by an Authorised Volkswagen Repairer. Offers may be varied or withdrawn at any time. Plan validity is dependent on required payments received. Administered by Volkswagen Financial Services. Retail sales only. For pricing and further details, please consult your authorised Volkswagen retailer or visit [www.volkswagen.co.uk](#)

Prices, specifications, features, technical and other information (including fuel consumption, CO₂ emissions and range) are updated regularly and are subject to change without notice (this may include changes between order and delivery). There may be a delay in updates to our materials – always consult your authorised Volkswagen retailer for the latest information.

Volkswagen UK may change RRP's at any time (this includes where there are government changes in regulation and/or legislation). There may be a delay to any RRP displaying correctly on our materials. Always obtain prices from your chosen authorised Volkswagen retailer.

VAT IS CALCULATED AT 20%. EFFECTIVE FROM 15 JULY 2019.

Model prices – Passat.

4-DOOR SALOON RANGE.		RDE2 Compliant	Fuel		Transmission	Output, PS	CO ₂ emission, g/km ¹	Basic Recommended Retail £	VAT £	Total Recommended Retail £	Additional 'On the road' Costs £ ²	Manufacturer's Recommended 'On the road' Retail £ ²	P11D Value £ ³	BIK % ⁴	ABI Insurance Group ⁵
R-LINE [‡]	1.5 ltr TSI EVO [‡]	No	Petrol	4-door	6-spd manual	150	TBA	TBA	TBA	TBA	TBA	TBA	TBA	TBA	TBA
	1.5 ltr TSI EVO [‡]	No	Petrol	4-door	7-spd auto DSG	150	TBA	TBA	TBA	TBA	TBA	TBA	TBA	TBA	TBA
	2.0 ltr TSI [‡]	No	Petrol	4-door	7-spd auto DSG	190	143	26,808.33	5,361.67	32,170.00	900.00	33,070.00	32,805.00	32	TBA
	2.0 ltr TDI EVO SCR [‡]	No	Diesel	4-door	6-spd manual	150	TBA	TBA	TBA	TBA	TBA	TBA	TBA	TBA	TBA
	2.0 ltr TDI EVO SCR [‡]	No	Diesel	4-door	7-spd auto DSG	150	TBA	TBA	TBA	TBA	TBA	TBA	TBA	TBA	TBA
	2.0 ltr TDI SCR [‡]	No	Diesel	4-door	7-spd auto DSG	190	117	28,475.00	5,695.00	34,170.00	900.00	35,070.00	34,805.00	31	TBA
	2.0 ltr TDI SCR 4MOTION [‡]	No	Diesel	4-door	7-spd auto DSG	190	129	30,375.00	6,075.00	36,450.00	900.00	37,350.00	37,085.00	33	TBA
	2.0 ltr BiTDI SCR 4MOTION [‡]	No	Diesel	4-door	7-spd auto DSG	240	151	32,687.50	6,537.50	39,225.00	1,545.00	40,770.00	39,860.00	37	TBA

1 Figures shown are for comparability purposes; only compare fuel consumption and CO₂ figures with other vehicles tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load. There is a new test used for fuel consumption and CO₂ figures (known as WLTP). The CO₂ figures shown however, are based on a calculation designed to be equivalent to the outgoing (NEDC) test cycle and will be used to calculate vehicle tax on first registration. For more information, please see volkswagen.co.uk/owners/wltp or consult your authorised Volkswagen retailer. 2 For full details of 'First year rate' VED (Vehicle Excise Duty), delivery to retailer, number plates and vehicle first registration fee included in the recommended 'On the road' retail price, [please click here](#) 3 P11D value = Total recommended retail price + delivery to retailer £509.17, + number plates £20, + VAT £105.83 (calculated by reference to total of delivery to retailer + number plates). P11D value is based on standard specification model with no factory-fitted options or other accessories. 4 The BIK % figure quoted includes the 4% diesel supplement, where applicable. 5 The ABI insurance group is the recommended insurance rating set by the Association of British Insurers. Please note that insurance group ratings are purely advisory. They are used by insurers (ABI members and Lloyd's syndicates) as one of the factors in calculating premiums. Insurers are not required to follow the advisory group ratings and they may depart from them if they so wish.

‡ These vehicles are WLTP (Worldwide Harmonised Light-Duty Vehicles Test Procedure) type approved vehicles. More information is available at www.volkswagen.co.uk/owners/wltp. SCR (Selective Catalytic Reduction) requires AdBlue®, [please click here](#) or visit www.volkswagen.co.uk/technology/adblue for more details. RDE2 refers to Real Driving Emissions Step 2.

Volkswagen Service Plan – Retail sales only.

For vehicles under 1 year old set to the Fixed Service regime that has not had its first service, comprising first two manufacturer's scheduled services:

- 'Oil service' including oil filter change

- 'Oil service' including oil filter change and 'Inspection service' plus a pollen filter replacement (if required)

Excludes electric vehicles. Service plan covers first two consecutive services, limited to 1x 'Oil service' and 1x 'Oil and Inspection service'. T&Cs apply: All vehicles must be set to the Fixed Service regime by the retailer. Maximum age of car is 12 months (Service plan must be taken out before first service is due). Additional work, including wear and tear is excluded. Servicing must be carried out in line with the requirement of the Service Schedule. All work must be carried out by an Authorised Volkswagen Repairer. Offers may be varied or withdrawn at any time. Plan validity is dependent on required payments received. Administered by Volkswagen Financial Services. Retail sales only. For pricing and further details, please consult your authorised Volkswagen retailer or visit www.volkswagen.co.uk

Prices, specifications, features, technical and other information (including fuel consumption, CO₂ emissions and range) are updated regularly and are subject to change without notice (this may include changes between order and delivery). There may be a delay in updates to our materials – always consult your authorised Volkswagen retailer for the latest information.

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VAT IS CALCULATED AT 20%. EFFECTIVE FROM 15 JULY 2019.

Model prices – Passat.

PETROL/ELECTRIC HYBRID 4-DOOR SALOON RANGE.		RDE2 Compliant	Fuel		Transmission	Combined output, PS	CO ₂ emission, g/km ¹	Basic Recommended Retail £	VAT £	Total Recommended Retail £	Additional ‘On the road’ Costs £ ²	Manufacturer’s Recommended ‘On the road’ Retail £ ²		P11D Value £ ³	BIK % ⁴	ABI Insurance Group ⁵
GTE ‡	1.4 ltr TSI PHEV ‡	No	Hybrid	4-door	6-spd auto DSG	TBA	TBA	TBA	TBA	TBA	TBA	TBA		TBA	TBA	TBA
GTE ADVANCE ‡	1.4 ltr TSI PHEV ‡	No	Hybrid	4-door	6-spd auto DSG	TBA	TBA	TBA	TBA	TBA	TBA	TBA		TBA	TBA	TBA

1 These figures were obtained using a combination of battery power and fuel. The Passat Saloon GTE is a plug-in hybrid vehicle requiring mains electricity for charging. Figures shown are for comparability purposes; only compare fuel consumption, CO₂ and electric range figures with other vehicles tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load. There is a new test used for fuel consumption and CO₂ figures (known as WLTP). The CO₂ figures shown however, are based on a calculation designed to be equivalent to the outgoing (NEDC) test cycle and will be used to calculate vehicle tax on first registration. For more information, please see volkswagen.co.uk/owners/wltp or consult your authorised Volkswagen retailer. 2 For full details of ‘First year rate’ VED (Vehicle Excise Duty), delivery to retailer, number plates and vehicle first registration fee included in the recommended ‘On the road’ retail price, [please click here](#) 3 P11D value = Total recommended retail price + delivery to retailer £509.17, + number plates £20, + VAT £105.83 (calculated by reference to total of delivery to retailer + number plates). P11D value is based on standard specification model with no factory-fitted options or other accessories. 4 The BIK % figure quoted includes the 4% diesel supplement, where applicable. 5 The ABI insurance group is the recommended insurance rating set by the Association of British Insurers. Please note that insurance group ratings are purely advisory. They are used by insurers (ABI members and Lloyd’s syndicates) as one of the factors in calculating premiums. Insurers are not required to follow the advisory group ratings and they may depart from them if they so wish. ‡ These vehicles are WLTP (Worldwide Harmonised Light-Duty Vehicles Test Procedure) type approved vehicles. More information is available at www.volkswagen.co.uk/owners/wltp. RDE2 refers to Real Driving Emissions Step 2.

Volkswagen Service Plan – Retail sales only.

For vehicles under 1 year old set to the Fixed Service regime that has not had its first service, comprising first two manufacturer’s scheduled services:

– ‘Oil service’ including oil filter change

– ‘Oil service’ including oil filter change and ‘Inspection service’ plus a pollen filter replacement (if required)

Excludes electric vehicles. Service plan covers first two consecutive services, limited to 1x ‘Oil service’ and 1x ‘Oil and Inspection service’. T&Cs apply: All vehicles must be set to the Fixed Service regime by the retailer. Maximum age of car is 12 months (Service plan must be taken out before first service is due). Additional work, including wear and tear is excluded. Servicing must be carried out in line with the requirement of the Service Schedule. All work must be carried out by an Authorised Volkswagen Repairer. Offers may be varied or withdrawn at any time. Plan validity is dependent on required payments received. Administered by Volkswagen Financial Services. Retail sales only. For pricing and further details, please consult your authorised Volkswagen retailer or visit www.volkswagen.co.uk

Prices, specifications, features, technical and other information (including fuel consumption, CO₂ emissions and range) are updated regularly and are subject to change without notice (this may include changes between order and delivery). There may be a delay in updates to our materials – always consult your authorised Volkswagen retailer for the latest information.

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VAT IS CALCULATED AT 20%. EFFECTIVE FROM 15 JULY 2019.

Model prices – Passat Estate.

5-DOOR ESTATE RANGE.		RDE2 Compliant	Fuel		Transmission	Output, PS	CO ₂ emission, g/km ¹	Basic Recommended Retail £	VAT £	Total Recommended Retail £	Additional 'On the road' Costs £ ²	Manufacturer's Recommended 'On the road' Retail £ ²		P11D Value £ ³	BIK % ⁴	ABI Insurance Group ⁵
SE [‡]	1.5 ltr TSI EVO [‡]	No	Petrol	5-door	6-spd manual	150	TBA	TBA	TBA	TBA	TBA	TBA		TBA	TBA	TBA
	1.5 ltr TSI EVO [‡]	No	Petrol	5-door	7-spd auto DSG	150	TBA	TBA	TBA	TBA	TBA	TBA		TBA	TBA	TBA
	1.6 ltr TDI [‡]	No	Diesel	5-door	7-spd auto DSG	120	116	23,820.83	4,764.17	28,585.00	900.00	29,485.00		29,220.00	31	TBA
	2.0 ltr TDI EVO SCR [‡]	No	Diesel	5-door	6-spd manual	150	TBA	TBA	TBA	TBA	TBA	TBA		TBA	TBA	TBA
	2.0 ltr TDI EVO SCR [‡]	No	Diesel	5-door	7-spd auto DSG	150	TBA	TBA	TBA	TBA	TBA	TBA		TBA	TBA	TBA
SEL [‡]	1.5 ltr TSI EVO [‡]	No	Petrol	5-door	6-spd manual	150	TBA	TBA	TBA	TBA	TBA	TBA		TBA	TBA	TBA
	1.5 ltr TSI EVO [‡]	No	Petrol	5-door	7-spd auto DSG	150	TBA	TBA	TBA	TBA	TBA	TBA		TBA	TBA	TBA
	2.0 ltr TSI [‡]	No	Petrol	5-door	7-spd auto DSG	190	146	25,987.50	5,197.50	31,185.00	900.00	32,085.00		31,820.00	33	TBA
	1.6 ltr TDI [‡]	No	Diesel	5-door	7-spd auto DSG	120	116	25,320.83	5,064.17	30,385.00	900.00	31,285.00		31,020.00	31	TBA
	2.0 ltr TDI EVO SCR [‡]	No	Diesel	5-door	6-spd manual	150	TBA	TBA	TBA	TBA	TBA	TBA		TBA	TBA	TBA
	2.0 ltr TDI EVO SCR [‡]	No	Diesel	5-door	7-spd auto DSG	150	TBA	TBA	TBA	TBA	TBA	TBA		TBA	TBA	TBA
	2.0 ltr TDI SCR [‡]	No	Diesel	5-door	7-spd auto DSG	190	120	27,654.17	5,530.83	33,185.00	900.00	34,085.00		33,820.00	32	TBA

1 Figures shown are for comparability purposes; only compare fuel consumption and CO₂ figures with other vehicles tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load. There is a new test used for fuel consumption and CO₂ figures (known as WLTP). The CO₂ figures shown however, are based on a calculation designed to be equivalent to the outgoing (NEDC) test cycle and will be used to calculate vehicle tax on first registration. For more information, please see [volkswagen.co.uk/owners/wltp](#) or consult your authorised Volkswagen retailer. 2 For full details of 'First year rate' VED (Vehicle Excise Duty), delivery to retailer, number plates and vehicle first registration fee included in the recommended 'On the road' retail price, [please click here](#) 3 P11D value = Total recommended retail price + delivery to retailer £509.17, + number plates £20, + VAT £105.83 (calculated by reference to total of delivery to retailer + number plates). P11D value is based on standard specification model with no factory-fitted options or other accessories. 4 The BIK % figure quoted includes the 4% diesel supplement, where applicable. 5 The ABI insurance group is the recommended insurance rating set by the Association of British Insurers. Please note that insurance group ratings are purely advisory. They are used by insurers (ABI members and Lloyd's syndicates) as one of the factors in calculating premiums. Insurers are not required to follow the advisory group ratings and they may depart from them if they so wish. ‡ These vehicles are WLTP (Worldwide Harmonised Light-Duty Vehicles Test Procedure) type approved vehicles. More information is available at [www.volkswagen.co.uk/owners/wltp](#). SCR (Selective Catalytic Reduction) requires AdBlue®, [please click here](#) or visit [www.volkswagen.co.uk/technology/adblue](#) for more details. RDE2 refers to Real Driving Emissions Step 2.

Volkswagen Service Plan – Retail sales only.

- For vehicles under 1 year old set to the Fixed Service regime that has not had its first service, comprising first two manufacturer’s scheduled services:
- ‘Oil service’ including oil filter change
 - ‘Oil service’ including oil filter change and 'Inspection service' plus a pollen filter replacement (if required)

Excludes electric vehicles. Service plan covers first two consecutive services, limited to 1x ‘Oil service’ and 1x ‘Oil and Inspection service’. T&Cs apply: All vehicles must be set to the Fixed Service regime by the retailer. Maximum age of car is 12 months (Service plan must be taken out before first service is due). Additional work, including wear and tear is excluded. Servicing must be carried out in line with the requirement of the Service Schedule. All work must be carried out by an Authorised Volkswagen Repairer. Offers may be varied or withdrawn at any time. Plan validity is dependent on required payments received. Administered by Volkswagen Financial Services. Retail sales only. For pricing and further details, please consult your authorised Volkswagen retailer or visit [www.volkswagen.co.uk](#)

Prices, specifications, features, technical and other information (including fuel consumption, CO₂ emissions and range) are updated regularly and are subject to change without notice (this may include changes between order and delivery). There may be a delay in updates to our materials – always consult your authorised Volkswagen retailer for the latest information.

Volkswagen UK may change RRP's at any time (this includes where there are government changes in regulation and/or legislation). There may be a delay to any RRP displaying correctly on our materials. Always obtain prices from your chosen authorised Volkswagen retailer.

VAT IS CALCULATED AT 20%. EFFECTIVE FROM 15 JULY 2019.

Model prices – Passat Estate.

5-DOOR ESTATE RANGE.		RDE2 Compliant	Fuel		Transmission	Output, PS	CO ₂ emission, g/km ¹	Basic Recommended Retail £	VAT £	Total Recommended Retail £	Additional 'On the road' Costs £ ²	Manufacturer's Recommended 'On the road' Retail £ ²	P11D Value £ ³	BIK % ⁴	ABI Insurance Group ⁵
R-LINE [‡]	1.5 ltr TSI EVO [‡]	No	Petrol	5-door	6-spd manual	150	TBA	TBA	TBA	TBA	TBA	TBA	TBA	TBA	TBA
	1.5 ltr TSI EVO [‡]	No	Petrol	5-door	7-spd auto DSG	150	TBA	TBA	TBA	TBA	TBA	TBA	TBA	TBA	TBA
	2.0 ltr TSI [‡]	No	Petrol	5-door	7-spd auto DSG	190	146	28,320.83	5,664.17	33,985.00	900.00	34,885.00	34,620.00	33	TBA
	2.0 ltr TDI EVO SCR [‡]	No	Diesel	5-door	6-spd manual	150	TBA	TBA	TBA	TBA	TBA	TBA	TBA	TBA	TBA
	2.0 ltr TDI EVO SCR [‡]	No	Diesel	5-door	7-spd auto DSG	150	TBA	TBA	TBA	TBA	TBA	TBA	TBA	TBA	TBA
	2.0 ltr TDI SCR [‡]	No	Diesel	5-door	7-spd auto DSG	190	120	29,987.50	5,997.50	35,985.00	900.00	36,885.00	36,620.00	32	TBA
	2.0 ltr TDI SCR 4MOTION [‡]	No	Diesel	5-door	7-spd auto DSG	190	132	31,887.50	6,377.50	38,265.00	1,220.00	39,485.00	38,900.00	34	TBA
	2.0 ltr BiTDI SCR 4MOTION [‡]	No	Diesel	5-door	7-spd auto DSG	240	156	34,200.00	6,840.00	41,040.00	1,545.00	42,585.00	41,675.00	37	TBA
R-LINE EDITION [‡]	2.0 ltr TSI 4MOTION [‡]	No	Petrol	5-door	7-spd auto DSG	272	163	35,108.33	7,021.67	42,130.00	1,220.00	43,350.00	42,765.00	36	TBA
	2.0 ltr BiTDI SCR 4MOTION [‡]	No	Diesel	5-door	7-spd auto DSG	240	156	36,254.17	7,250.83	43,505.00	1,545.00	45,050.00	44,140.00	37	TBA
ALLTRACK [‡]	2.0 ltr TDI SCR 4MOTION [‡]	No	Diesel	5-door	7-spd auto DSG	190	133	31,637.50	6,327.50	37,965.00	1,220.00	39,185.00	38,600.00	34	TBA

1 Figures shown are for comparability purposes; only compare fuel consumption and CO₂ figures with other vehicles tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load. There is a new test used for fuel consumption and CO₂ figures (known as WLTP). The CO₂ figures shown however, are based on a calculation designed to be equivalent to the outgoing (NEDC) test cycle and will be used to calculate vehicle tax on first registration. For more information, please see [volkswagen.co.uk/owners/wltp](#) or consult your authorised Volkswagen retailer. 2 For full details of 'First year rate' VED (Vehicle Excise Duty), delivery to retailer, number plates and vehicle first registration fee included in the recommended 'On the road' retail price, [please click here](#) 3 P11D value = Total recommended retail price + delivery to retailer £509.17, + number plates £20, + VAT £105.83 (calculated by reference to total of delivery to retailer + number plates). P11D value is based on standard specification model with no factory-fitted options or other accessories. 4 The BIK % figure quoted includes the 4% diesel supplement, where applicable. 5 The ABI insurance group is the recommended insurance rating set by the Association of British Insurers. Please note that insurance group ratings are purely advisory. They are used by insurers (ABI members and Lloyd's syndicates) as one of the factors in calculating premiums. Insurers are not required to follow the advisory group ratings and they may depart from them if they so wish. [‡] These vehicles are WLTP (Worldwide Harmonised Light-Duty Vehicles Test Procedure) type approved vehicles. More information is available at [www.volkswagen.co.uk/owners/wltp](#). SCR (Selective Catalytic Reduction) requires AdBlue®, [please click here](#) or visit [www.volkswagen.co.uk/technology/adblue](#) for more details. RDE2 refers to Real Driving Emissions Step 2.

Volkswagen Service Plan – Retail sales only.

For vehicles under 1 year old set to the Fixed Service regime that has not had its first service, comprising first two manufacturer’s scheduled services:

– ‘Oil service’ including oil filter change

– ‘Oil service’ including oil filter change and 'Inspection service' plus a pollen filter replacement (if required)

Excludes electric vehicles. Service plan covers first two consecutive services, limited to 1x ‘Oil service’ and 1x ‘Oil and Inspection service’. T&Cs apply: All vehicles must be set to the Fixed Service regime by the retailer. Maximum age of car is 12 months (Service plan must be taken out before first service is due). Additional work, including wear and tear is excluded. Servicing must be carried out in line with the requirement of the Service Schedule. All work must be carried out by an Authorised Volkswagen Repairer. Offers may be varied or withdrawn at any time. Plan validity is dependent on required payments received. Administered by Volkswagen Financial Services. Retail sales only. For pricing and further details, please consult your authorised Volkswagen retailer or visit [www.volkswagen.co.uk](#)

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VAT IS CALCULATED AT 20%. EFFECTIVE FROM 15 JULY 2019.

Model prices – Passat Estate.

PETROL/ELECTRIC HYBRID 5-DOOR ESTATE RANGE.		RDE2 Compliant	Fuel		Transmission	Combined output, PS	CO ₂ emission, g/km ¹	Basic Recommended Retail £	VAT £	Total Recommended Retail £	Additional ‘On the road’ Costs £ ²	Manufacturer’s Recommended ‘On the road’ Retail £ ²		P11D Value £ ³	BIK % ⁴	ABI Insurance Group ⁵
GTE [‡]	1.4 ltr TSI PHEV [‡]	No	Hybrid	5-door	6-spd auto DSG	TBA	TBA	TBA	TBA	TBA	TBA	TBA		TBA	TBA	TBA
GTE ADVANCE [‡]	1.4 ltr TSI PHEV [‡]	No	Hybrid	5-door	6-spd auto DSG	TBA	TBA	TBA	TBA	TBA	TBA	TBA		TBA	TBA	TBA

1 These figures were obtained using a combination of battery power and fuel. The Passat Saloon GTE is a plug-in hybrid vehicle requiring mains electricity for charging. Figures shown are for comparability purposes; only compare fuel consumption, CO₂ and electric range figures with other vehicles tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load. There is a new test used for fuel consumption and CO₂ figures (known as WLTP). The CO₂ figures shown however, are based on a calculation designed to be equivalent to the outgoing (NEDC) test cycle and will be used to calculate vehicle tax on first registration. For more information, please see volkswagen.co.uk/owners/wltp or consult your authorised Volkswagen retailer. 2 For full details of ‘First year rate’ VED (Vehicle Excise Duty), delivery to retailer, number plates and vehicle first registration fee included in the recommended ‘On the road’ retail price, [please click here](#) 3 P11D value = Total recommended retail price + delivery to retailer £509.17, + number plates £20, + VAT £105.83 (calculated by reference to total of delivery to retailer + number plates). P11D value is based on standard specification model with no factory-fitted options or other accessories. 4 The BIK % figure quoted includes the 4% diesel supplement, where applicable. 5 The ABI insurance group is the recommended insurance rating set by the Association of British Insurers. Please note that insurance group ratings are purely advisory. They are used by insurers (ABI members and Lloyd’s syndicates) as one of the factors in calculating premiums. Insurers are not required to follow the advisory group ratings and they may depart from them if they so wish. [‡] These vehicles are WLTP (Worldwide Harmonised Light-Duty Vehicles Test Procedure) type approved vehicles. More information is available at www.volkswagen.co.uk/owners/wltp. RDE2 refers to Real Driving Emissions Step 2.

Volkswagen Service Plan – Retail sales only.

For vehicles under 1 year old set to the Fixed Service regime that has not had its first service, comprising first two manufacturer’s scheduled services:

– ‘Oil service’ including oil filter change

– ‘Oil service’ including oil filter change and ‘Inspection service’ plus a pollen filter replacement (if required)

Excludes electric vehicles. Service plan covers first two consecutive services, limited to 1x ‘Oil service’ and 1x ‘Oil and Inspection service’. T&Cs apply: All vehicles must be set to the Fixed Service regime by the retailer. Maximum age of car is 12 months (Service plan must be taken out before first service is due). Additional work, including wear and tear is excluded. Servicing must be carried out in line with the requirement of the Service Schedule. All work must be carried out by an Authorised Volkswagen Repairer. Offers may be varied or withdrawn at any time. Plan validity is dependent on required payments received. Administered by Volkswagen Financial Services. Retail sales only. For pricing and further details, please consult your authorised Volkswagen retailer or visit www.volkswagen.co.uk

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VAT IS CALCULATED AT 20%. EFFECTIVE FROM 15 JULY 2019.

Standard items of equipment: SE.

VOLKSWAGEN SERVICE

3-year/60,000 miles warranty (whichever is soonest)
3-year paintwork warranty
12-year body protection warranty
Volkswagen Roadside Assistance
Exclusions and terms apply, [please click here](#) for more details

WHEELS AND SUSPENSION

Alloy wheels, four 7J x 17" 'Istanbul' with 215/55 R17 self-sealing tyres and anti-theft wheel bolts
Steel space saver spare wheel

EXTERIOR

All LED headlights range adjustable with reflector technology. Including 12 separate LED daytime running lights which also perform the indicator function
Black radiator grille with chrome louvres
Body-coloured bumpers
Body-coloured door handles
Body-coloured door mirrors with integrated indicators
Chrome-plated side window surrounds
Exterior temperature gauge and frost warning function
Front fog lights with static cornering function and chrome trimmed surround
Galvanised body
'Gloss Black' B-pillar trim
Rear lights incorporating LED technology
Rear number plate lights incorporating LED technology
Rear windscreen wash/wipe (Estate only)
Roof rails, black (Estate only)
Windscreen wipers with intermittent operation

INTERIOR

Carpet mats, front and rear
'Cross Hatch' decorative inserts in dash, centre console and door panels
Chrome-plated instrument and air vent surrounds
Cup holders with covers, front x 2
Extending luggage compartment cover, stowable (Estate only)
Front centre armrest with storage compartment and two rear air vents
Glovebox, cooled, illuminated and lockable
Height and reach adjustable steering wheel
Interior lighting: front and rear with interior delay and dimming function
Leather trimmed three-spoke multifunction steering wheel and gear knob
LED entrance/warning lights in front doors
Load lashing points x 4, in luggage compartment
Load sill protection – plastic (Estate only)
Load-through provision
Luggage compartment light
Reading lights, front and rear x 2 incorporating LED technology
Seating
– Upholstery – 'Django' cloth
– Driver's and front passenger's seat height adjustment
– Front seats with lumbar adjustment
– ergoComfort seat with seat cushion tilt adjustment, thigh support and electric backrest adjustment on the driver's side
Rear seat centre armrest with storage compartment
Split folding rear seat backrests 60:40 (Saloon)
Split folding rear seat backrest 40:20:40 (Estate)

INTERIOR (CONTINUED)

Storage compartment in driver's door for 1.0 litre bottle
Storage compartment in roof console with cover
Storage compartments in front passenger's door for 1.5 litre bottle
Storage compartment in rear doors
Vanity mirrors, illuminated
Variable boot floor, height adjustable and removable (Estate only)
White instrument lighting
12V socket in front centre console
12V socket in luggage compartment

IN-CAR ENTERTAINMENT AND COMMUNICATIONS

Aerial integrated into rear windscreen
Composition Media infotainment system
– 8.0" colour touch-screen
– Bluetooth telephone and audio connection for compatible devices¹
– Car information display
– DAB digital radio receiver
– MDI (Multi Device Interface), via USB connection – compatible products only
– Music playback from MP3, WMA and AAC files
– SD card reader
– Simultaneous pairing of 2 compatible mobile devices
– Single CD player
– SMS functionality – read, compose and send SMS messages using touch-screen display (when stationary, compatible Android smartphones only)
– Title and cover art display
– 'Think Blue. Trainer.' Driver tips and journey analysis
– 1 x USB connection, USB charging socket (compatible products only)
– 4 x 20 watt output
– 8 speakers, front and rear
Premium USB cable (choice of either Apple or Android smartphone compatibility)

CAR-NET

Car-Net wireless 'App-Connect'²
– Combines the functionality of Apple 'CarPlay', Google 'Android Auto' and 'MirrorLink'™ allowing 'mirroring' of smartphone display on the infotainment touch-screen via wireless connection
– Wireless smartphone charging
Car-Net 'Security & Service'³
– Provides continuous interaction between the driver, vehicle and Volkswagen, via integrated SIM-card connectivity
– Driver and vehicle integration with Volkswagen call centre or server for: 'eCall' – Emergency call service for SOS calls to emergency response incl. Automatic accident notification, Car breakdown, Vehicle health report and Service schedule
– Driver and vehicle integration via Car-Net Portal or Car-Net app for: Driving data, Doors and lights, Area alert, Speed alert, Horn and hazard lights, Parking position and Online anti-theft alarm – 3-year subscription



1 Devices must be Bluetooth HFP (Hands Free Profile) compatible, please contact your authorised Volkswagen retailer for specific phone compatibility.
2 Only operable in conjunction with compatible smartphones including iPhone 5 and above. Display and operation of certified apps including audio and voice control (if supported by the app). Usage of certified apps only while driving. Please see [www.volkswagen.co.uk](#) to check smartphone compatibility.
3 Use of Car-Net 'Security & Service' is governed in a separate Contract concluded online with Volkswagen. To use the free Car-Net app you will need a smartphone with iOS or Android operating system and a SIM-card with a data option. Depending on your mobile tariff, sending and receiving data online may incur additional charges (e.g. roaming charges), particularly if you are using Car-Net abroad. For more information on Car-Net Security & Service, go to [www.volkswagen.com/car-net](#) or contact your Volkswagen retailer.

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SAFETY AND SECURITY

SAFETY AND SECURITY (CONTINUED)

DRIVER'S ASSISTANCE

A blue Volkswagen Passat R-Line is shown from a rear three-quarter view, driving on a multi-lane asphalt road. The road features yellow chevron markings indicating a lane change or merging area. In the background, a silver car is visible further ahead. The scene is set in an urban environment with a modern building and a bridge structure with traffic lights and speed limit signs (60) in the background.

[illegible]

WHEELS AND SUSPENSION

Voice activation

Roof rails, silver anodised (Estate only)

Seating

- Heated front seats
- Upholstery - 'Vienna' leather¹

- Providing online access to a range of useful information such as traffic, fuel pricing, weather and news feeds

Remote electrically heated, adjustable and foldable door mirrors, including automatic dimming function on driver's side, door mirror puddle lights and reverse activated kerb-view adjustment on passenger's side

Multifunction colour display (not R-Line Edition and GTE Advance)



3 Car-Net 'Guide and Inform' services are accessed via a compatible mobile device. Please see www.volkswagen.co.uk for more information. The use of 'Guide and Inform' services entails exchanging large volumes of data. As such, we strongly recommend that you sign-up for a flat rate data plan with your mobile network provider. After the initial 3-year Car-Net contract, an annual subscription is chargeable for the continuation of 'Guide and Inform' services

[illegible]

WHEELS AND SUSPENSION
Alloy wheels, four 8J x 18" 'Monterrey' with 235/45 R18 self-sealing tyres and anti-theft wheel bolts
Sports suspension, lowered
Tyre mobility kit (in lieu of steel space saver spare wheel) (Not Alltrack)
EXTERIOR
'R-Line' styling pack – 'R-Line' design front and rear bumpers, radiator grille, side skirts and rear spoiler ¹
INTERIOR
Ambient lighting
Black rooflining
'Dark Diamond Flag' decorative inserts in dash and door panels
Leather trimmed three-spoke multifunction steering wheel with aluminium inserts and 'R-Line' logo
Seating
– Upholstery – 'Nappa' leather ² and 'Carbon Optic' side bolsters
– Front seats with embroidered 'R-Line' logo on backrest
Stainless steel pedals – clutch, brake and accelerator (brake and accelerator pedals only on auto DSG models)
Unique 'R-Line' carpet mats, front and rear
Unique 'R-Line' decorative inserts for dash and door panels
Unique 'R-Line' door sill protectors
COMFORT AND CONVENIENCE
Climate control – 3Zone electronic air conditioning with automatic air recirculation
'Easy open' full electric tailgate opening and closing function, operated via foot movement under rear or from driver's door
Heated windscreen washer jets
Keyless entry, including Start/Stop button



Model shown is new Passat R-Line with optional 'IQ. Light' LED matrix headlights, 19" 'Pretoria' Dark Graphite Matt alloy wheels and metallic signature paint.

1 Estate only.
2 Some parts of leather interior will contain artificial leather.

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A silver Volkswagen Passat Estate R-Line is shown from a front-three-quarter perspective, driving on a city street. The car is in motion, with a blurred background of modern buildings and trees. The car features a black roof rack, black side mirrors, and black alloy wheels. The license plate area displays 'R-Line'. The overall scene is bright and sunny, suggesting a clear day.

Volkswagen
service and
service plan

WHEELS AND SUSPENSION

Sports suspension, lowered

'Blue' brake callipers

Trapezoid exhaust tailpipes,
left and right

Unique 'GTE' badging

Unique 'GTE' radiator grille with blue strip

Blue ambient lighting

Unique 'GTE' instrument cluster

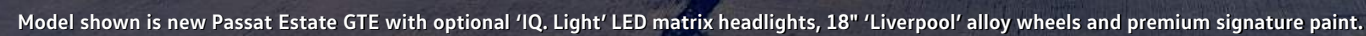
Climate control – 3Zone electronic air conditioning with automatic air recirculation

Two charging cables – 16amp AC cable for wallbox/chargepoints (mode 3) and 10amp mains charge cable (mode 2)

Socket AC type 2

Driver profile selection

- e-mode
- Hybrid mode
- Battery charge mode
- Battery hold mode
- 'GTE' mode



Introduction	Model prices	Standard equipment	Driver's assistance systems	Infotainment and connectivity	Factory-fitted options	Accessories	Alloy wheels	Paint	Upholstery and Decorative inserts	Combinations	Dimensions	AdBlue®	VED and additional 'On the road' costs	Environmental information	CO ₂ , BIK % and VED Bands with optional wheels	Company car taxation chart and comparison	Volkswagen service and service plan
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Additional items of standard equipment: GTE Advance (over GTE).



IN-CAR ENTERTAINMENT AND COMMUNICATIONS

- Discover Navigation Pro infotainment system (in addition to Discover Navigation infotainment system)
- 9.2" colour touch-screen
 - Voice activated control system for telephone and navigation functions
 - 3D map view
 - 64 GB SSD hard drive

COMFORT AND CONVENIENCE

- 'Easy open' full electric tailgate opening and closing function, operated via foot movement under rear or from driver's door
- Keyless entry, including Start/Stop button

DRIVER'S ASSISTANCE

- Active Info Display
- 12.3" high resolution TFT dash display screen with customisable menus and information (in lieu of multifunction colour display)
- 'e-sound', exterior sound generator when driving in e-mode

WHEELS AND SUSPENSION

- Alloy wheels, four 8J x 18" 'Monterrey' with 235/45 R18 self-sealing tyres and anti-theft wheel bolts

EXTERIOR

- 'IQ. Light' LED matrix headlights
- All LED interactive matrix dipped and main beam headlights, daytime running lights, Including dual 'U-shaped' LED daytime running lights
 - 12 separate LED lights which perform the indicator function and Dynamic curve lighting
 - Information from the front camera, navigation's digital map data, GPS information, steering wheel angle and current driving speed activates specific LEDs individually for optimal lighting
 - Includes specific lighting functions for: city lighting, motorway lighting, motorway dipped beam, poor weather light and sign glare reduction



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Additional items of standard equipment: Alltrack (over R-Line) – Estate only.



WHEELS AND SUSPENSION

- Alloy wheels, four 7J x 18" 'Kalamata' with 245/45 R18 self-sealing tyres and anti-theft wheel bolts
- Full size alloy spare wheel
- Increased ground clearance, raised by approx. 27.5mm
- Off-road suspension

EXTERIOR

- 'Alltrack' styling pack – uniquely shaped off-road front and rear bumpers
- Chrome trimmed radiator grille and front air intake
- Matt-chrome effect and anthracite side sill protection
- Matt-chrome effect door mirrors
- Matt-chrome effect underbody protection, front and rear
- Trapezoid exhaust tailpipes, left and right
- Unique 'Alltrack' badging
- Wheel arch protection, anthracite

INTERIOR

- Ambient lighting
- 'Tracks' decorative inserts in dash and door panels
- Seating
 - Upholstery – 'Summit' cloth

CAR-NET

- Car-Net 'Guide and Inform Plus'¹ – 3-year subscription
 - Providing online access to a range of useful information such as traffic, fuel pricing, weather and news feeds

DRIVER'S ASSISTANCE

- Four wheel drive – 4MOTION
- Off-road setting, including hill descent assist



Model shown is new Passat Alltrack with optional 19" 'Albertville' alloy wheels and metallic paint. Roof bars are available as an accessory. Please refer to the [Accessories section](#), or visit [volkswagen.co.uk](#) for full availability of products.

1 Car-Net 'Guide and Inform Plus' services are accessed via a compatible mobile device. Please see [www.volkswagen.co.uk](#) for more information. The use of 'Guide and Inform Plus' services entails exchanging large volumes of data. As such, we strongly recommend that you sign-up for a flat rate data plan with your mobile network provider. After the initial 3-year Car-Net contract, an annual subscription is chargeable for the continuation of 'Guide and Inform Plus' services.

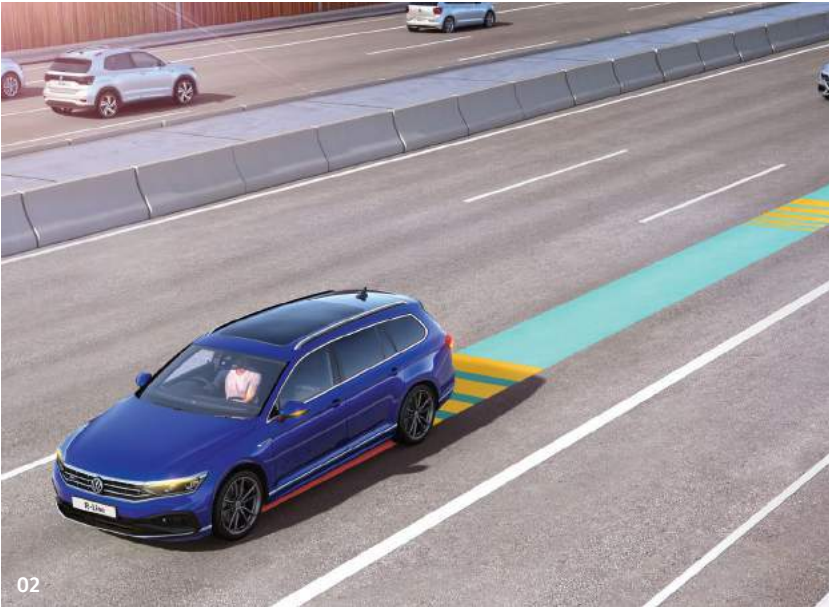
The specifications listed are for information purposes only as our products are continually updated and changes may be made to the specifications at any time. If you require any specific feature, please consult your authorised Volkswagen retailer who is regularly updated with any change in specification. Specifications are subject to change without notice.

Driver's assistance systems.

Good assistants are usually hard to find. It's different in the new Passat. Here you will find numerous intelligent driver assistance systems which are grouped at Volkswagen under the name IQ.Drive. IQ.Drive stands for all assistance systems that already exist today and that we are developing for tomorrow and the future. In the new Passat you can benefit from innovative features such as 'Traffic jam assist', 'Emergency Assist' and many more.



01 Whether on business or leisure travel, if you travel frequently, the Traffic jam assist system offers you assistance from motorways to city congestion traffic. **Traffic jam assist** can take into account the distance to the traffic ahead and adjust the speed accordingly. In conjunction with the DSG dual clutch transmission, you can even drive relaxed through traffic jams and stop-and-go traffic. It detects if traffic is stopping and slows your vehicle to a standstill if necessary. Once the car in front pulls away, the system recognises this and sets the vehicle in motion. Standard on all models.



02 Emergency Assist can help even further should a driver medical emergency situation arise. In conjunction with the DSG gearbox, the system recognises an incapacity of the driver and slows the car down in its lane to a standstill if necessary. As soon as the system cannot detect any steering, braking or acceleration activity, it alerts the driver. If the driver remains inactive, it automatically activates the hazard warning lights to alert other road users. Standard on all models in conjunction with the DSG gearbox.



03 Adaptive Cruise Control (ACC) is a radar sensor controlled distance monitoring system that utilises a front mounted camera to set a distance to the vehicle in front and maintain it up to a predetermined set speed by automatically accelerating and braking as necessary. The system adds speed and cornering assistance by using information from the vehicle's navigation system if fitted. Standard on all models.

Models shown are new Passat Estate R-Line with optional 19" 'Pretoria' Dark Graphite Matt alloy wheels, panoramic sunroof and metallic signature paint.
Image 02 is new Passat Estate R-Line with optional 'IQ. Light' LED matrix headlights, 19" 'Pretoria' Dark Graphite Matt alloy wheels, panoramic sunroof and metallic signature paint.

Please note: The intelligent technology of Adaptive Cruise Control (ACC) with predictive cruise control cannot overcome the laws of physics and functions only within the limits of the system. It is the driver's responsibility to have full concentration and control of the vehicle, as well as ensuring appropriate speeds by observing the maximum speed limits and road positioning of the car at all times.

Introduction	Model prices	Standard equipment	Driver's assistance systems	Infotainment and connectivity	Factory-fitted options	Accessories	Alloy wheels	Paint	Upholstery and Decorative inserts	Combinations	Dimensions	AdBlue®	VED and additional 'On the road' costs	Environmental information	CO ₂ , BIK % and VED Bands with optional wheels	Company car taxation chart and comparison	Volkswagen service and service plan
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Infotainment and connectivity.

The design of the new Passat is not only ground-breaking, but in the technologically advanced cockpit you will also find the very latest in digital communication and navigation systems, keeping you connected and informed. It also includes voice control for the Discover Navigation Pro which lets you conveniently choose your favourite music and plan your route while keeping your eyes on the road.



01 The optional **Head-up Display**¹ presents driving information directly in your field of vision. Speed, traffic signs and information about the assistance systems, as well as warnings and navigation data are projected on to the high-quality retractable screen transparently displayed in front of the windscreen, enabling you to read everything clearly while keeping your focus on the road ahead. Optional on SE, SEL, R-Line, GTE, GTE Advance and Alltrack models.

¹ Please note, use of polarised lenses may impair the visibility of the Head-up Display.

01 The Composition Media infotainment system is equipped with a 8.0 inch colour touch-screen with proximity sensor that recognises in advance your intention to touch the screen and automatically magnifies the display mode. Features also include DAB digital radio receiver, single CD player, MDI (Multi Device Interface) via USB connection for compatible products and SD card reader. The media system also includes Bluetooth telephone and audio connection for compatible devices¹, simultaneous pairing of two compatible mobile devices, SMS functionality – allowing you to read, compose and send SMS messages using the touch-screen display to a compatible Android smartphone (while the vehicle is stationary), title and compatible cover art display and facilitates music playback from MP3, WMA and AAC files through eight speakers, front and rear. Finally, car information display and ‘Think Blue. Trainer.’ – provide journey analysis and driver tips on your journey. Standard on SE models.

02 The Discover Navigation touch-screen navigation/infotainment system with Car-Net ‘Guide and Inform’² builds upon the impressive Composition Media system, but with additional features enabling you to easily manage not only your music, but also navigation data and a broad range of vehicle information. The system offers Volkswagen Media Control³, which allows remote control of the infotainment system via a smartphone or tablet, preloaded European navigation data, 2D/3D map view, three calculated route choices (Fast, Short and Eco), dynamic navigation based on TMC+, branded points of interest and Speed Limit Display⁴. 3-years Car-Net ‘Guide and Inform’ access makes it possible to integrate ‘traffic information online’ into route guidance and transfer public and personal points of interest to the navigation system. The service also includes information for fuel station location and pricing, weather and news feeds. Standard on SEL, R-Line, GTE and Alltrack, and optional on SE models.

03 The Discover Navigation Pro touch-screen navigation/DVD infotainment system with integrated voice activation and Car-Net ‘Guide and Inform Plus’² can be operated intuitively via the 9.2 inch colour touch-screen, enabling you to manage music and navigation data. Gesture control for use with various different menus, responds to a sideways swiping gesture and confirms a successful swipe with a sound effect, which can be deactivated if required. Eight powerful speakers deliver great acoustics and the DVD system is compatible with MP3 and WMA files. It also offers a 64 GB SSD hard drive, two SD card readers, photo display from JPEG and PNG files, voice control and a USB connection. The Discover Navigation Pro also features ‘Guide and Inform Plus’ providing online access to a range of useful information such as traffic, fuel station location and pricing, weather and news feeds. The **Active Info Display** is ideal for those who love the latest technology, providing a system that can be tailored to suit your specific preferences. A fully configurable, interactive, 12.3 inch high resolution TFT dash display replaces the standard instrument cluster, displaying vehicle data and information on your dashboard. A choice of five different modes enables you to customise the screen as you wish, showing large or small dials as you prefer, with a number of items displayed behind. In navigation mode, for example, you can move the speedometer and rev counter to the edge of the display, creating more space for the navigational map. If you wish, you can include driving, navigation and assistance functions within the graphics of the speedometer. As the Active Info Display is linked to all other assistance systems in the vehicle, any data shown in the centre console of the infotainment system, such as phone numbers or compatible cover art, can also be displayed on the dash, conveniently placed directly within the driver’s optimum field of vision. Standard on R-Line Edition and GTE Advance, and optional on all other models.



1 Devices must be Bluetooth HFP (Hands Free Profile) compatible, please contact your authorised Volkswagen retailer for specific device compatibility.
2 Car-Net ‘Guide and Inform’ services are accessed via a compatible mobile device. Please see www.volkswagen.co.uk for more information. The use of ‘Guide and Inform’ services entails exchanging large volumes of data. As such, we strongly recommend that you sign-up for a flat rate data plan with your mobile network provider. After the initial 3-year Car-Net contract, an annual subscription is chargeable for the continuation of Car-Net ‘Guide and Inform’ services.
3 Only operable in conjunction with compatible tablets and smartphones including iPhone 5 and above. Please see www.volkswagen.co.uk to check compatibility.
4 Speed Limit Display only reflects national speed limits and does not show temporary speed limit restrictions, or where permanent changes to speed limits are made in-between map updates.

Factory-fitted options.

WHEELS AND SUSPENSION

		SE	SEL	R-Line	R-Line Edition (Estate only)	GTE	GTE Advance	Alltrack (Estate only)	Basic RRP £ Excluding VAT	Total RRP £ Including VAT
17" 'London'	Four 7J x 17" 'London' with 215/55 R17 self-sealing tyres and anti-theft wheel bolts	○	○	–	–	–	–	–	208.33	250.00
17" 'Soho' Anthracite	Four 7J x 17" 'Soho' Anthracite with 215/55 R17 self-sealing tyres and anti-theft wheel bolts	○	○	–	–	–	–	–	208.33	250.00
17" 'Sebring'	Four 7J x 17" 'Sebring' with 215/55 R17 self-sealing tyres and anti-theft wheel bolts	○	○	–	–	○	–	–	208.33	250.00
	Four 7J x 17" 'Sebring' with 215/55 R17 self-sealing tyres and anti-theft wheel bolts	–	–	–	–	–	○	–	No cost option	
18" 'Oxford' Anthracite	Four 8J x 18" 'Oxford' Anthracite with 235/45 R18 tyres and anti-theft wheel bolts	○	○	–	–	○	–	–	500.00	600.00
	Four 8J x 18" 'Oxford' Anthracite with 235/45 R18 tyres and anti-theft wheel bolts	–	–	–	–	–	○	–	250.00	300.00
18" 'Oxford' Silver	Four 8J x 18" 'Oxford' Silver with 235/45 R18 tyres and anti-theft wheel bolts	○	○	–	–	○	–	–	500.00	600.00
	Four 8J x 18" 'Oxford' Silver with 235/45 R18 tyres and anti-theft wheel bolts	–	–	–	–	–	○	–	250.00	300.00
18" 'Liverpool'	Four 8J x 18" 'Liverpool' with 235/45 R18 tyres and anti-theft wheel bolts	○	○	–	–	○	–	–	500.00	600.00
	Four 8J x 18" 'Liverpool' with 235/45 R18 tyres and anti-theft wheel bolts	–	–	–	–	–	○	–	250.00	300.00
18" 'Wolverton' Black diamond-turned	Four 8J x 18" 'Wolverton' black diamond-turned with 235/45 R18 tyres and anti-theft wheel bolts	–	–	○	–	–	○	–	208.33	250.00
19" 'Verona'	Four 8J x 19" 'Verona' with 235/40 R19 tyres and anti-theft wheel bolts	–	–	○	–	–	○	–	500.00	600.00
19" 'Pretoria' Dark Graphite Matt	Four 8J x 19" 'Pretoria' Dark Graphite Matt with 235/40 R19 tyres and anti-theft wheel bolts	–	–	○	●	–	○	–	829.17	995.00
19" 'Albertville'	Four 8J x 19" 'Albertville' with 245/40 R19 tyres and anti-theft wheel bolts	–	–	–	–	–	–	○	500.00	600.00
Dynamic Chassis Control (DCC)	Variable suspension settings. Choice of three settings: Sport, Comfort and Normal. <i>Not in conjunction with sports suspension. Standard on 2.0 ltr BiTDI 4MOTION 240 PS and 2.0 ltr TSI 4MOTION 272 PS models</i>	○	○	–	●	–	–	○	745.83	895.00
Sports suspension	Lowered by approx. 15mm. <i>Not in conjunction with Dynamic Chassis Control (DCC)</i>	○	○	●	–	●	●	–	212.50	255.00

Choosing larger alloy wheels than standard, as an option, may result in increased fuel consumption as well as higher CO₂ emissions and subsequently increased Vehicle Excise Duty (VED) band, and BIK rates paid by company car drivers may increase. This is due to the fact that larger wheels have both more aerodynamic drag and more mechanical drag, resulting in increased rolling resistance and increased wind resistance. As a result, the VED band that the vehicle falls into may increase from its original VED band when fitted with standard size wheels. In some instances, the recommended 'On the road' retail price paid for the vehicle may increase as a result of the increased VED rate. [Please click here for full details.](#)

● Standard equipment ○ Optional equipment – Not available. Factory-fitted options are subject to availability and extended delivery.

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Factory-fitted options.

PAINT

		SE	SEL	R-Line	R-Line Edition (Estate only)	GTE	GTE Advance	Alltrack (Estate only)	Basic RRP £ Excluding VAT	Total RRP £ Including VAT
Non-Metallic	Urano Grey	○	○	○	-	○	○	○	No cost option	
	Pure White, Tornado Red	○	○	○	-	○	○	○	308.33	370.00
Metallic and Pearl Effect	Tamarind Brown, Manganese Grey, Reflex Silver, Aurora Gold, Pyrite Silver, Deep Black	○	○	○	-	○	○	○	516.67	620.00
	Bottle Green	-	-	-	-	-	-	○	516.67	620.00
Metallic Signature	Lapiz Blue	-	-	○	-	-	-	-	662.50	795.00
Ultra Metallic	Aquamarine Blue	○	○	○	-	-	-	○	662.50	795.00
Premium Signature	Oryx White	○	○	○	-	○	○	○	866.67	1,040.00

Please refer to [Paint and Combinations section](#), or visit [volkswagen.co.uk](#) for full availability of paint colours.

EXTERIOR

'IQ. Light' LED matrix headlights	All LED interactive matrix dipped and main beam headlights, daytime running lights, Including dual 'U-shaped' LED daytime running lights. 12 separate LED lights which perform the indicator function and Dynamic curve lighting. Information from the front camera, navigation's digital map data, GPS information, steering wheel angle and current driving speed activates specific LEDs individually for optimal lighting. Includes specific lighting functions for: city lighting, motorway lighting, motorway dipped beam, poor weather light and sign glare reduction									
		○	○	○	●	○	●	○	1,262.50	1,515.00
Rear tinted glass	Rear tinted glass from B-pillar backwards, approx. 65% tinted	○	●	●	●	●	●	●	200.00	240.00
Towbar – swivelling	Swivelling towbar with electric release. 13-pin connection and 12 electrified poles for vehicle lighting plus additional power supply for caravan auxiliary battery charger, internal trailer lighting and fridge	○	○	○	-	○	○	○	775.00	930.00

INTERIOR

Black rooflining	Only in conjunction with Titan Black cloth or Titan Black 'Vienna' leather	○	○	●	●	○	○	○	204.17	245.00
Luggage net		○	○	●	-	○	○	○	58.33	70.00
Steering wheel – heated, multifunction, leather trimmed	Heated multifunction steering wheel	○	○	●	-	-	-	-	166.67	200.00
	Including paddle shift for DSG gearbox. Only in conjunction with DSG gearbox	○	-	-	-	-	-	-	166.67	200.00

● Standard equipment ○ Optional equipment - Not available. Factory-fitted options are subject to availability and extended delivery.

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INTERIOR

	SE	SEL	R-Line	R-Line Edition (Estate only)	GTE	GTE Advance	Alltrack (Estate only)	Basic RRP £ Excluding VAT	Total RRP £ Including VAT
Upholstery – ‘Vienna’ leather ¹	○	●	–	–	●	●	○	1,583.33	1,900.00
ergoComfort front seats with 14-way electric adjustment with driver’s seat massage and memory function	○	○	○	–	–	–	–	829.17	995.00

1 Some parts of leather interior will contain artificial leather.

IN-CAR ENTERTAINMENT AND COMMUNICATIONS

Discover Navigation touch-screen navigation/infotainment system with Car-Net ‘Guide and Inform’ ^{1, 2}	8.0" colour touch-screen control system for navigation, CD and radio functions and Volkswagen Media Control, allowing remote control of the infotainment system via a smartphone or tablet. Preloaded European navigation data, 2D/3D map view, three calculated routes (Fast, Short, Eco), dynamic navigation based on TMC+, branded points of interest and Speed Limit Display ³ . 3-years Car-Net ‘Guide and Inform’ access providing online access to a range of useful information such as traffic, fuel pricing, weather and news feeds. <i>Includes online navigation software updates, enabling you to download the latest map data. Please contact your authorised Volkswagen retailer for full details</i>	○	●	●	–	●	–	●	708.33	850.00
Discover Navigation Pro touch-screen navigation/DVD infotainment system with integrated voice activation, ‘Gesture Control’ and Car-Net ‘Guide and Inform Plus’ ² and Active Info Display	Voice activated control system – responds to spoken voice commands for navigation and telephone functions. 9.2" colour touch-screen control system for navigation, DVD, CD and radio functions and Volkswagen Media Control, allowing remote control of the infotainment system via a smartphone or tablet. 64 GB SSD hard drive. Preloaded European navigation data, 3D map view, three calculated routes (Fast, Short, Eco), dynamic navigation based on TMC+, branded points of interest, Speed Limit Display ³ , photo display from JPEG and PNG files and SD card reader x 2. 3-years Car-Net ‘Guide and Inform Plus’ access providing online access to a range of useful information such as traffic, fuel pricing, weather and news feeds. Includes online navigation software updates, enabling you to download the latest map data. Please contact your authorised Volkswagen retailer for full details	–	○	○	●	○	●	○	1,833.33	2,200.00
‘Dynaudio Confidence’ soundpack	Including 16 channel digital amplifier, 700 watt output and 10 speakers plus subwoofer. <i>Includes tyre mobility kit in lieu of steel space saver spare wheel or full size spare alloy wheel</i>	○	○	○	–	○	○	○	958.33	1,150.00

1 Not in conjunction with Discover Navigation Pro navigation/infotainment system. 2 Car-Net ‘Guide and Inform’ services are accessed via a compatible mobile device. Please see www.volkswagen.co.uk for more information. The use of ‘Guide and Inform’ services entails exchanging large volumes of data. As such, we strongly recommend that you sign-up for a flat rate data plan with your mobile network provider. After the initial 3-year Car-Net contract, an annual subscription is chargeable for the continuation of Car-Net ‘Guide and Inform’ services. 3 Speed Limit Display only reflects national speed limits and does not show temporary speed limit restrictions, or where permanent changes to speed limits are made in-between map updates.

SAFETY AND SECURITY

Tyre pressure monitoring system	Displays tyre pressure for each individual wheel in the multifunction display	○	○	○	○	○	○	○	120.83	145.00
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● Standard equipment ○ Optional equipment – Not available. Factory-fitted options are subject to availability and extended delivery.

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COMFORT AND CONVENIENCE

		SE	SEL	R-Line	R-Line Edition (Estate only)	GTE	GTE Advance	Alltrack (Estate only)	Basic RRP £ Excluding VAT	Total RRP £ Including VAT
Ambient lighting	Two lights in front footwell, light strips below trim in front doors and LED reading lights	O	O	●	-	●	●	●	166.67	200.00
Ambient lighting Plus	Three LED interior lighting colour options with LED lighting for dashboard	O	O	O	●	-	-	-	375.00	450.00
	Three LED interior lighting colour options with LED lighting for dashboard	-	-	O	-	O	O	O	208.33	250.00
Climate control	3Zone electronic air conditioning with automatic air recirculation	O	O	●	●	●	●	●	541.67	650.00
'Easy open' full electric tailgate operation	Electrically-operated tailgate opening and closing function, operated via foot movement under rear tailgate or from driver's door. Time delayed push button electrically closing tailgate	O	O	●	●	O	●	O	500.00	600.00
Luggage compartment lid with electric boot		O	O	●	●	O	●	O	316.67	380.00
Keyless entry	Including Start/Stop button on centre console	O	O	●	●	O	●	●	350.00	420.00
Panoramic sunroof	Electric, glass sliding/tilting including integrated roller blind	O	O	O	-	O	O	O	829.17	995.00
Rubber boot mat		O	O	O	-	O	O	O	41.67	50.00
Winter pack	Heated front seats and heated windscreen washer jets. <i>Not in conjunction with 'Vienna' leather upholstery.</i> 230V socket in rear centre console. <i>Requires a European converter plug, not supplied. Estate only</i>	O	●	●	●	●	●	●	395.83	475.00

DRIVER'S ASSISTANCE

Area view	Front, rear and side cameras to provide 360° exterior view of vehicle displayed via vehicle's infotainment system. <i>Not in conjunction with rear-view camera</i>	O	O	O	●	O	O	O	666.67	800.00
Head-up Display ¹	Driving information including current speed is projected onto a retractable screen within the driver's field of vision helping to reduce the time that the driver's eyes are averted from the road	O	O	O	-	O	O	O	433.33	520.00
Park Assist	Sensor controlled steering aid to assist parallel or bay parking. Features manoeuvre braking function and optical parking display via vehicle's infotainment system. <i>Not in conjunction with Trailer Assist including Park Assist</i>	O	O	O	-	O	O	O	179.17	215.00
Rear-view camera	Displayed via the vehicle's infotainment system display. <i>Not in conjunction with Area View</i>	O	O	O	-	O	O	O	279.17	335.00
Trailer Assist including Park Assist ²	Controls reverse guidance of vehicle and trailer. Optical display visualises actual and possible steering angles in the instrument cluster with reverse steering direction controlled via joystick (mirror adjustment switch) and Park Assist	O ³	O ³	O ³	-	O ³	O ³	O ³	416.67	500.00
XDS electronic differential lock	Electronic system to improve traction and handling	O	O	O	●	O	O	O	166.67	200.00

1 Must be ordered in conjunction with 'IQ. Light' LED matrix headlights and Climate control 3Zone electronic air conditioning. 2 Must be ordered in conjunction with towbar – swivelling. 3 Must be ordered in conjunction with Area view or Rear-view camera.

● Standard equipment O Optional equipment - Not available. Factory-fitted options are subject to availability and extended delivery.

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Make a statement and further enhance your Passat or Passat Estate by choosing from our wealth of stylish, innovative and sporty Volkswagen accessories. Choose from the high-quality carrier systems to the practical protection solutions and select the accessories to perfectly match your lifestyle.



Take the pressure off the boot when you next head away on holiday and pack all those essentials into one of these stylish Volkswagen roof boxes. In matt black, they not only fit a lot in, they look stylish too. 340 litres, maximum load capacity 50kg.
Part number: 000 071 200

Safely transport bicycles on the roof of your vehicle. The wheel rails are aerodynamically designed, and ensure the bicycle is correctly positioned. They enable you to use both hands to fix the wheels and frame. Thanks to the quick-fastening system, the bicycle holder is easy to fit onto the roof bars, without using any tools. The carrier also includes anti-theft protection. Suitable for maximum down tube widths of 80mm, bike weights of up to 20kg. Part number: 000 071 128 F



Prevent muck from messing up your vehicle's underbody, bumpers, sills and doors with Volkswagen mudflaps. They're long-lasting and durable, protecting your vehicle against excessive mud and reducing the chance of road chip damage.

Two-piece set.

Part number: 3G0 075 101 C

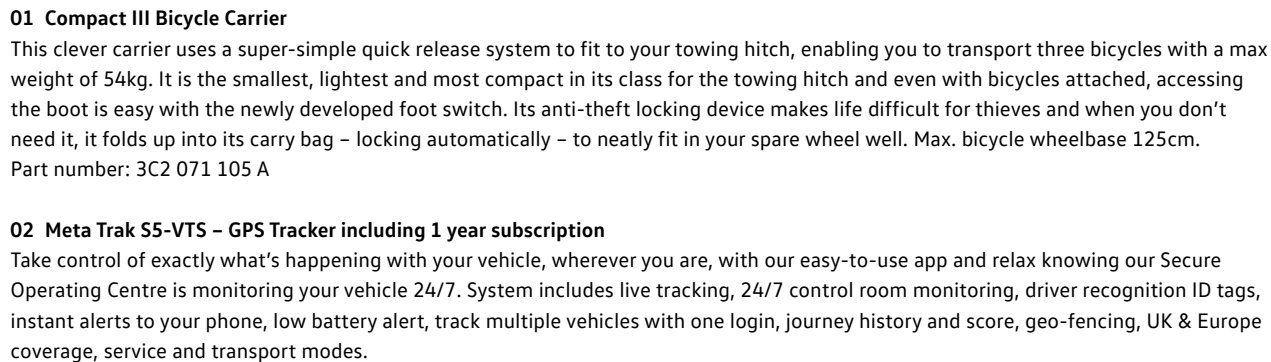
Two-piece set.
Part number: 3G0 075 111

When it comes to keeping out the worst, these rubber mats are the best. Durable, this set of two non-slip front mats protect from dirt and moisture. Shaped to fit, they're easy to clean and come with push button fastening.

Two-piece set.

Part number: 3G2 061 502 A82 V

Two-piece set.
Part number: 3G0 061 512 82V



03 Detachable towbar including electrics

If you prefer to keep your options open, our detachable towbar has all the practicalities. It's got full integration into the vehicle's CAN-bus network and all electrical components including trailer stabilisation system support, switching to stand-by current and the adjustment of all the vehicle's assistance systems, whilst being removable and super-easy to re-fit when you need it.

Part number: 3G0 092 150 B

Fixed towbar

Part number: 3G0 092 103 B

Accessories. Your Volkswagen your way.

Passat Saloon.

	Part number	Total RRP £ Including VAT	Total fitted RRP £ Including VAT		Part number	Total RRP £ Including VAT	Total fitted RRP £ Including VAT
PROTECTION AND CAR CARE							
Mudflaps – front	3G0 075 111	–	71.00	Semi-rigid loadliner	3G5 061 161	109.00	–
Mudflaps – rear	3G0 075 101 C	–	71.00	Rear bumper protection film – transparent	3G5 061 197 B	–	102.50
Rubber floor mats – front – black	3G2 061 502 A82 V	57.00	–	Door sill trims – black/silver	3G0 071 310 BXF	–	135.10
Rubber floor mats – rear – black	3G0 061 512 82V	40.50	–	Summer car care kit	000 096 355 D	25.50	–
Luggage compartment liner	3G5 061 160	69.00	–	Winter car care kit	000 096 352 L	21.50	–
TRAVEL AND TRANSPORT							
Volkswagen roof box – 340 litres – matt black	000 071 200	231.00	–	Volkswagen child seat G1 ISOFIX DUO Plus	5G0 019 909 A	332.50	–
Roof bars	3G0 071 126	252.50	–	Waste bag	000 061 107	22.50	–
Bicycle holder	000 071 128 F	101.50	–	Towbar – detachable, including electrical installation kit	3G0 092 150 B	–	748.00
Surfboard holder	000 071 120 HA	101.50	–	Compact III towbar mounted bicycle carrier	3C2 071 105 A	555.00	–
Kayak holder	1K0 071 127 A	107.00	–	Clothes hanger	00V 061 127	28.30	–
Ski and snowboard holder – 6 pairs of skis or 4 snowboards	000 071 129 N	132.00	–	Safety kit	000 093 059	24.50	–
Luggage net	3C5 065 110	57.00	–				
STYLING AND TECHNOLOGY							
Pedal cap set – for automatic (DSG) gearboxes	5G2 064 205	–	182.50	Meta Trak S5-VTS – GPS Tracker including 1 year subscription	ZGB 000 054 003	–	499.00
Door sill trims – aluminium (2 pieces)	3G0 071 303	–	121.50	Kenwood Navigation system for Composition Media with integrated Dash Cam	ZGB 5G0 051 MBD R	–	785.00
Plug & Play sound system	000 051 419	–	541.00				

Accessory prices are the manufacturer's Recommended Retail Prices (RRP), shown exclusive and inclusive of fitting where applicable, inclusive of appropriate VAT, and are charged in addition to recommended 'On the road' retail price paid for the vehicle. For full details, please contact your authorised Volkswagen retailer.

Volkswagen UK may change RRP's at any time (this includes where there are government changes in regulation and/or legislation).
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VAT IS CALCULATED AT 20%,
EXCEPT RETAILER SUPPLIED CHILD SAFETY SEATS WHERE IT IS CALCULATED AT 5%.
EFFECTIVE FROM 15 JULY 2019.

Accessories. Your Volkswagen your way.

Passat Estate.

	Part number	Total RRP £ Including VAT	Total fitted RRP £ Including VAT		Part number	Total RRP £ Including VAT	Total fitted RRP £ Including VAT
PROTECTION AND CAR CARE							
Mudflaps – front	3G0 075 111	-	71.00	Bumper protector	3G9 061 195	-	121.00
Mudflaps – rear	3G0 075 101 C	-	71.00	Rear bumper protection film – transparent	3G9 061 197 B	-	103.50
Rubber floor mats – front – black	3G2 061 502 A82 V	57.00	-	Door sill trims – black/silver	3G0 071 310 BXF	-	135.10
Rubber floor mats – rear – black	3G0 061 512 82V	40.50	-	Summer car care kit	000 096 355 D	25.50	-
Luggage compartment liner	3G9 061 160	69.00	-	Winter car care kit	000 096 352 L	21.50	-
Reversible boot mat	3G9 061 210	162.00	-				
TRAVEL AND TRANSPORT							
Volkswagen roof box – 340 litres – matt black	000 071 200	231.00	-	Volkswagen child seat G1 ISOFIX DUO Plus	5G0 019 909 A	332.50	-
Load bars	3G9 071 151	228.50	-	Safety kit	000 093 059	24.50	-
Bicycle holder	000 071 128 F	101.50	-	Towbar – detachable, including electrical installation kit	3G0 092 150 B	-	748.00
Surfboard holder	000 071 120 HA	101.50	-	Compact III towbar mounted bicycle carrier	3C2 071 105 A	555.00	-
Kayak holder	1K0 071 127 A	107.00	-	Clothes hanger	00V 061 127	28.30	-
Ski and snowboard holder – 6 pairs of skis or 4 snowboards	000 071 129 N	132.00	-	Partition grille (dog guard)	3G9 017 221	303.90	361.50
Luggage net	3C5 065 110	57.00	-				
STYLING AND TECHNOLOGY							
Pedal cap set – for automatic (DSG) gearboxes	5G2 064 205	-	182.50	Plug & Play sound system	000 051 419	-	541.00
Door sill trims – steel	3G0 071 303	-	121.50	Meta Trak S5-VTS – GPS Tracker including 1 year subscription	ZGB 000 054 003	-	499.00
Rear chrome strip	3G9 071 360 A	-	105.50	Kenwood Navigation system for Composition Media with integrated Dash Cam	ZGB 5G0 051 MBD R	-	785.00

Accessory prices are the manufacturer's Recommended Retail Prices (RRP), shown exclusive and inclusive of fitting where applicable, inclusive of appropriate VAT, and are charged in addition to recommended 'On the road' retail price paid for the vehicle. For full details, please contact your authorised Volkswagen retailer.

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VAT IS CALCULATED AT 20%,
EXCEPT RETAILER SUPPLIED CHILD SAFETY SEATS WHERE IT IS CALCULATED AT 5%.
EFFECTIVE FROM 15 JULY 2019.

Alloy wheels – Standard.



SE



SEL GTE



RL GTE A



RL E



AT

01 'Istanbul' 7J x 17" alloy wheels with 215/55 R17 self-sealing tyres and anti-theft wheel bolts.

02 'Nivelles' Anthracite 7J x 17" alloy wheels with 215/55 R17 self-sealing tyres and anti-theft wheel bolts.

03 'Monterrey' 8J x 18" alloy wheels with 235/45 R18 self-sealing tyres and anti-theft wheel bolts.

04 'Pretoria' Dark Graphite Matt 8J x 19" alloy wheels with 235/40 R19 self-sealing tyres and anti-theft wheel bolts.

05 'Kalamata' 7J x 18" alloy wheels with 245/45 R18 self-sealing tyres and anti-theft wheel bolts.

Standard Optional
SE | SE SEL | SEL RL | R-Line RL E | R-Line Edition GTE | GTE GTE A | GTE Advance AT | Alltrack

Images shown feature optional metallic paint.

Alloy wheels – Optional.



01 'London' 7J x 17" alloy wheels with 215/55 R17 self-sealing tyres and anti-theft wheel bolts.

02 'Soho' Anthracite 7J x 17" alloy wheels with 215/55 R17 self-sealing tyres and anti-theft wheel bolts.

03 'Sebring' 7J x 17" alloy wheels with 215/55 R17 self-sealing tyres and anti-theft wheel bolts.

04 'Oxford' Anthracite 8J x 18" alloy wheels with 235/45 R18 tyres and anti-theft wheel bolts.

05 'Oxford' Silver 8J x 18" alloy wheels with 235/45 R18 tyres and anti-theft wheel bolts.

☒ Standard ☐ Optional

SE | SE SEL | SEL RL | R-Line GTE | GTE GTE A | GTE Advance AT | Alltrack

06 'Liverpool' 8J x 18" alloy wheels with 235/45 R18 tyres and anti-theft wheel bolts.

07 'Wolverton' Black diamond-turned 8J x 18" alloy wheels with 235/45 R18 tyres and anti-theft wheel bolts.

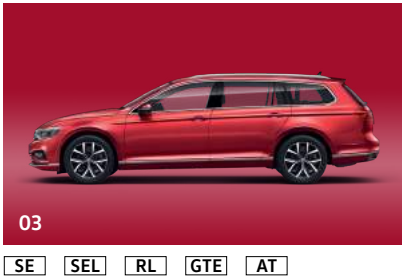
08 'Verona' 8J x 19" alloy wheels with 235/40 R19 tyres and anti-theft wheel bolts.

09 'Pretoria' Dark Graphite Matt 8J x 19" alloy wheels with 235/40 R19 tyres and anti-theft wheel bolts.

10 'Albertville' 8J x 19" alloy wheels with 245/40 R19 tyres and anti-theft wheel bolts.

Please note, choosing larger alloy wheels than standard, as an option, may result in increased fuel consumption. This is due to the fact that larger wheels have both more aerodynamic drag and more mechanical drag, resulting in increased rolling resistance and increased wind resistance. Images shown feature optional metallic paint.

Paint.



- 01 Pure White Non-Metallic OQ
- 02 Urano Grey Non-Metallic 5K
- 03 Tornado Red Non-Metallic G2
- 04 Moonstone Grey Non-Metallic Signature C2
- 05 Tamarind Brown Metallic 3V
- 06 Manganese Grey Metallic 5V
- 07 Reflex Silver Metallic 8E
- 08 Bottle Green Metallic 8V
- 09 Aurora Gold Metallic 9V
- 10 Pyrite Silver Metallic K2
- 11 Lapiz Blue Metallic Signature L9
- 12 Aquamarine Blue Ultra Metallic 8H
- 13 Deep Black Pearl Effect 2T
- 14 Oryx White Premium Signature 0R

Standard Optional

SE | SE SEL | SEL RL | R-Line RLE | R-Line Edition GTE | GTE/GTE Advance AT | Alltrack

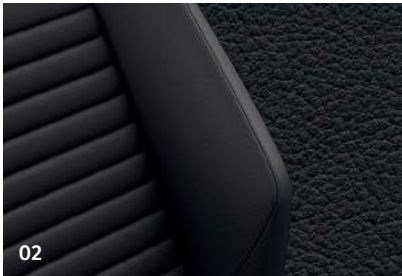
Please note: Colour range is reproduced for illustration purposes only. Actual on-car colours may vary from those shown, as screen technology does allow exact reproduction of the paint colours.

Models shown are new Passat Estate SEL with optional Park Assist and 'IQ. Light' LED matrix headlights. Image 08 is new Passat Alltrack with optional 19" 'Albertville' alloy wheels.

Upholstery.



SE



SEL GTE



SEL GTE

Standard on SE

01 'Django' cloth Titan Black (TO)

Standard on SEL, GTE and GTE Advance

02 'Vienna' leather† Titan Black (TO)

03 'Vienna' leather† Mistral Grey (YR)

Standard on R-Line and R-Line Edition

04 'Nappa' leather† and 'Carbon Optic' Titan Black/Titan Black (TO)

05 'Nappa' leather† and 'Carbon Optic' Black/Flint Grey (YR)

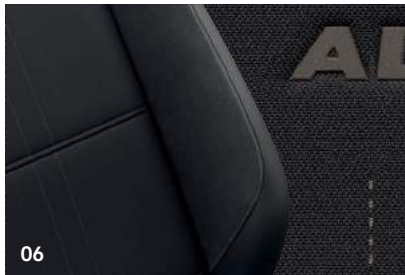
Standard on Alltrack

06 'Summit' cloth Titan Black (TO)

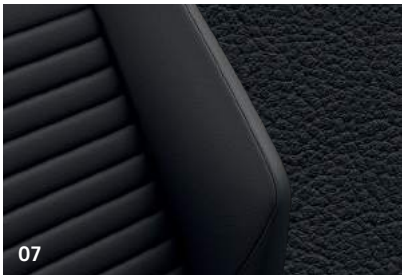
Optional on SE and Alltrack

07 'Vienna' leather† Titan Black (TO)

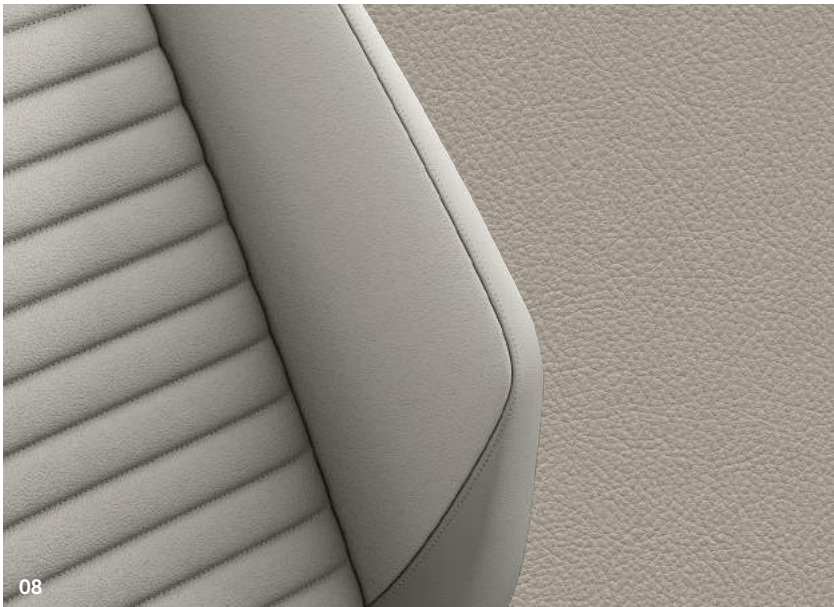
08 'Vienna' leather† Mistral Grey (YR)



AT



SE



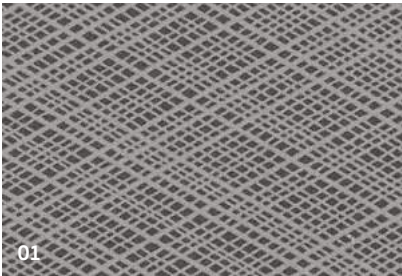
SE

Standard Optional
SE | SE SEL | SEL RL | R-Line/R-Line Edition GTE | GTE/GTE Advance AT | Alltrack

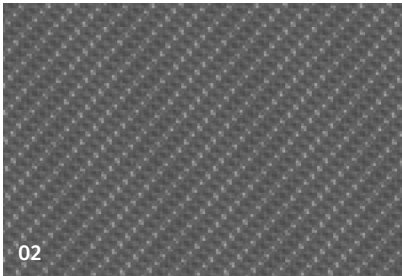
† Some parts of leather interior will contain artificial leather.

Please note: Swatches reproduced for illustration purposes only. Actual upholstery colours may vary from those shown, as screen technology does not allow exact reproduction of the upholstery colours.

Decorative inserts.



SESELGTE



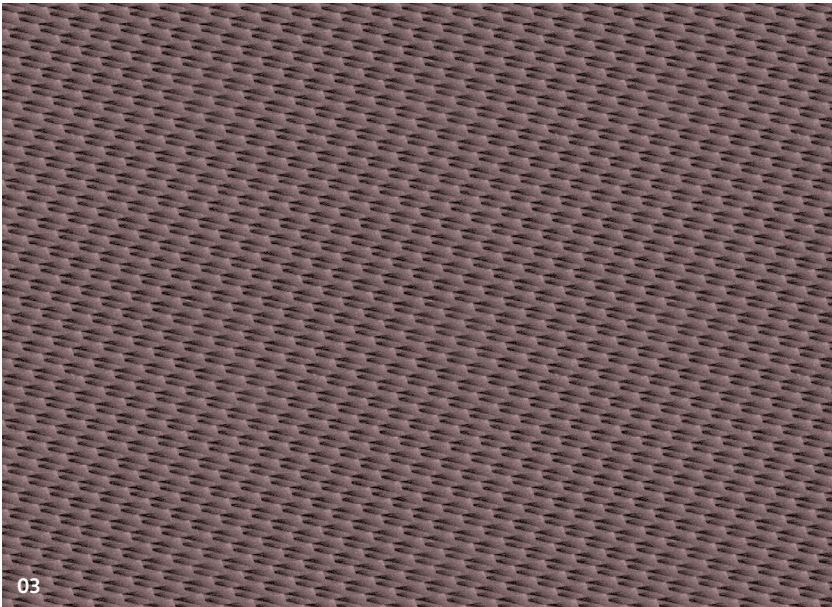
RL



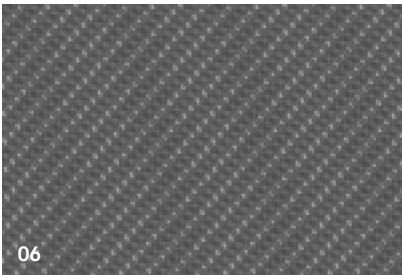
RL



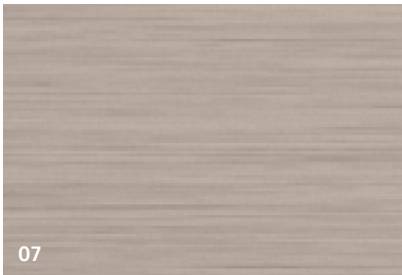
RL



AT



SESEL



AT

Standard on SE, SEL, GTE and GTE Advance
01 'Cross Hatch'

Standard on R-Line and R-Line Edition
02 'Dark Diamond Flag'

Standard on Alltrack
03 'Tracks'

Optional on R-Line
04 'Silver Birch'

Optional on R-Line
05 'Silver Rise'

Optional on SE and SEL
06 'Dark Diamond Flag'

Optional on Alltrack
07 'Dayton Brush'

Standard Optional
SE | SE SEL | SEL RL | R-Line/R-Line Edition GTE | GTE/GTE Advance AT | Alltrack

Please note: Decorative inserts reproduced for illustration purposes only. Actual decorative insert colours may vary from those shown, as screen technology does not allow exact reproduction of the decorative insert colours.

Combinations.

	Carpet	Dashboard Upper/lower	Rooflining	Pure White 0Q Non-Metallic*	Urano Grey 5K Non-Metallic	Tornado Red G2 Non-Metallic*	Moonstone Grey C2 Non-Metallic Signature	Tamarind Brown 3V Metallic*	Manganese Grey 5V Metallic*	Reflex Silver 8E Metallic*	Bottle Green 8V Metallic*	Aurora Gold 9V Metallic*	Pyrite Silver K2 Metallic*	Lapiz Blue L9 Metallic Signature*	Aquamarine Blue 8H Ultra Metallic*	Deep Black 2T Pearl Effect*	Oryx White 0R Premium Signature*
‘Django’ cloth Standard on SE																	
Titan Black (TO)	Titan Black	Titan Black/Titan Black	Mistral Grey	●	●	●	-	●	●	●	-	●	●	-	●	●	●
‘Vienna’ leather † Standard on SEL																	
Titan Black (TO)	Titan Black	Titan Black/Titan Black	Mistral Grey	●	●	●	-	●	●	●	-	●	●	-	●	●	●
Mistral Grey (YR)	Raven Grey	Raven Grey/Mistral Grey	Mistral Grey	●	●	●	-	●	●	●	-	●	●	-	●	●	●
‘Nappa’ leather † and ‘Carbon Optic’ Standard on R-Line																	
Titan Black/Titan Black (OH)	Titan Black	Titan Black	Titan Black	●	●	●	-	●	●	●	-	●	●	●	●	●	●
Flint Grey/Black (OK)	Titan Black	Titan Black	Titan Black	●	●	●	-	●	●	●	-	●	●	●	●	●	●
‘Nappa’ leather † and ‘Carbon Optic’ Standard on R-Line Edition																	
Titan Black/Titan Black (OH)	Titan Black	Titan Black	Titan Black	-	-	-	●	-	-	-	-	-	-	-	-	-	-
Flint Grey/Black (OK)	Titan Black	Titan Black	Titan Black	-	-	-	●	-	-	-	-	-	-	-	-	-	-
‘Vienna’ leather † Standard on GTE and GTE Advance																	
Titan Black (TO)	Titan Black	Titan Black/Titan Black	Mistral Grey	●	●	●	-	●	●	●	-	●	●	-	-	●	●
Mistral Grey (YR)	Raven Grey	Raven Grey/Mistral Grey	Mistral Grey	●	●	●	-	●	●	●	-	●	●	-	-	●	●
‘Summit’ cloth Standard on Alltrack																	
Titan Black (TO)	Titan Black	Titan Black/Titan Black	Mistral Grey	●	●	●	-	●	●	●	●	●	●	-	●	●	●
‘Vienna’ leather † Optional on SE																	
Titan Black (TO)	Titan Black	Titan Black/Titan Black	Mistral Grey	○	○	○	-	○	○	○	-	○	○	-	○	○	○
Mistral Grey (YR)	Raven Grey	Raven Grey/Mistral Grey	Mistral Grey	○	○	○	-	○	○	○	-	○	○	-	○	○	○
‘Vienna’ leather † Optional on Alltrack																	
Titan Black (TO)	Titan Black	Titan Black/Titan Black	Mistral Grey	○	○	○	-	○	○	○	○	○	○	-	○	○	○
Mistral Grey (YR)	Raven Grey	Raven Grey/Mistral Grey	Mistral Grey	○	○	○	-	○	○	○	○	○	○	-	○	○	○

* Optional at extra cost. † Some parts of leather interior will contain artificial leather. ● Standard. ○ Optional. - Not available.

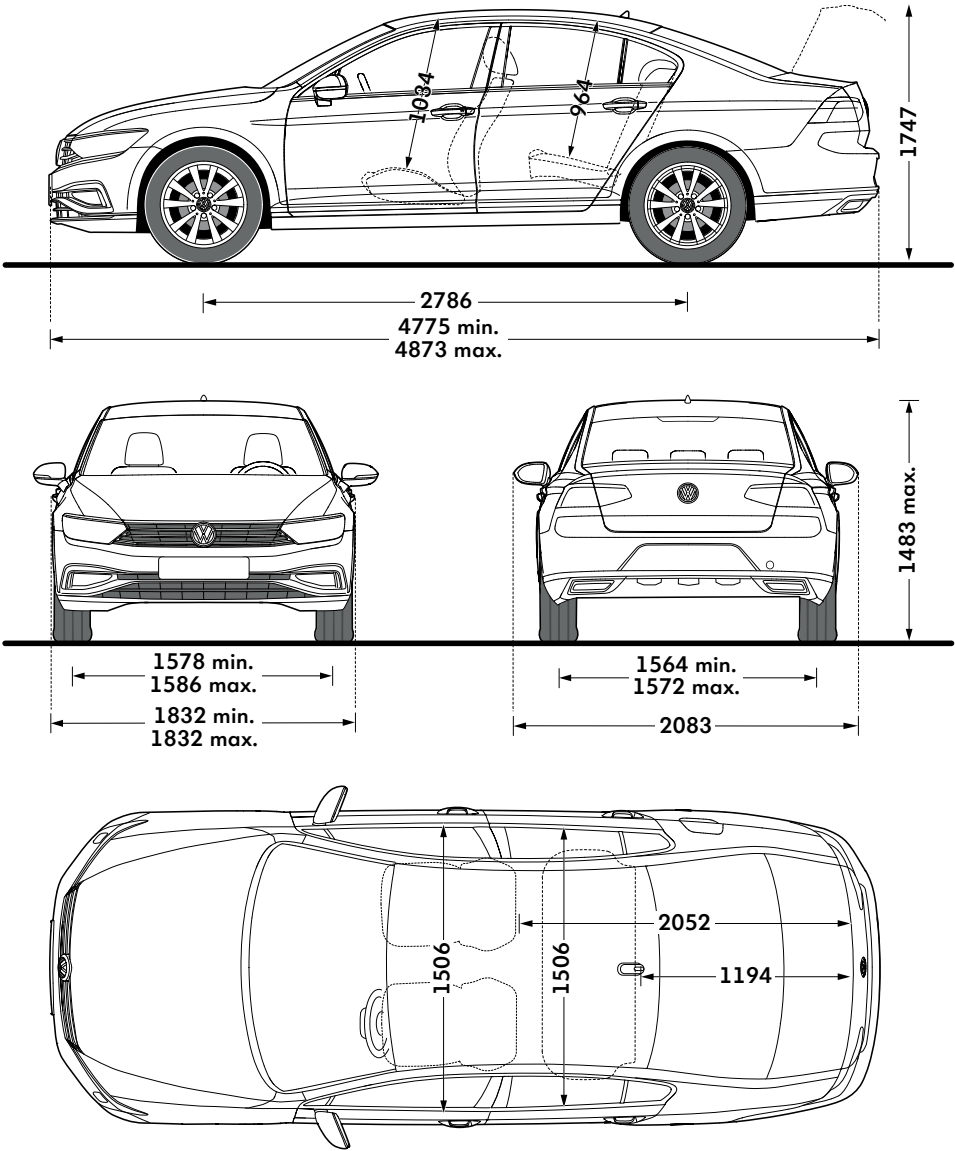
Dimensions – Passat Saloon.

Exterior dimensions	SE, SEL, R-Line
Length – min./max., mm	4775/4873
Width – inc. door mirrors, mm	2083
Height – max., mm	1483
Height – opened tailgate/floor, mm	1747
Wheelbase, mm	2786
Turning circle, m	11.7

Interior dimensions	
Effective headroom – front, mm	1034
Effective headroom – rear, mm	964
Interior width – front, mm	1506
Interior width – rear, mm	1506

Maximum luggage capacity, litres VDA measuring method using 200 x 100 x 50mm blocks	
With rear seats upright and rear bench forward	586
With rear seats folded and rear bench forward	1152

Figures shown are for standard specification models. The addition of certain factory-fitted options and/or accessories may affect some of the dimensions shown.



On illustrations, where arrows and figures are shown inside of the vehicle, the measurements are for interior dimensions. Where arrows and figures are shown outside of the vehicle, the measurements are for exterior dimensions.

Please note: illustrations shown may not necessarily reflect UK specification.

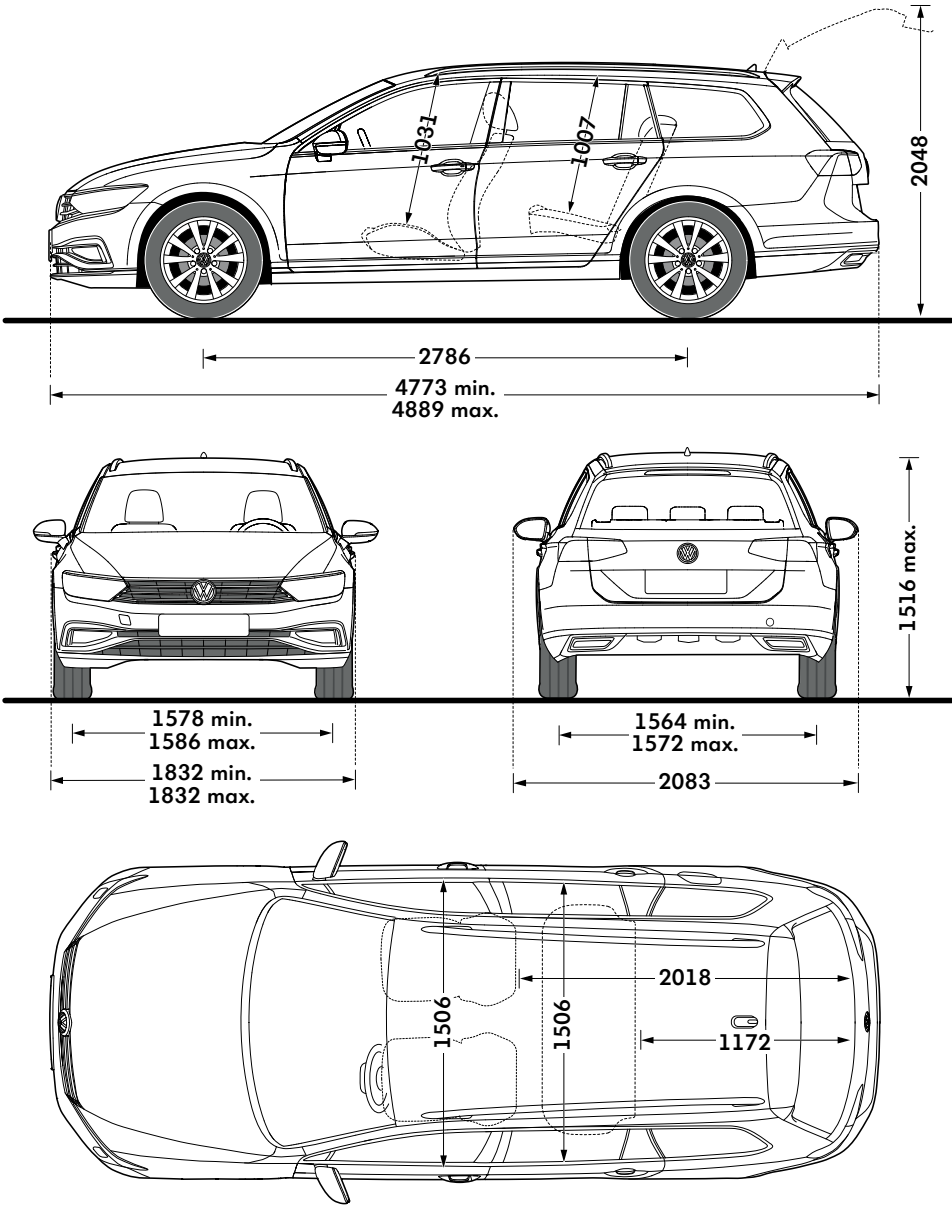
Dimensions – Passat Estate.

Exterior dimensions	SE, SEL, R-Line, R-Line Edition
Length – min./max., mm	4773/4889
Width – inc. door mirrors, mm	2786
Height – max., mm	1516
Height – opened tailgate/floor, mm	2048
Wheelbase, mm	2786
Turning circle, m	11.7

Interior dimensions	
Effective headroom – front, mm	1031
Effective headroom – rear, mm	1007
Interior width – front, mm	1506
Interior width – rear, mm	1506

Maximum luggage capacity, litres VDA measuring method using 200 x 100 x 50mm blocks	
With rear seats upright and rear bench forward	650
With rear seats folded and rear bench forward	1780

Figures shown are for standard specification models. The addition of certain factory-fitted options and/or accessories may affect some of the dimensions shown.



On illustrations, where arrows and figures are shown inside of the vehicle, the measurements are for interior dimensions. Where arrows and figures are shown outside of the vehicle, the measurements are for exterior dimensions.

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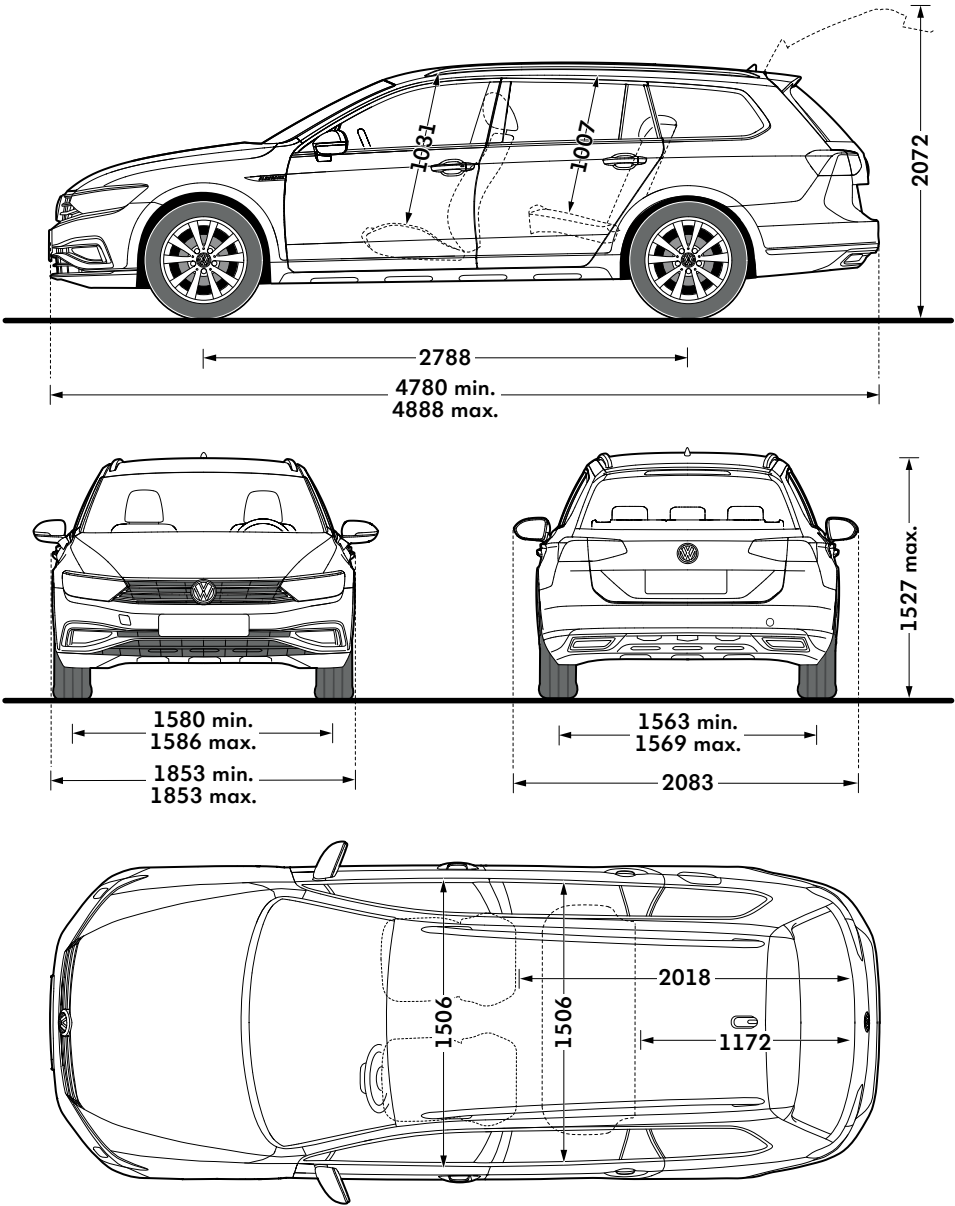
Dimensions – Passat Alltrack.

Exterior dimensions	Passat Alltrack
Length – min./max., mm	4780/4888
Width – inc. door mirrors, mm	2083
Height – max., mm	1527
Height – opened tailgate/floor, mm	2072
Wheelbase, mm	2788
Turning circle, m	11.7

Interior dimensions	
Effective headroom – front, mm	1031
Effective headroom – rear, mm	1007
Interior width – front, mm	1506
Interior width – rear, mm	1506

Maximum luggage capacity, litres VDA measuring method using 200 x 100 x 50mm blocks	
With rear seats upright and rear bench forward	639
With rear seats folded and rear bench forward	1769

Figures shown are for standard specification models. The addition of certain factory-fitted options and/or accessories may affect some of the dimensions shown.



On illustrations, where arrows and figures are shown inside of the vehicle, the measurements are for interior dimensions. Where arrows and figures are shown outside of the vehicle, the measurements are for exterior dimensions.

Please note: illustrations shown may not necessarily reflect UK specification.

Your Volkswagen car is fitted with an advanced emissions control system, which helps your vehicle meet EURO 6 exhaust gas regulations.

How does the system work?

AdBlue®, a water/urea based additive, is stored in a tank (like diesel fuel), however, unlike fuel it is not injected into the engine, but directly into a specially modified part of the vehicle’s exhaust. This begins a chemical reaction which removes the polluting oxides of nitrogen (NOx), converting them into harmless oxygen and nitrogen in a process known as Selective Catalytic Reduction, or SCR for short. SCR is only applicable to diesel engines and the more economically you drive, typically, the less AdBlue® you will use.

The size of the AdBlue® tank fitted to your car will vary depending on which Volkswagen model you have, therefore the interval between top-ups will vary. In addition, many factors such as mileage, journey type, driving style and environmental conditions can influence how much AdBlue® is consumed. A passenger car can consume approximately 1.5 litres of AdBlue® every 620 miles (1.0–1.5 litres for the Passat and Passat Estate). The chart below details the AdBlue® tank size and location.

Model (SCR derivatives only)	Tank size (Approximately)	AdBlue® tank filler location	Initial warning of low AdBlue® (2,400km/1,500 miles to go) can be expected to occur at:
Passat and Passat Estate	13 litres	Next to fuel filler nozzle	4,000 to 6,500 miles or sooner*

* Distances are approximate and the warning light may come on sooner depending on driving style, journey type, engine and vehicle load and environmental conditions.

How will I know if the system needs topping-up?

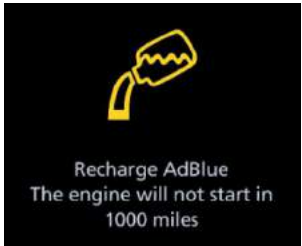
A series of warnings will be given via the driver information system, accompanied by advice/messages.

The first message is displayed when the remaining range is approximately 1,500 miles, and is repeated every 62 miles until the range reaches 1,000 miles, at which point the warning turns amber. This warning is repeated every 31 miles and is accompanied by an audible tone. If these warnings are not acted upon, the warning turns red; once this happens the car will not restart once the ignition is turned off. This is not a fault, but a required feature of the system. If this stage is reached the system will need a full top-up before the car can be restarted. Further information is available in the vehicle handbook.

Why should I use a Volkswagen Authorised repairer for top-ups?

- AdBlue® top-ups at authorised repairers are extremely competitive and charged by the litre, so you only pay for what you need
- Authorised repairer staff are trained to handle AdBlue®
- AdBlue® tanks need special adaptors on fillers to ensure there are no spillages
- Volkswagen do not recommend keeping top-up bottles in cars

The top-up bottles supplied by Volkswagen have a capacity of 1.89 litres, and come complete with the adaptor nozzles that fit the Volkswagen AdBlue® tank. These are available from all Volkswagen Authorised repairers.



AdBlue® warning lights.

Important information

- AdBlue® is not a fuel additive. This is why there is a separate AdBlue® tank
- If you put AdBlue® in your fuel tank by mistake, please do not start the engine, but contact a retailer for help
- Put only AdBlue® in the AdBlue® tank; do not fill the AdBlue® tank with any other liquids
- Prevent anything from contaminating AdBlue®
- If small quantities of AdBlue® come into contact with the vehicle’s paintwork, for example, wipe them off and if necessary rinse the area with water

EFFECTIVE FROM 15 JULY 2019.

VED and additional ‘On the road’ costs.

Diesel vehicles that do not meet the RDE2 standard will be charged a supplement on their ‘First year rate’ to the effect of moving up by one VED (Vehicle Excise Duty) band. The following tables give the rates of vehicle tax on cars registered on or after 1 April 2019. Please refer to the Model Prices pages to confirm which models are RDE2 compliant.

‘FIRST YEAR RATE’ VED – CARS REGISTERED ON OR AFTER 1.4.2019 BASED ON CO₂ EMISSIONS AND FUEL TYPE

Petrol/Diesel[†] – ‘First year rate’ VED

CO ₂ emissions (g/km)	Petrol/Diesel [†] VED £	Petrol total ‘On the road’ costs £
0	0.00	690.00
1-50	10.00	700.00
51-75	25.00	715.00
76-90	110.00	800.00
91-100	130.00	820.00
101-110	150.00	840.00
111-130	170.00	860.00
131-150	210.00	900.00
151-170	530.00	1,220.00
171-190	855.00	1,545.00
191-225	1,280.00	1,970.00
226-255	1,815.00	2,505.00
Over 255	2,135.00	2,825.00

Diesel[‡] – ‘First year rate’ VED

CO ₂ emissions (g/km)	Diesel [‡] VED £	Diesel total ‘On the road’ costs £
0	0.00	690.00
1-50	25.00	715.00
51-75	110.00	800.00
76-90	130.00	820.00
91-100	150.00	840.00
101-110	170.00	860.00
111-130	210.00	900.00
131-150	530.00	1,220.00
151-170	855.00	1,545.00
171-190	1,280.00	1,970.00
191-225	1,815.00	2,505.00
226-255	2,135.00	2,825.00
Over 255	2,135.00	2,825.00

Alternative fuel – ‘First year rate’ VED

CO ₂ emissions (g/km)	Alternative fuel VED £	Alternative fuel total ‘On the road’ costs £
0	0.00	690.00
1-50	0.00	690.00
51-75	15.00	705.00
76-90	100.00	790.00
91-100	120.00	810.00
101-110	140.00	830.00
111-130	160.00	850.00
131-150	200.00	890.00
151-170	520.00	1,210.00
171-190	845.00	1,535.00
191-225	1,270.00	1,960.00
226-255	1,805.00	2,495.00
Over 255	2,125.00	2,815.00

The way VED (Vehicle Excise Duty) vehicle tax is calculated will change for vehicles that are first registered with the DVLA on, or after, 1 April 2018. All new diesel vehicles registered after 1 April 2018 that do not meet the RDE2 standard will be charged a supplement on their ‘First year rate’ to the effect of moving up by one VED (Vehicle Excise Duty) band.

If a new vehicle is registered on or after 1 April 2018, after the ‘First year rate’ VED the majority of vehicles move to the ‘Standard rate’ of vehicle tax which is £145 a year.

The ‘First year rate’ will be based on the CO2 emissions, fuel type and the list price of the vehicle supplied by the Manufacturer or Retailer as applicable on the day before the vehicle is first registered and taxed.

After the ‘First year rate’, all vehicles with zero emissions will be exempt from the ‘Standard rate’ of vehicle tax. All petrol and diesel vehicles will pay a standard rate of £145 a year, and alternative fuel vehicles will pay a standard rate of £135 a year.

Petrol or diesel vehicles with a list price over £40,000 at first registration will pay £465 a year, after the first ‘First year rate’ vehicle tax, for a period of five years. This comprises the £145 ‘Standard rate’ and £320 additional rate. After five years the vehicle tax will revert to the ‘Standard rate’ of £145 per year.

Alternative fuel vehicles – hybrids, bi-ethanol or LPG, with a list price over £40,000 at first registration will pay £455 a year after the ‘First year rate’ vehicle tax for a period of five years. This comprises the £135 ‘Standard rate’ and £320 additional rate which reverts to £135 ‘Standard rate’ after five years.

Vehicles with a list price exceeding £40,000 with zero emissions (including electric) will pay the additional rate of £320 a year for a further five year period, after the ‘First year rate’ tax. After the five year period these vehicles will pay zero VED tax.

There is no provision for 6 month’s ‘First year rate’ VED.

[†] Diesel cars that are tested to RDE2 standards. [‡] Diesel cars, including those tested to RDE standards.

‘STANDARD RATE’ VED

‘Standard rate’ VED based on fuel type

Fuel type	CO ₂ emissions (g/km)	‘Standard rate’ 12 months VED £
Electric/Other	0	0.00
Petrol/Diesel	1 - Over 255	145.00
Alternative	1 - Over 255	135.00

After the ‘First year rate’, all vehicles with zero emissions will be exempt from the ‘Standard rate’ of vehicle tax. All petrol and diesel vehicles will pay a standard rate of £145 a year, and alternative fuel vehicles will pay a standard rate of £135 a year.

‘STANDARD RATE’ – OVER £40,000 RRP

‘Standard rate’ VED for vehicles over £40,000 list price – five year annual rate

Fuel type	‘Standard rate’ 12 months VED £	Additional rate £	Total annual payment £
Electric	0.00	320.00	320.00
Petrol/Diesel	145.00	320.00	465.00
Alternative	135.00	320.00	455.00

Petrol or diesel vehicles with a list price over £40,000 at first registration pay £465 a year after the ‘First year rate’ for a period of five years. Alternative fuel vehicles over £40,000 at first registration – hybrids, bi-ethanol or LPG, pay £455 a year after the ‘First year rate’ for a period of five years. Electric or vehicles producing zero emissions over £40,000 at first registration pay £320 a year after the ‘First year rate’ for a period of five years. After five years, vehicles will revert to their ‘Standard rate’ tax depending on fuel type.

ADDITIONAL ‘OTR’ COSTS

Additional ‘On the road’ costs

Delivery to retailer	509.17
Number plates	20.00
VAT	105.83
Vehicle first registration fee	55.00
Total	690.00

The total ‘On the road’ costs above for petrol, diesel, electric and alternative fuel vehicles include the applicable ‘First year rate’ VED charge plus the ‘On the road’ costs as detailed above:

VAT IS CALCULATED AT 20%. EFFECTIVE FROM 15 JULY 2019.

Environmental information – Passat.

4-DOOR SALOON RANGE.		RDE2 Compliant	Fuel	Transmission	Output, PS	CO ₂ emission, g/km ¹ , Min.		CO ₂ emission, g/km ¹ , Max.	Combined ¹ fuel consumption mpg, Min.		Combined ¹ fuel consumption mpg, Max.	Combined ¹ fuel consumption ltr/100km, Min.		Combined ¹ fuel consumption ltr/100km, Max.
SE [‡]	1.5 ltr TSI EVO [‡]	No	Petrol	6-spd manual	150	TBA	–	TBA	TBA	–	TBA	TBA	–	TBA
	1.5 ltr TSI EVO [‡]	No	Petrol	7-spd auto DSG	150	TBA	–	TBA	TBA	–	TBA	TBA	–	TBA
	1.6 ltr TDI [‡]	No	Diesel	7-spd auto DSG	120	109	–	109	47.1	–	49.6	6.0	–	5.7
	2.0 ltr TDI EVO SCR [‡]	No	Diesel	6-spd manual	150	TBA	–	TBA	TBA	–	TBA	TBA	–	TBA
	2.0 ltr TDI EVO SCR [‡]	No	Diesel	7-spd auto DSG	150	TBA	–	TBA	TBA	–	TBA	TBA	–	TBA
SEL [‡]	1.5 ltr TSI EVO [‡]	No	Petrol	6-spd manual	150	TBA	–	TBA	TBA	–	TBA	TBA	–	TBA
	1.5 ltr TSI EVO [‡]	No	Petrol	7-spd auto DSG	150	TBA	–	TBA	TBA	–	TBA	TBA	–	TBA
	2.0 ltr TSI [‡]	No	Petrol	7-spd auto DSG	190	143	–	143	36.2	–	37.2	7.8	–	7.6
	1.6 ltr TDI [‡]	No	Diesel	7-spd auto DSG	120	109	–	109	47.1	–	49.6	6.0	–	5.7
	2.0 ltr TDI EVO SCR [‡]	No	Diesel	6-spd manual	150	TBA	–	TBA	TBA	–	TBA	TBA	–	TBA
	2.0 ltr TDI EVO SCR [‡]	No	Diesel	7-spd auto DSG	150	TBA	–	TBA	TBA	–	TBA	TBA	–	TBA
	2.0 ltr TDI SCR [‡]	No	Diesel	7-spd auto DSG	190	117	–	117	47.9	–	49.6	5.9	–	5.7
R-LINE [‡]	1.5 ltr TSI EVO [‡]	No	Petrol	6-spd manual	150	TBA	–	TBA	TBA	–	TBA	TBA	–	TBA
	1.5 ltr TSI EVO [‡]	No	Petrol	7-spd auto DSG	150	TBA	–	TBA	TBA	–	TBA	TBA	–	TBA
	2.0 ltr TSI [‡]	No	Petrol	7-spd auto DSG	190	143	–	143	35.8	–	36.7	7.9	–	7.7
	2.0 ltr TDI EVO SCR [‡]	No	Diesel	6-spd manual	150	TBA	–	TBA	TBA	–	TBA	TBA	–	TBA
	2.0 ltr TDI EVO SCR [‡]	No	Diesel	7-spd auto DSG	150	TBA	–	TBA	TBA	–	TBA	TBA	–	TBA
	2.0 ltr TDI SCR [‡]	No	Diesel	7-spd auto DSG	190	117	–	117	47.9	–	48.7	5.9	–	5.8
	2.0 ltr TDI SCR 4MOTION [‡]	No	Diesel	7-spd auto DSG	190	129	–	129	44.1	–	45.6	6.4	–	6.2
	2.0 ltr BiTDI SCR 4MOTION [‡]	No	Diesel	7-spd auto DSG	240	151	–	151	37.7	–	38.2	7.5	–	7.4

1 Figures shown are for comparability purposes; only compare fuel consumption and CO₂ figures with other vehicles tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load. There is a new test used for fuel consumption and CO₂ figures (known as WLTP). The CO₂ figures shown however, are based on a calculation designed to be equivalent to the outgoing (NEDC) test cycle and will be used to calculate vehicle tax on first registration. For more information, please see volkswagen.co.uk/owners/wltp or consult your authorised Volkswagen retailer. Data correct at 25.2.19. Figures quoted are for a range of configurations (including non-UK) and are subject to change due to ongoing approvals/changes.

‡ These vehicles are WLTP (Worldwide Harmonised Light-Duty Vehicles Test Procedure) type approved vehicles. More information is available at www.volkswagen.co.uk/owners/wltp.

SCR (Selective Catalytic Reduction) requires AdBlue®, [please click here](#) or visit www.volkswagen.co.uk/technology/adblue for more details.

RDE2 refers to Real Driving Emissions Step 2.

VAT IS CALCULATED AT 20%. EFFECTIVE FROM 15 JULY 2019.

Environmental information – Passat.

4-DOOR SALOON RANGE.		RDE2 Compliant	Fuel	Transmission	Combined output, PS	CO ₂ emission, g/km ¹	Fuel Consumption B (Petrol) ²	Fuel Consumption A (Electric) ²	Combined ² mpg/ltr per 100km	Consumption, kWh/62 miles ¹ (100km), Combined	Electric Range, miles (WLTP) ³	Total Range, miles (WLTP) ³	Efficiency class ⁴
GTE ‡	1.4 ltr TSI PHEV ‡	No	Hybrid	6-spd auto DSG	156	TBA	TBA/TBA	N/A	TBA/TBA	TBA	TBA	TBA	A+
GTE ADVANCE ‡	1.4 ltr TSI PHEV ‡	No	Hybrid	6-spd auto DSG	156	TBA	TBA/TBA	N/A	TBA/TBA	TBA	TBA	TBA	A+

1 Range is not only dependent on the efficient use of the battery by the vehicle but also on driver behaviour and other non-technical factors (e.g. environmental conditions). Extra equipment and accessories (add-on parts, tyres etc.) can change relevant vehicle parameters, such as weight, rolling resistance and aerodynamics, and with weather and traffic conditions, can affect range and performance values. This information should be used for illustration purposes only. The 'combined/weighted' fuel consumption/CO₂ figures are calculated from two test results: one when the battery is fully charged and another when the battery is discharged. The two results are a weighted average, taking into account mileage range on battery power only, providing a figure in a variety of charge conditions. Battery charged using mains-sourced electricity via plug-in. Extended range achieved by 1.4 litre TSI petrol engine generating electricity. Fuel consumption and CO₂ emissions figures are obtained under standardised test conditions (Directive 93/116/EEC) using a representative model. This allows direct comparison between different models from different manufacturers, but may not represent the actual fuel consumption achieved in 'real world' driving conditions. Emissions are while driving. More information is available at [www.dft.gov.uk/vca](#). Choosing larger alloy wheels than standard may result in increased fuel consumption as well as higher CO₂ emissions and subsequently increased Vehicle Excise Duty (VED) band and BIK rates paid for company car drivers will increase. In some instances, the recommended 'On the road' retail price paid for the vehicle may increase as a result of the increased VED rate. The specifications contained in this price list are for information purposes only and are subject to change.

2 Fuel consumption and CO₂ figures are obtained under standardised EU test conditions (Directive 93/116/EEC). This allows a direct comparison between different manufacturer models but may not represent the actual fuel consumption and CO₂ emissions achieved in 'real world' driving conditions. More information is available on the Volkswagen website at [www.volkswagen.co.uk](#) and at [www.dft.gov.uk/vca](#).

3 These figures were obtained using a combination of battery power and fuel. The Passat GTE is a plug-in hybrid vehicle requiring mains electricity for charging. Figures shown are for comparability purposes; only compare fuel consumption, CO₂ and electric range figures with other vehicles tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load. There is a new test used for fuel consumption and CO₂ figures (known as WLTP). The CO₂ figures shown however, are based on a calculation designed to be equivalent to the outgoing (NEDC) test cycle and will be used to calculate vehicle tax on first registration.

4 Efficiency classes assess vehicles according to CO₂ emissions, taking into account the vehicle's unladen weight. Vehicles conforming to that are graded D. Vehicles that are better than today's average are graded A+, A, B or C. Vehicles that are worse than the average are graded E, F or G.

‡ These vehicles are WLTP (Worldwide Harmonised Light-Duty Vehicles Test Procedure) type approved vehicles. More information is available at [www.volkswagen.co.uk/owners/wltp](#). RDE2 refers to Real Driving Emissions Step 2.

VAT IS CALCULATED AT 20%. EFFECTIVE FROM 15 JULY 2019.

Environmental information – Passat Estate.

		RDE2 Compliant	Fuel	Transmission	Output, PS	CO ₂ emission, g/km ¹ , Min.		CO ₂ emission, g/km ¹ , Max.	Combined ¹ fuel consumption mpg, Min.		Combined ¹ fuel consumption mpg, Max.	Combined ¹ fuel consumption ltr/100km, Min.		Combined ¹ fuel consumption ltr/100km, Max.
5-DOOR ESTATE RANGE.														
SE ‡	1.5 ltr TSI EVO ‡	No	Petrol	6-spd manual	150	TBA	-	TBA	TBA	-	TBA	TBA	-	TBA
	1.5 ltr TSI EVO ‡	No	Petrol	7-spd auto DSG	150	TBA	-	TBA	TBA	-	TBA	TBA	-	TBA
	1.6 ltr TDI ‡	No	Diesel	7-spd auto DSG	120	116	-	116	45.6	-	47.1	6.2	-	6.0
	2.0 ltr TDI EVO SCR ‡	No	Diesel	6-spd manual	150	TBA	-	TBA	TBA	-	TBA	TBA	-	TBA
	2.0 ltr TDI EVO SCR ‡	No	Diesel	7-spd auto DSG	150	TBA	-	TBA	TBA	-	TBA	TBA	-	TBA
SEL ‡	1.5 ltr TSI EVO ‡	No	Petrol	6-spd manual	150	TBA	-	TBA	TBA	-	TBA	TBA	-	TBA
	1.5 ltr TSI EVO ‡	No	Petrol	7-spd auto DSG	150	TBA	-	TBA	TBA	-	TBA	TBA	-	TBA
	2.0 ltr TSI ‡	No	Petrol	7-spd auto DSG	190	146	-	146	34.9	-	35.8	8.1	-	7.9
	1.6 ltr TDI ‡	No	Diesel	7-spd auto DSG	120	116	-	116	45.6	-	46.3	6.2	-	6.1
	2.0 ltr TDI EVO SCR ‡	No	Diesel	6-spd manual	150	TBA	-	TBA	TBA	-	TBA	TBA	-	TBA
	2.0 ltr TDI EVO SCR ‡	No	Diesel	7-spd auto DSG	150	TBA	-	TBA	TBA	-	TBA	TBA	-	TBA
	2.0 ltr TDI SCR ‡	No	Diesel	7-spd auto DSG	190	120	-	120	46.3	-	47.9	6.1	-	5.9
R-LINE ‡	1.5 ltr TSI EVO ‡	No	Petrol	6-spd manual	150	TBA	-	TBA	TBA	-	TBA	TBA	-	TBA
	1.5 ltr TSI EVO ‡	No	Petrol	7-spd auto DSG	150	TBA	-	TBA	TBA	-	TBA	TBA	-	TBA
	2.0 ltr TSI ‡	No	Petrol	7-spd auto DSG	190	146	-	146	34.9	-	35.8	8.1	-	7.9
	2.0 ltr TDI EVO SCR ‡	No	Diesel	6-spd manual	150	TBA	-	TBA	TBA	-	TBA	TBA	-	TBA
	2.0 ltr TDI EVO SCR ‡	No	Diesel	7-spd auto DSG	150	TBA	-	TBA	TBA	-	TBA	TBA	-	TBA
	2.0 ltr TDI SCR ‡	No	Diesel	7-spd auto DSG	190	120	-	120	45.6	-	47.1	6.2	-	6.0
	2.0 ltr TDI SCR 4MOTION ‡	No	Diesel	7-spd auto DSG	190	132	-	132	42.2	-	44.1	6.7	-	6.4
	2.0 ltr BiTDI SCR 4MOTION ‡	No	Diesel	7-spd auto DSG	240	156	-	156	36.2	-	37.2	7.8	-	7.6
R-LINE EDITION ‡	2.0 ltr TSI 4MOTION ‡	No	Petrol	7-spd auto DSG	272	163	-	163	32.8	-	33.2	8.6	-	8.5
	2.0 ltr BiTDI SCR 4MOTION ‡	No	Diesel	7-spd auto DSG	240	156	-	156	36.2	-	33.2	7.8	-	8.5
ALLTRACK ‡	2.0 ltr TDI SCR 4MOTION ‡	No	Diesel	7-spd auto DSG	190	133	-	133	42.2	-	44.1	6.7	-	6.4

1 Figures shown are for comparability purposes; only compare fuel consumption and CO₂ figures with other vehicles tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load. There is a new test used for fuel consumption and CO₂ figures (known as WLTP). The CO₂ figures shown however, are based on a calculation designed to be equivalent to the outgoing (NEDC) test cycle and will be used to calculate vehicle tax on first registration. For more information, please see volkswagen.co.uk/owners/wltp or consult your authorised Volkswagen retailer. Data correct at 25.2.19. Figures quoted are for a range of configurations (including non-UK) and are subject to change due to ongoing approvals/changes.

‡ These vehicles are WLTP (Worldwide Harmonised Light-Duty Vehicles Test Procedure) type approved vehicles. More information is available at www.volkswagen.co.uk/owners/wltp.

SCR (Selective Catalytic Reduction) requires AdBlue®, [please click here](#) or visit www.volkswagen.co.uk/technology/adblue for more details.

RDE2 refers to Real Driving Emissions Step 2.

VAT IS CALCULATED AT 20%. EFFECTIVE FROM 15 JULY 2019.

Environmental information – Passat Estate.

5-DOOR ESTATE RANGE.		RDE2 Compliant	Fuel	Transmission	Combined output, PS	CO ₂ emission, g/km ¹	Fuel Consumption B (Petrol) ²	Fuel Consumption A (Electric) ²	Combined ² mpg/ltr per 100km	Consumption, kWh/62 miles ¹ (100km), Combined	Electric Range, miles (WLTP) ³	Total Range, miles (WLTP) ³	Efficiency class ⁴
GTE ‡	1.4 ltr TSI PHEV ‡	No	Hybrid	6-spd auto DSG	156	TBA	TBA/TBA	N/A	TBA/TBA	TBA	TBA	TBA	A+
GTE ADVANCE ‡	1.4 ltr TSI PHEV ‡	No	Hybrid	6-spd auto DSG	156	TBA	TBA/TBA	N/A	TBA/TBA	TBA	TBA	TBA	A+

1 Range is not only dependent on the efficient use of the battery by the vehicle but also on driver behaviour and other non-technical factors (e.g. environmental conditions). Extra equipment and accessories (add-on parts, tyres etc.) can change relevant vehicle parameters, such as weight, rolling resistance and aerodynamics, and with weather and traffic conditions, can affect range and performance values. This information should be used for illustration purposes only. The 'combined/weighted' fuel consumption/CO₂ figures are calculated from two test results: one when the battery is fully charged and another when the battery is discharged. The two results are a weighted average, taking into account mileage range on battery power only, providing a figure in a variety of charge conditions. Battery charged using mains-sourced electricity via plug-in. Extended range achieved by 1.4 litre TSI petrol engine generating electricity. Fuel consumption and CO₂ emissions figures are obtained under standardised test conditions (Directive 93/116/EEC) using a representative model. This allows direct comparison between different models from different manufacturers, but may not represent the actual fuel consumption achieved in 'real world' driving conditions. Emissions are while driving. More information is available at [www.dft.gov.uk/vca](#). Choosing larger alloy wheels than standard may result in increased fuel consumption as well as higher CO₂ emissions and subsequently increased Vehicle Excise Duty (VED) band and BIK rates paid for company car drivers will increase. In some instances, the recommended 'On the road' retail price paid for the vehicle may increase as a result of the increased VED rate. The specifications contained in this price list are for information purposes only and are subject to change.

2 Fuel consumption and CO₂ figures are obtained under standardised EU test conditions (Directive 93/116/EEC). This allows a direct comparison between different manufacturer models but may not represent the actual fuel consumption and CO₂ emissions achieved in 'real world' driving conditions. More information is available on the Volkswagen website at [www.volkswagen.co.uk](#) and at [www.dft.gov.uk/vca](#).

3 These figures were obtained using a combination of battery power and fuel. The Passat Estate GTE is a plug-in hybrid vehicle requiring mains electricity for charging. Figures shown are for comparability purposes; only compare fuel consumption, CO₂ and electric range figures with other vehicles tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load. There is a new test used for fuel consumption and CO₂ figures (known as WLTP). The CO₂ figures shown however, are based on a calculation designed to be equivalent to the outgoing (NEDC) test cycle and will be used to calculate vehicle tax on first registration.

4 Efficiency classes assess vehicles according to CO₂ emissions, taking into account the vehicle's unladen weight. Vehicles conforming to that are graded D. Vehicles that are better than today's average are graded A+, A, B or C. Vehicles that are worse than the average are graded E, F or G.

‡ These vehicles are WLTP (Worldwide Harmonised Light-Duty Vehicles Test Procedure) type approved vehicles. More information is available at [www.volkswagen.co.uk/owners/wltp](#). RDE2 refers to Real Driving Emissions Step 2.

VAT IS CALCULATED AT 20%. EFFECTIVE FROM 15 JULY 2019.

CO₂ emissions, BIK % and VED Bands with optional wheels – Passat.

Effect of wheel size on CO₂ emissions, BIK % and VED Bands.

Choosing alternative alloy wheels than standard, as an option, may result in different fuel consumption as well as different CO₂ emissions and subsequently an alternative Vehicle Excise Duty (VED) Band, while BIK rates paid by company car drivers may differ. This is due to the fact that different wheels have both alternative aerodynamic drag and mechanical drag, resulting in different rolling resistance and wind resistance. As a result, the VED Band that the vehicle falls into may differ from its original VED Band when fitted with standard size wheels. In some instances, the recommended ‘On the road’ retail price paid for the vehicle may change as a result of the change in VED rate. The chart below shows CO₂ emissions and the related VED Bands for vehicles with both standard-fit wheels and larger optional alloy wheels, as well as the different cost payable due to a change in VED Band if applicable.

			Output, PS	Standard wheel size	CO ₂ emission, g/km ¹ , standard wheels	First year VED £, standard wheels	BIK % with standard wheel size ²	Optional alloy wheel and size	CO ₂ emission, g/km ¹ , optional alloy wheels	First year VED £, optional wheels	BIK % with optional wheel size ²
4-DOOR SALOON RANGE.											
SE [‡]	1.5 ltr TSI EVO [‡]	6-spd manual	150	17"	TBA	TBA	TBA	17" 'London', 17" 'Soho' Anthracite, 17" 'Sebring', 18" 'Oxford' Anthracite	TBA	TBA	TBA
		6-spd manual	150	17"	TBA	TBA	TBA	18" 'Oxford' Silver, 18" 'Liverpool'	TBA	TBA	TBA
	1.5 ltr TSI EVO [‡]	7-spd auto DSG	150	17"	TBA	TBA	TBA	17" 'London', 17" 'Soho' Anthracite, 17" 'Sebring', 18" 'Oxford' Anthracite	TBA	TBA	TBA
		7-spd auto DSG	150	17"	TBA	TBA	TBA	18" 'Oxford' Silver, 18" 'Liverpool'	TBA	TBA	TBA
	1.6 ltr TDI [‡]	7-spd auto DSG	120	17"	109	170.00	29	17" 'London', 17" 'Soho' Anthracite, 17" 'Sebring', 18" 'Oxford' Anthracite	TBA	TBA	TBA
		7-spd auto DSG	120	17"	109	170.00	29	18" 'Oxford' Silver, 18" 'Liverpool'	TBA	TBA	TBA
	2.0 ltr TDI EVO SCR [‡]	6-spd manual	150	17"	TBA	TBA	TBA	17" 'London', 17" 'Soho' Anthracite, 17" 'Sebring', 18" 'Oxford' Anthracite	TBA	TBA	TBA
		6-spd manual	150	17"	TBA	TBA	TBA	18" 'Oxford' Silver, 18" 'Liverpool'	TBA	TBA	TBA
	2.0 ltr TDI EVO SCR [‡]	7-spd auto DSG	150	17"	TBA	TBA	TBA	17" 'London', 17" 'Soho' Anthracite, 17" 'Sebring', 18" 'Oxford' Anthracite	TBA	TBA	TBA
		7-spd auto DSG	150	17"	TBA	TBA	TBA	18" 'Oxford' Silver, 18" 'Liverpool'	TBA	TBA	TBA
SEL [‡]	1.5 ltr TSI EVO [‡]	6-spd manual	150	17"	TBA	TBA	TBA	17" 'London', 17" 'Soho' Anthracite, 17" 'Sebring', 18" 'Oxford' Anthracite	TBA	TBA	TBA
		6-spd manual	150	17"	TBA	TBA	TBA	18" 'Oxford' Silver, 18" 'Liverpool'	TBA	TBA	TBA
	1.5 ltr TSI EVO [‡]	7-spd auto DSG	150	17"	TBA	TBA	TBA	17" 'London', 17" 'Soho' Anthracite, 17" 'Sebring', 18" 'Oxford' Anthracite	TBA	TBA	TBA
		7-spd auto DSG	150	17"	TBA	TBA	TBA	18" 'Oxford' Silver, 18" 'Liverpool'	TBA	TBA	TBA
	2.0 ltr TSI [‡]	7-spd auto DSG	190	17"	143	210.00	32	17" 'London', 17" 'Soho' Anthracite, 17" 'Sebring', 18" 'Oxford' Anthracite	TBA	TBA	TBA
		7-spd auto DSG	190	17"	143	210.00	32	18" 'Oxford' Silver, 18" 'Liverpool'	TBA	TBA	TBA
	1.6 ltr TDI [‡]	7-spd auto DSG	120	17"	109	170.00	29	17" 'London', 17" 'Soho' Anthracite, 17" 'Sebring', 18" 'Oxford' Anthracite	TBA	TBA	TBA
		7-spd auto DSG	120	17"	109	170.00	29	18" 'Oxford' Silver, 18" 'Liverpool'	TBA	TBA	TBA
	2.0 ltr TDI EVO SCR [‡]	6-spd manual	150	17"	TBA	TBA	TBA	17" 'London', 17" 'Soho' Anthracite, 17" 'Sebring', 18" 'Oxford' Anthracite	TBA	TBA	TBA
		6-spd manual	150	17"	TBA	TBA	TBA	18" 'Oxford' Silver, 18" 'Liverpool'	TBA	TBA	TBA
	2.0 ltr TDI EVO SCR [‡]	7-spd auto DSG	150	17"	TBA	TBA	TBA	17" 'London', 17" 'Soho' Anthracite, 17" 'Sebring', 18" 'Oxford' Anthracite	TBA	TBA	TBA
		7-spd auto DSG	150	17"	TBA	TBA	TBA	18" 'Oxford' Silver, 18" 'Liverpool'	TBA	TBA	TBA
	2.0 ltr TDI SCR [‡]	7-spd auto DSG	190	17"	117	210.00	31	17" 'London', 17" 'Soho' Anthracite, 17" 'Sebring', 18" 'Oxford' Anthracite	TBA	TBA	TBA
		7-spd auto DSG	190	17"	117	210.00	31	18" 'Oxford' Silver, 18" 'Liverpool'	TBA	TBA	TBA

1 Figures shown are for comparability purposes; only compare fuel consumption and CO₂ figures with other vehicles tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load. There is a new test used for fuel consumption and CO₂ figures (known as WLTP). The CO₂ figures shown however, are based on a calculation designed to be equivalent to the outgoing (NEDC) test cycle and will be used to calculate vehicle tax on first registration. For more information, please see volkswagen.co.uk/owners/wltp or consult your authorised Volkswagen retailer.

2 The BIK % figure quoted includes the 4% diesel supplement, where applicable. Please note: the increase in VED and BIK rate that is payable is in addition to the cost of the optional alloy wheels. Please consult your Volkswagen retailer for full details.

‡ These vehicles are WLTP (Worldwide Harmonised Light-Duty Vehicles Test Procedure) type approved vehicles. More information is available at www.volkswagen.co.uk/owners/wltp.

SCR (Selective Catalytic Reduction) requires AdBlue®, [please click here](#) or visit www.volkswagen.co.uk/technology/adblue for more details.

VAT IS CALCULATED AT 20%. EFFECTIVE FROM 15 JULY 2019.

Choosing alternative alloy wheels than standard, as an option, may result in different fuel consumption as well as different CO₂ emissions and subsequently an alternative Vehicle Excise Duty (VED) Band, while BIK rates paid by company car drivers may differ. This is due to the fact that different wheels have both alternative aerodynamic drag and mechanical drag, resulting in different rolling resistance and wind resistance. As a result, the VED Band that the vehicle falls into may differ from its original VED Band when fitted with standard size wheels. In some instances, the recommended 'On the road' retail price paid for the vehicle may change as a result of the change in VED rate. The chart below shows CO₂ emissions and the related VED Bands for vehicles with both standard-fit wheels and larger optional alloy wheels, as well as the different cost payable due to a change in VED Band if applicable.

1 Figures shown are for comparability purposes; only compare fuel consumption and CO₂ figures with other vehicles tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load. There is a new test used for fuel consumption and CO₂ figures (known as WLTP). The CO₂ figures shown however, are based on a calculation designed to be equivalent to the outgoing (NEDC) test cycle and will be used to calculate vehicle tax on first registration. For more information, please see volkswagen.co.uk/owners/wltp or consult your authorised Volkswagen retailer.

2 The BIK % figure quoted includes the 4% diesel supplement, where applicable. Please note: the increase in VED and BIK rate that is payable is in addition to the cost of the optional alloy wheels. Please consult your Volkswagen retailer for full details.

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SCR (Selective Catalytic Reduction) requires AdBlue®, [please click here](#) or visit www.volkswagen.co.uk/technology/adblue for more details.

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CO₂ emissions, BLK % and VED Bands with optional wheels – Passat Estate.

Effect of wheel size on CO₂ emissions, BIK % and VED Bands.

Choosing alternative alloy wheels than standard, as an option, may result in different fuel consumption as well as different CO₂ emissions and subsequently an alternative Vehicle Excise Duty (VED) Band, while BIK rates paid by company car drivers may differ. This is due to the fact that different wheels have both alternative aerodynamic drag and mechanical drag, resulting in different rolling resistance and wind resistance. As a result, the VED Band that the vehicle falls into may differ from its original VED Band when fitted with standard size wheels. In some instances, the recommended 'On the road' retail price paid for the vehicle may change as a result of the change in VED rate. The chart below shows CO₂ emissions and the related VED Bands for vehicles with both standard-fit wheels and larger optional alloy wheels, as well as the different cost payable due to a change in VED Band if applicable.

5-DOOR ESTATE RANGE.			Output, PS	Standard wheel size	CO ₂ emission, g/km ¹ , standard wheels	First year VED £, standard wheels	BIK % with standard wheel size ²	Optional alloy wheel and size	CO ₂ emission, g/km ¹ , optional alloy wheels	First year VED £, optional wheels	BIK % with optional wheel size ²
R-LINE EDITION [‡]	2.0 ltr TSI 4MOTION [‡]	7-spd auto DSG	272	19"	163	530.00	36	N/A	N/A	N/A	N/A
	2.0 ltr BiTDI SCR 4MOTION [‡]	7-spd auto DSG	240	19"	156	855.00	37	N/A	N/A	N/A	N/A
ALLTRACK [‡]	2.0 ltr TDI SCR 4MOTION [‡]	7-spd auto DSG	190	18"	133	530.00	34	19" 'Albertville'	TBA	TBA	TBA

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2 The BIK % figure quoted includes the 4% diesel supplement, where applicable. Please note: the increase in VED and BIK rate that is payable is in addition to the cost of the optional alloy wheels. Please consult your Volkswagen retailer for full details.

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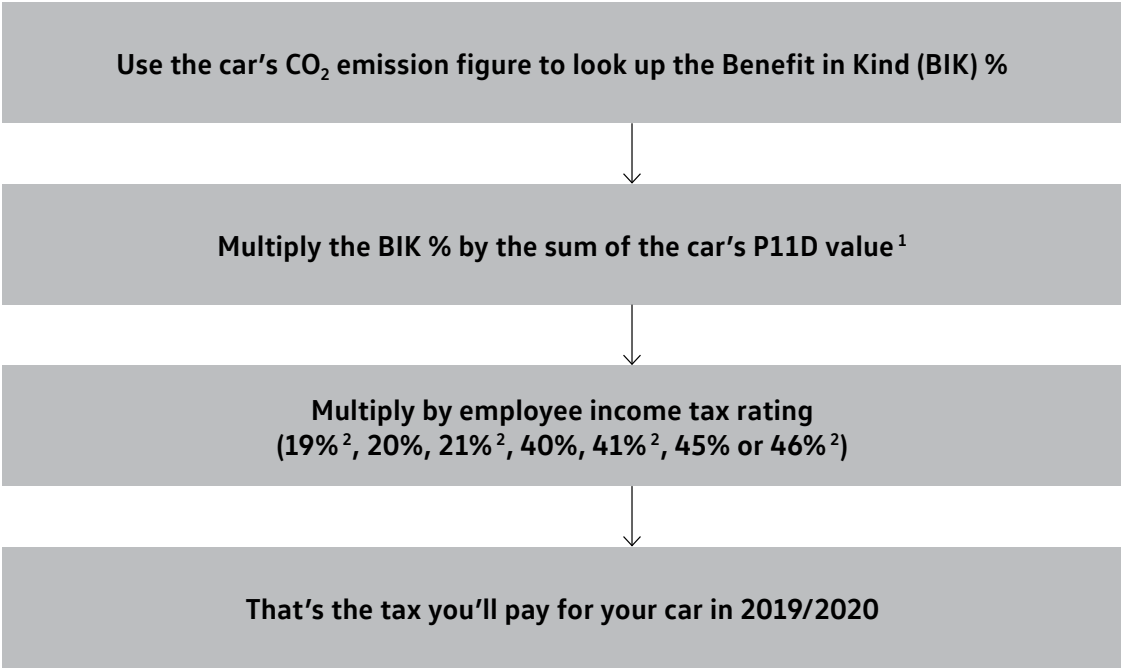
1 Figures shown are for comparability purposes; only compare fuel consumption and CO₂ figures with other vehicles tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load. There is a new test used for fuel consumption and CO₂ figures (known as WLTP). The CO₂ figures shown however, are based on a calculation designed to be equivalent to the outgoing (NEDC) test cycle and will be used to calculate vehicle tax on first registration. For more information, please see volkswagen.co.uk/owners/wltp or consult your authorised Volkswagen retailer.

2 The BIK % figure quoted includes the 4% diesel supplement, where applicable. Please note: the increase in VED and BIK rate that is payable is in addition to the cost of the optional alloy wheels. Please consult your Volkswagen retailer for full details.

‡ These vehicles are WLTP (Worldwide Harmonised Light-Duty Vehicles Test Procedure) type approved vehicles. More information is available at www.volkswagen.co.uk/owners/wltp.

Company car taxation chart – tax year 2019/20.

How to calculate your company car income tax liability – effective 6.4.2019



The government is retaining the diesel supplement in company car tax until 2021, when EU-wide testing procedures will ensure new diesel cars meet air quality standards even under strict ‘real world’ driving conditions. From 6 April 2018 drivers must add 4% to their appropriate percentage if the car is propelled solely by diesel (up to a maximum of 37%).

From 2020/21, the BIK percentages for zero emission cars will reduce from 16% to 2%, whilst BEV/PHEV cars with CO₂ emissions between 1-50g/km will vary between 2% and 14%, depending on the electric range (miles).

For further details of company car tax, please consult your authorised Volkswagen retailer, or visit www.volkswagen.co.uk/fleet/company-tax

1 P11D values given in this price list are based on standard specification models with no factory-fitted options or other accessories. If your car includes factory-fitted options or other accessories, you may need to adjust the P11D value to take this into account.
2 From 6 April 2018, new income tax rates have been introduced for Scottish Taxpayers, these figures reflect the new Scottish rates. For full details of Scottish BIK tax liability, please refer to the [Benefit In Kind for Scottish Residents section](#)
3 Subject to UK Government announcements.

Emissions CO ₂ (g/km)	2019/20 Benefit in Kind (BIK)		2020/21 Benefit in Kind (BIK)			2021/22 Benefit in Kind (BIK) ³		
	Petrol/ Electric	Diesel	Electric range miles	Petrol/ Electric	Diesel	Electric range miles	Petrol/ Electric	Diesel
0 (EV)	16%			2%			TBA	
1-50	16%		130 or above	2%		TBA	TBA	
1-50	16%		70-129	5%		TBA	TBA	
1-50	16%		40-69	8%		TBA	TBA	
1-50	16%		30-39	12%		TBA	TBA	
1-50	16%		1-29	14%		TBA	TBA	
51-54	19%			15%			TBA	
55-59	19%			16%			TBA	
60-64	19%			17%			TBA	
65-69	19%			18%			TBA	
70-74	19%			19%			TBA	
75	19%			20%			TBA	
76-79	22%	26%		20%	24%		TBA	TBA
80-84	22%	26%		21%	25%		TBA	TBA
85-89	22%	26%		22%	26%		TBA	TBA
90-94	22%	26%		23%	27%		TBA	TBA
95-99	23%	27%		24%	28%		TBA	TBA
100-104	24%	28%		25%	29%		TBA	TBA
105-109	25%	29%		26%	30%		TBA	TBA
110-114	26%	30%		27%	31%		TBA	TBA
115-119	27%	31%		28%	32%		TBA	TBA
120-124	28%	32%		29%	33%		TBA	TBA
125-129	29%	33%		30%	34%		TBA	TBA
130-134	30%	34%		31%	35%		TBA	TBA
135-139	31%	35%		32%	36%		TBA	TBA
140-144	32%	36%		33%	37%		TBA	TBA
145-149	33%	37%		34%	37%		TBA	TBA
150-154	34%	37%		35%	37%		TBA	TBA
155-159	35%	37%		36%	37%		TBA	TBA
160-164	36%	37%		37%	37%		TBA	TBA
165-169	37%	37%		37%	37%		TBA	TBA
170-174	37%	37%		37%	37%		TBA	TBA
175-179	37%	37%		37%	37%		TBA	TBA
180+	37%	37%		37%	37%		TBA	TBA

Taxable percentage of P11D value (Diesel figures include the 4% diesel supplement)

Company car taxation comparison.

3-year taxation comparison guide.

NEW PASSAT SALOON.			RDE2 Compliant	Output, PS	CO ₂ emission, g/km ¹	Basic Recommended Retail £	VAT £	Total Recommended Retail £	Tax year commencing	P11D Value £	BIK % ²	Annual cost at 20% ³ tax rate £	Annual cost at 40% ³ tax rate £
SE [†]	1.6 ltr TDI [‡]	7-spd auto DSG	No	120	109	22,308.33	4,461.67	26,770.00	2019/20	27,405.00	29	1,589.49	3,178.98
									2020/21	27,405.00	30	1,644.30	3,288.60
									2021/22	26,970.00	TBA	TBA	TBA
R-LINE [‡]	2.0 ltr TSI [‡]	7-spd auto DSG	No	190	143	26,808.33	5,361.67	32,170.00	2019/20	32,805.00	32	2,099.52	4,199.04
									2020/21	32,805.00	33	2,165.13	4,330.26
									2021/22	32,370.00	TBA	TBA	TBA
NEW PASSAT ESTATE.													
SE [†]	1.6 ltr TDI [‡]	7-spd auto DSG	No	120	116	23,820.83	4,764.17	28,585.00	2019/20	29,220.00	31	1,811.64	3,623.28
									2020/21	29,220.00	32	1,870.08	3,740.16
									2021/22	28,470.00	TBA	TBA	TBA
R-LINE [‡]	2.0 ltr TSI [‡]	7-spd auto DSG	No	190	146	28,320.83	5,664.17	33,985.00	2019/20	34,620.00	33	2,284.92	4,569.84
									2020/21	34,620.00	34	2,354.16	4,708.32
									2021/22	33,870.00	TBA	TBA	TBA

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2 The BIK % figure quoted includes the 4% diesel supplement, where applicable.

3 From 6 April 2018, new income tax rates have been introduced for Scottish Taxpayers. For full details of Scottish BIK tax liability, please refer to the [Benefit In Kind for Scottish Residents section](#)

‡ These vehicles are WLTP (Worldwide Harmonised Light-Duty Vehicles Test Procedure) type approved vehicles. More information is available at [www.volkswagen.co.uk/owners/wltp](#).

All examples are for manual derivatives unless otherwise stated.

RDE2 refers to Real Driving Emissions Step 2.

Volkswagen UK may change RRP's at any time (this includes where there are government changes in regulation and/or legislation).
There may be a delay to any RRP displaying correctly on our materials. Always obtain prices from your chosen authorised Volkswagen retailer.

VAT IS CALCULATED AT 20%. EFFECTIVE FROM 15 JULY 2019.

Volkswagen service.

Exclusions and terms and conditions apply to all warranties and plans listed. For pricing and further details of Volkswagen Warranties and Service Plans, please consult your authorised Volkswagen retailer or repairer, or visit www.volkswagen.co.uk

THREE-YEAR WARRANTY

All Volkswagen passenger cars come with a three-year/60,000 miles warranty, which protects your car against the failure of most technical and electrical components due to manufacturing defects. This comprises a two-year manufacturer's warranty with unlimited mileage plus a further one-year/60,000 miles (whichever is soonest) Retailer Warranty¹. Should the mileage exceed 60,000 miles within the first two years, the manufacturer's two-year warranty will still be valid. Full details of the three-year warranty are available from your authorised Volkswagen retailer or repairer.

BODY PROTECTION WARRANTY

The internal body sections and panels of the new Passat are covered against rusting through from the inside for 12 years. Naturally, the vehicle must be cared for in compliance with the manufacturer's operating instructions. Please consult your authorised Volkswagen retailer or repairer for full warranty details.

THREE-YEAR PAINTWORK WARRANTY

This latest paintwork warranty, pioneered by Volkswagen, provides you with cover on a new car. Naturally, during the warranty period the car must be cared for in compliance with the manufacturer's operating instructions. Any paintwork defects, as a result of the manufacturing process, will be rectified without charge.

APPROVED ACCESSORIES

A comprehensive range of accessories from alloy wheels to carpet mats is available to complement the factory-fitted option list. Volkswagen approved accessories purchased from and fitted by your authorised Volkswagen retailer at the point of vehicle sale will also benefit from the three-year vehicle warranty.

FUEL CONSUMPTION AND CO₂ EMISSIONS

Fuel consumption and CO₂ emission figures shown are for comparability purposes; only compare fuel consumption and CO₂ figures with other vehicles tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load. There is a new test used for fuel consumption and CO₂ figures (known as WLTP). The CO₂ figures shown however, are based on a calculation designed to be equivalent to the outgoing (NEDC) test cycle and will be used to calculate vehicle tax on first registration. For more information, please see volkswagen.co.uk/owners/wltp or consult your authorised Volkswagen retailer.

SERVICE INTERVALS

Volkswagen is pleased to offer you a choice on how your Volkswagen is serviced. The appropriate selection is entirely dependent on how the car is likely to be driven and its general use. To help you identify which type of service would be most suitable, please refer to the following guide.

The Fixed Service is recommended for vehicles that will cover less than 10,000 miles in 12 months and if the vehicle is likely to be used in the following way:

- Predominantly urban driving, short journeys with frequent cold starts.
- Activities regularly producing high engine loading, e.g. frequent hill climbs, driving with vehicle fully loaded and towing.
- Uneconomical driving style using high rpms with heavy acceleration and heavy braking.

The service intervals for the Fixed Service are as follows:

- Oil change service – After 1 year or 10,000 miles (15,000km), whichever is soonest.
- Inspection service² – First after 2 years or 20,000 miles (30,000km), then every one year or 20,000 miles (30,000km), whichever is soonest.

The Flexible Service is recommended for vehicles with daily mileage of more than 25 miles where the vehicle is driven regularly mainly on longer distance journeys. The vehicle is driven mainly at a constant speed with minimum vehicle and engine loading, minimal towing and driven in an economical manner. With the Flexible Service the vehicle can cover anywhere between 10,000³ and a maximum of 20,000³ miles or 24 months (whichever is soonest) between oil changes.

The service intervals for the Flexible Service are as follows:

- Oil change service – According to flexible service interval display (after 2 years at the latest).
- Inspection service² – First after 2 years or 20,000 miles (30,000km), then every one year or 20,000 miles (30,000km), whichever is soonest.

The up! model is only available with the Fixed Service schedule. Please consult your authorised Volkswagen retailer or repairer for advice and full details.

Please note: If you purchase a Volkswagen Fixed Price Service Plan your vehicle will follow the Fixed Service schedule.

ADBLUE®

Diesel engines with SCR (Selective Catalytic Reduction) technology require AdBlue® which must be kept topped up. Please see www.volkswagen.co.uk/technology/adblue for more details.

VOLKSWAGEN INSURANCE⁴

We want you to start enjoying your new car from day one, and thanks to our 5 day complimentary Volkswagen Drive Away Insurance you can. Call 0345 300 6119 (lines are open Monday to Friday 8am-8pm and Saturday 9am-5pm). If eligible, we will also give you a quotation for our annual insurance, designed specifically for Volkswagen drivers.

VOLKSWAGEN ENSURANCE⁵

Get three years' Volkswagen Ensurance cover for free.

Another great benefit of being a Volkswagen driver. If your Volkswagen was damaged in an accident, wouldn't you want it fixed by a Volkswagen trained technician using only genuine Volkswagen parts? Ensurance is Volkswagen's accident and repair cover which does exactly that. It works alongside your main comprehensive motor insurance policy no matter who you are insured with, to make sure you get the quality repair and service you would want. If you're involved in an accident or your car is stolen, just one call to us and we'll look after your claim from start to finish ensuring your Volkswagen is restored to the highest standard.

Activate your cover and benefit from:

- A guarantee that your Volkswagen will be repaired by a Volkswagen approved repairer and Volkswagen trained technicians, using only genuine Volkswagen parts and paints.
- A dedicated Claims Manager who will manage your claim from start to finish, liaising with your insurer and the repairer so you don't have to.
- Help to recover any uninsured losses using our Legal Expenses Cover.
- Online claims tracking so you can keep up to date with the status of any claim.

Volkswagen Ensurance is free to all Volkswagen customers for three years and it only takes a minute to get cover.

To find out more and to activate your cover, visit www.volkswagen-ensurance.co.uk

VOLKSWAGEN FINANCE⁶

Volkswagen Finance specialises in providing funding solutions for Volkswagen drivers. Whether your Volkswagen is for private or business use, you can choose from a range of funding options.

- Solutions – a Personal Contract Plan
- Hire purchase
- Lease purchase
- Finance lease
- Contract hire

With all Volkswagen Finance products you can choose a fixed-cost maintenance plan to help you budget for your servicing and maintenance costs. No matter what finance product you choose, your local Volkswagen retailer will be able to provide you with a personalised quote that could meet your budget and vehicle needs.

VOLKSWAGEN ROADSIDE ASSISTANCE

Every new car is registered for Volkswagen Roadside Assistance for one year except the Touareg which is registered for three years. This provides vehicle roadside and home recovery in the unlikely event of a breakdown in the UK and Europe (subject to conditions). Volkswagen Roadside Assistance can also be purchased for subsequent years.

Exclusions and terms and conditions apply. For pricing and further details of Volkswagen Roadside Assistance, please consult your authorised Volkswagen retailer, or visit www.volkswagen.co.uk

TAX FREE SALES

For full details, please contact your authorised Volkswagen retailer.

PRICES AND SPECIFICATIONS

The prices and specifications contained in this price list are for information purposes only as our products are continually updated and changes may be made to the prices and specifications at any time. If you require any specific feature, please consult your authorised Volkswagen retailer who is regularly updated with any change in specification. Prices and specifications are subject to change without notice.

Following the announcement of a price increase, any vehicle order which can be accepted into the factory production system before the effective date of the price increase will be supplied at the current price, even if built and delivered after the date on which the increase became effective.

Note: We would like to advise you that telephone calls to Volkswagen Customer Care may be monitored and recorded as part of our training and quality assurance processes. All our monitoring and recording processes meet Of tel regulations.

BENEFIT IN KIND (BIK) FOR SCOTTISH RESIDENTS

Effective as of 6 April 2018, the Scottish Government introduced their own BIK taxation structure. This is only applicable to Company Car Drivers that are resident Scottish taxpayers. HMRC will continue to be responsible for the collection and management of taxes and will determine whether or not an individual is a Scottish taxpayer based on where their primary place of residence is.

Scottish Income Tax rates and Bands 2018/19
Starter rate 19% – over £11,850 - £13,850
Basic rate of 20% – over £13,850 - £24,000
Intermediate rate 21% – over £24,000 - £44,273
Higher rate 41% – over £44,273 - £150,000
Top rate 46% – above £150,000.

EV AND PHEV VEHICLE HOME CHARGING

Home charging using a domestic socket will depend on the condition and suitability of the wiring in your home. Always consult a qualified electrician before charging when using a domestic socket for the first time, or, if the socket is to be used as the primary source of charging. Domestic sockets on the same circuit as other appliances, particularly those in frequent use, will draw additional amperage which may result in a breaker switch being 'tripped'. Establishing a separate circuit for home charging will help ensure your electric vehicle is supplied with a consistent, uninterrupted current. For optimum charging, we recommend installing an electric vehicle charging point at home.

VOLKSWAGEN GTE EIGHT-YEAR BATTERY WARRANTY

1. A guarantee for eight years or 99,360 miles/160,000km (whichever is soonest), on all material or manufacturing defects.
2. Gradual reduction in battery capacity over times is integral to the nature of the component, and does not represent a defect under the terms of this guarantee, as long as the reduction in capacity is not in excess of the value specified for this vehicle in the owner's manual.
3. With the exception of the warranty term, all warranty conditions stipulated by the Volkswagen retailer selling the vehicle (prerequisites, criteria for freedom from defects, exclusions, settlement of claims, entry into force and start of extended warranty term, scope of application etc.) also apply to the high voltage battery.

Introduction	Model prices	Standard equipment	Driver's assistance systems	Infotainment and connectivity	Factory-fitted options	Accessories	Alloy wheels	Paint	Upholstery and Decorative inserts	Combinations	Dimensions	AdBlue®	VED and additional 'On the road' costs	Environmental information	CO ₂ , BIK % and VED Bands with optional wheels	Company car taxation chart and comparison	Volkswagen service and service plan
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Volkswagen service plan.

An additional way to keep your perfect car, perfect for longer.

Exclusions and terms apply, [please click here](#) for more details. For pricing and further details of the Volkswagen Service Plan, please consult your authorised Volkswagen retailer or visit [www.volkswagen.co.uk](#)

Volkswagen Service Plan – retail sales only

We offer Volkswagen Service Plans to cover all new models for their first two consecutive services in line with the Fixed Service schedule required on the vehicle. Your car will be in the hands of Volkswagen trained technicians who use specialist Volkswagen tools, technology and Volkswagen original parts, and all parts and labour are guaranteed for two years. What's more, the Volkswagen Service Plan will remain with the vehicle should you decide to sell your car.

Volkswagen Service Plan – retail sales only

For vehicles under 1 year old set to the Fixed Service regime that has not had its first service, comprising first two manufacturer’s scheduled services:

- ‘Oil service’ including oil filter change
- ‘Oil service’ including oil filter change and ‘Inspection service’ plus a pollen filter replacement (if required)

Excludes electric vehicles. Service plan covers first two consecutive services, limited to 1x ‘Oil service’ and 1x ‘Oil and Inspection service’. T&Cs apply: All vehicles must be set to the Fixed Service regime by the retailer. Maximum age of car is 12 months (Service plan must be taken out before first service is due). Additional work, including wear and tear is excluded. Servicing must be carried out in line with the requirement of the Service Schedule. All work must be carried out by an Authorised Volkswagen Repairer. Offers may be varied or withdrawn at any time. Plan validity is dependent on required payments received. Administered by Volkswagen Financial Services. Retail sales only. For pricing and further details, please consult your authorised Volkswagen retailer or visit [www.volkswagen.co.uk](#)



Model shown is new Passat SEL with optional ‘IQ. Light’ LED matrix headlights, 17” ‘London’ alloy wheels, panoramic sunroof and metallic paint

[Click here for more details](#)



The new Passat and Passat Estate

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REPORT TO	ON
Licensing and Public Safety Committee	12 November 2019



TITLE	REPORT OF
Private Hire Livery	Interim Monitoring Officer

Is this report confidential?	No
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PURPOSE OF THE REPORT

1. The purpose of this report is to create a more uniform and Identifiable fleet of South Ribble Borough Council private hire vehicles.

RECOMMENDATIONS

2.

- To consider the new proposed private hire signs and corporate signage.
- To agree that the licensing section undertake a consultation exercise with stakeholders on the proposed changes to the private hire signs, including the positioning of such signs (any such changes will require a change to the Private Hire Vehicle Conditions)
- To agree to receive a report on the outcome of the consultation exercise at a future meeting.

CORPORATE OUTCOMES

The report relates to the following corporate priorities:

Excellence, Investment and Financial Sustainability	x
Health, Wellbeing and Safety	
Place, Homes and Environment	x

Projects relating to People in the Corporate Plan:

Our People and Communities	
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BACKGROUND TO THE REPORT

3. This report will highlight two issues which are aimed to enable the authority to change to a more uniformed fleet of private hire vehicles that are easily recognisable by members of the public.
- New private hire vehicle signage/stickers and setting the positioning of the signs.
 - To set the positioning of company logos on Private hire vehicles

Officers feel currently the public may find it hard to distinguish the difference between a hackney carriage and a private hire vehicle. Currently both Hackney Carriage vehicles and Private Hire vehicles are not limited to where they can place company signage and logos.

Section 48 of Local Government (Miscellaneous Provisions) Act 1976 states that;

“(1) Subject to the provisions of this Part of this Act, a district council may on the receipt of an application from the proprietor of any vehicle for the grant in respect of such vehicle of a Licence to use the vehicle as a private hire vehicle, grant in respect thereof a vehicle Licence:

Provided that a district council shall not grant such a Licence unless they are satisfied—

(a) That the vehicle is—

(ii) Not of such design and appearance as to lead any person to believe that the vehicle is a hackney carriage.”

The primary need for private hire vehicle council issued signage is to prevent/discourage touting and highlight to the public that should they enter a private hire vehicle without pre-booking they would not be insured for the journey.

Only hackney carriage vehicles can be hailed down at the side of the road or accept a booking that has not been pre booked (within its own licensed area).

Currently the private hire stickers distributed following the grant of a private hire vehicle licence to drivers to be placed on their private hire vehicles are too small and are not fit for purpose. They have very little information displayed and more importantly they do not state that if the vehicle is not pre booked then it is not insured. Please refer to appendix A of this report titled current private hire vehicle stickers.

Currently there is no defined position for the stickers to be placed on vehicles, this has led to an inconsistent approach to the location of the signs which can be found on windows, rear quarter panels or the doors. Consistency relating to the positioning is an important part of recognising the vehicle as Private Hire Vehicle and not a hackney Carriage Vehicle. Please see appendix B titled - Examples of Current Private Hire Vehicle Signage.

South Ribble BC licenced operators mostly have a mixed fleet of hackney and private hire vehicles. Both types of licenced vehicle carry the same company livery, except where the operator is required to change the word taxi to car. This makes it difficult for members of the public to distinguish if a vehicle parked up at the side of the road is in fact a hackney or a private hire vehicle.

An example of the similarities between a private hire vehicle and a hackney carriage vehicle and the difficulty for members of the public to distinguish between the two types of licence

vehicle from the same operator can be seen in Appendix D – Similarities between Hackney and Private Hire vehicles.

Drivers have in the past stated to officers when questioned about the placement of the signage that stickers are extremely difficult to remove once they have been placed on the vehicle and allege they have a tendency to damage the body work of the vehicle.

The representative from MOGO the provider of the council's livery (plates and stickers) was asked this question. He stated that they have never received a complaint or claim from drivers of any damage to the vehicles when removing the stickers and that they can be easily removed when a little heat is applied.

In February 2019 the council commissioned a review of its Taxi Licensing Policy by the LVSA (CTS Traffic and Transportation and Vector Transport Consultancy). The following comments were made in relation to the current Private Hire Signage;

“Private hire identification

During our review, the issue of how private hire vehicles were identified was noted as a potential safety concern. Various examples noted during the study of the application of the small sticker to vehicles, or not as the case may be, led to concern about this issue. Guidance on application of these stickers is minimal, but as already noted common application is to the rear of the rearmost door of vehicles.

As already noted, and as demonstrated by most vehicles observed, this leads the small sticker to become almost transparent to those seeing the vehicle. This means most private hire tend to be indistinguishable from private cars, which is a safety concern. Further, the location of the sticker does not help any potential user of the vehicle to know the vehicle they are entering is licensed, nor to be aware if entering without a booking that they may not be insured.

There are some private hire vehicles that exhibit names or phone numbers often on the driver door or on the rear of the vehicle. This does help a passenger who has booked identify they are being picked up by the correct company they have made their booking with. However, in some cases, these company logos can provide too much information, providing several different names or phone numbers which can reduce the ability of the customer to identify the vehicle clearly.

The level of variation within what is a relatively small public-facing private hire fleet needs regulation to help ensure the public can clearly identify a South Ribble licensed private hire vehicle and the company they have made a contract with readily. This should also seek to dissuade the small number of vehicles that do not have any clear identification from continuing to fail to be discernible by the travelling public.”

The report made the following recommendations on the basis of evidence gathered in the review, the following revisions should be considered:

“Ensure the public are clearly educated how to get licensed vehicles particularly that only hackney carriages can be hailed.

Enhance signing on private hire to ensure people can identify local private hire easily, ensuring they are also aware they can only engage them by booking.”

PROPOSALS (e.g. RATIONALE, DETAIL, FINANCIAL, PROCUREMENT)

4. The proposal is to change the wording within the Private Hire Vehicle Conditions within the Council's Taxi Licensing Policy to adopt the proposed changes and to adopt the revised Private hire signs attached to this report as appendix C entitled – Proposed Private Hire Vehicle Signage.

The new proposed signage will be of an increased size. The current signage measurements are 25cm x 10cm. The new proposed signage will measure 30cm x 20cm. This making the signage much more visible and prominent on the vehicle. The signs will still be made up of a self-adhesive sticker as previously required.

The current private hire condition states as follows:-

“22) A sign indicating the name and/or address and/or telephone number of the proprietor of the vehicle, such sign to be of a type and design to be approved by the Council in writing prior to application to the vehicle.

c) There shall be externally and directly affixed to a nearside and offside door a sign issued by the Councils Licensing unit relating to the use of the vehicle.”

The new Proposed Private Hire Vehicle Condition

22)

a) A sign indicating the name and/or address and/or telephone number of the proprietor of the vehicle may be attached to the front nearside and offside door only. Such sign to be no more than a size of 50cm x 50cm. The type and design to be approved by the Council in writing prior to application to the vehicle.

c) There shall be externally and directly affixed centrally to the rear nearside and offside door only a sign issued and approved by the Council's Licensing department relating to the use of the vehicle.”

FINANCIAL IMPLICATIONS

5. The cost of the new signs can be funded from the existing budget for materials.

COMMENTS OF THE STATUTORY FINANCE OFFICER

6. No further comments.

COMMENTS OF THE MONITORING OFFICER

7. The legal implications have been identified in the body of the report. If the committee is minded to approve the proposed changes then a consultation exercise will need to be carried out. The result of that exercise will be reported back to a future committee meeting.

OTHER IMPLICATIONS:

<p>► Risk</p> <p>► Equality & Diversity</p>	<p>A public safety concern is identified in the body of the report. The purpose of the proposed changes is to make the vehicles more readily identifiable as private hire vehicles.</p> <p>No implications here</p>
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BACKGROUND DOCUMENTS (or There are no background papers to this report)

There are no background papers to this report

APPENDICES (or There are no appendices to this report)

- Appendix A - Current Private Hire Vehicle Signage.
- Appendix B - Examples of Current Private Hire Vehicles.
- Appendix C - Proposed Private Hire Vehicle Signage.
- Appendix D – Similarities between Hackney and Private Hire Vehicles.

LT Member's Name
Job Title

Report Author:	Telephone:	Date:
Chris Ward, Licensing Officer	01772 625330	30/10/2019

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PRIVATE HIRE VEHICLE

**THIS VEHICLE
MUST BE
PRE BOOKED**

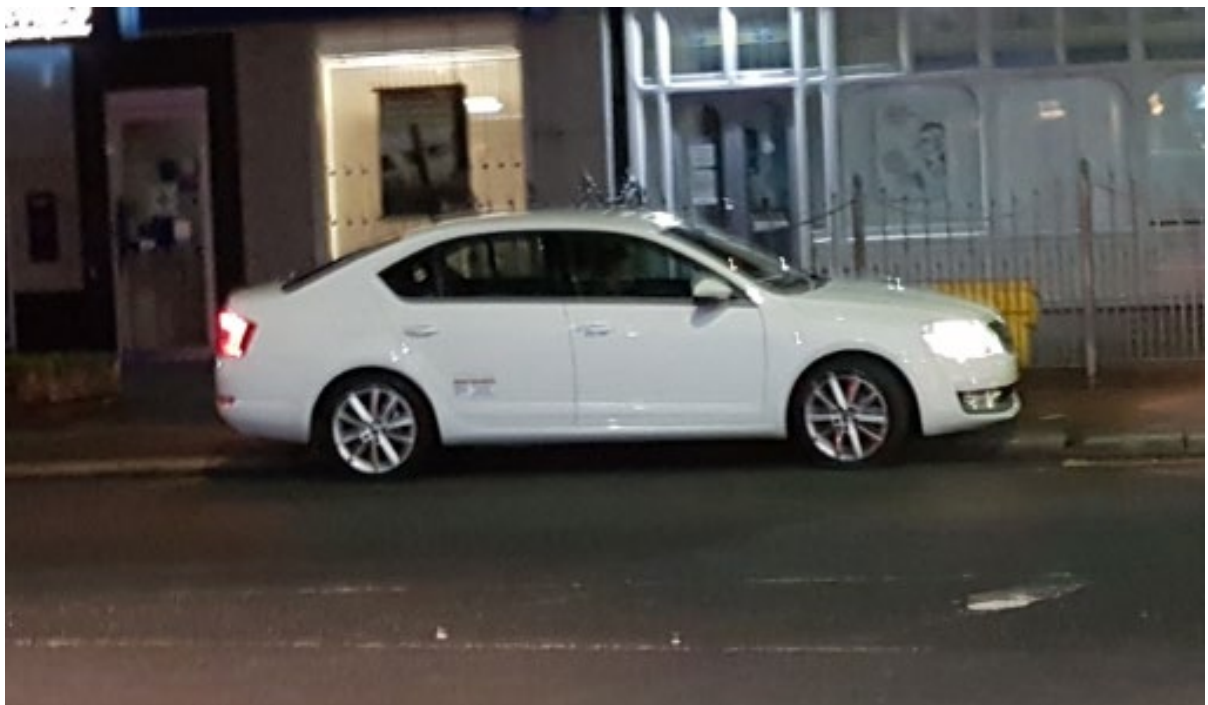
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PRIVATE HIRE

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Appendix C

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REPORT TO	ON
Licensing and Public Safety Committee	12 November 2019



TITLE	REPORT OF
Proposal of annual Licensing of vehicles	Interim Monitoring Officer

Is this report confidential?	No
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PURPOSE OF THE REPORT

1. This report advises members of a proposed change to Hackney Carriage and Private Hire Vehicle Licensing Policy, in that the proposal is that Hackney Carriage and Private Hire vehicle plates are issued for a 12 monthly duration as oppose to the existing issuing of 6 monthly plates.

RECOMMENDATIONS

2. Members are requested to note the contents of the report
3. To agree that the licensing department carry out a consultation exercise with stakeholders on the proposes change
4. Agree to receive a report on the outcome of the consultation exercise at a future meeting

CORPORATE OUTCOMES

5. The report relates to the following corporate priorities: (tick all those applicable):

Excellence, Investment and Financial Sustainability	x
Health, Wellbeing and Safety	
Place, Homes and Environment	x

Projects relating to People in the Corporate Plan:

Our People and Communities	
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BACKGROUND TO THE REPORT

6. Currently Drivers are asked to apply to renew their Hackney Carriage or Private Hire vehicle licence every 6 months.

As part of the application process Licence holders are expected to provide;

- (i) The prescribed Roadworthiness Certificate
- (ii) V5 Log Book
- (iii) A valid Insurance document

Applications are submitted via The Gateway or on-line through our Firmstep Portal.

The Licensing unit will receive the renewal application by email once complete and produce the licence (plate) within 4 days of the application being submitted.

We have 231 Licensed Hackney Carriages & Private Hire vehicles within our Authority that require two vehicle renewals per year. On average we are currently issuing 7-9 plates per week.

This is broken down as;

108 Hackney Carriage vehicles which require a small front and large rear plate twice yearly.

123 Private Hire vehicles which require a large rear plate only, twice yearly.

PROPOSALS (e.g. RATIONALE, DETAIL, FINANCIAL, PROCUREMENT)

7. In light of the Corporate Plan 2019 – 2023 part of the Council's vision and priorities are to focus on ensuring South Ribble develops and delivers a strategy to eliminate single use plastics. Whilst complete elimination is not possible at this time this move will see a 50% reduction in the purchase and subsequent distribution of plastic plates.

In order to assist with this strategy we believe that by issuing a 12 monthly plate as opposed to a 6 monthly plate we are proactively reducing our carbon footprint. The demand to produce plates will reduce, meaning the amount of poly-carbonated plastic we require will decrease.

This would also alleviate the need for a full application every 6 months., Licence Holders would benefit from less time spent off the road avoiding potential lengthy waiting times in Gateway. It should be noted that the trade have always intimated that they would prefer a 12 monthly plate for the above reasons.

In order for the Council to be satisfied that the vehicles it licences are safe and fit for purpose, Drivers would still be expected to provide the 6 monthly roadworthiness certificate. Administrative procedures will be put in place by Licensing Officers to make certain that 6 monthly roadworthiness are completed by Drivers.

The change in procedure would also allow Licensing Officers to spend less time completing administrative tasks and enable Licensing Officers to free up more time for enforcement activity, improving the proactive capability of enforcement.

Changes required within the Taxi Licensing Policy.

The Taxi Licensing Policy States;

“Section 6 Hackney Carriage vehicles, 6.3 Duration of Licences

Hackney Carriage Vehicle licences will be issued for a maximum of 6 months. However the Council will consider issuing a vehicle licence for a shorter period where it deems it appropriate in the individual circumstances.

A change of Policy will be required to read:-

Hackney Carriage Vehicle licences will be issued for a maximum of 12 months. However the Council will consider issuing a vehicle licence for a shorter period where it deems it appropriate in the individual circumstances.

Section 7 Private Hire vehicles, 7.2 Duration of Licences

Private Hire Vehicle Licences will be issued for a maximum of 6 months. The Council will consider issuing a vehicle licence for a shorter period where it deems it appropriate in the individual circumstances.

A change of Policy will be required to read:-

Private Hire Vehicle Licences will be issued for a maximum of 12 months. The Council will consider issuing a vehicle licence for a shorter period where it deems it appropriate in the individual circumstances.

In order to ensure that the remainder of the policy is in line with the proposed changes, there will also be a requirement to amend the policy in respect of the roadworthiness aspect for both Hackney Carriage and Private Hire Vehicles.

The current policy states:-

“Section 6 Hackney Carriage vehicles, 6.7 Roadworthiness

In addition to the standard annual MOT requirements for vehicles, the Council must be satisfied that the vehicles it licences are safe and fit for purpose. To this end, hackney carriages must pass the Council's roadworthiness test no earlier than 28 days before being granted each 6 month licence. See Appendix 6 for the current roadworthiness standard and list of approved garages.”

A change of Policy will be required to read:-

“In addition to the standard annual MOT requirements for vehicles, the Council must be satisfied that the vehicles it licences are safe and fit for purpose. To this end, hackney carriages must pass the Council's roadworthiness test every 6 months. This must be done over two occasions;

- (a) Once no earlier than 28 days before the expiry date of their 12 monthly vehicle licence and;*
- (b) Once no earlier than 28 days before its 6 monthly interim test.*

See Appendix 6 for the current roadworthiness standard and list of approved garages.”

The current policy states:-

“Section 7 Private Hire vehicles, 7.6 Roadworthiness

In addition to the standard annual MOT requirements for vehicles, the Council must be satisfied that the vehicles it licences are safe and fit for purpose. To this end, private hire vehicles must have passed the Council's roadworthiness test no earlier than 28 days before being granted each 6 month licence. See Appendix 6 for the current roadworthiness standard and list of approved garages.”

A change of Policy will be required to read:-

*"In addition to the standard annual MOT requirements for vehicles, the Council must be satisfied that the vehicles it licences are safe and fit for purpose.
To this end, private hire vehicles must pass the Council's roadworthiness test every 6 months. This must be done over two occasions;*

*(a) Once no earlier than 28 days before the expiry date of their 12 monthly licence plate and;
(b) Once no earlier than 28 days before its 6 monthly interim test.*

See Appendix 6 for the current roadworthiness standard and list of approved garages."

CONSULTATION CARRIED OUT AND OUTCOME OF CONSULTATION

8. Matters have been mentioned at the Taxi Trade Forums previously and have received positive feedback from the trade. The same matter will be raised again on the 31st October 2019 at a pre-consultation meeting.

FINANCIAL IMPLICATIONS

9. There will be no impact on income to the Council because the charges will remain the same. The costs for buying in the plates would decrease in future because less stock will be required. This would be taken into account when calculating the licensing fees.

AIR QUALITY IMPLICATIONS

10. The proposed changes relate to the road worthiness of the vehicles and have no direct impact on air quality

COMMENTS OF THE STATUTORY FINANCE OFFICER

11. No further comments – see financial implications above.

COMMENTS OF THE MONITORING OFFICER

12. S48 (5) of the Local Government Miscellaneous Provisions Act 1976 allows a Local Authority to issue private hire vehicle licences for a period of up to one year. In respect of Hackney Carriage vehicles, S43 of the Town and Police Clauses Act allows for a hackney carriage licence to be issued for up to 1 year.

LT Member's Name Dave Whelan
Job Title -Interim Monitoring Officer

Report Author:	Telephone:	Date:
Stephanie Fairbrother, Licensing Officer	01772 625337	29 th October 2019