



Taxi and Chauffeur Vehicle Industry Reform

Operators – Taxi and Chauffeur

Taxi Industry

Currently, taxis collectively undertake eight million trips each year, half of which are from ranks and hail. More than one million rides are subsidised through the South Australian Transport Subsidy Scheme for people with permanent disability and health conditions. Wheelchair accessible taxis provide around 189 000 trips each year.

The new regulatory regime will involve the following:

- continuation of taxis' exclusive rights to rank and hail work
- continuation of exclusive access to subsidy payments on fares through the South Australian Transport Subsidy Scheme as taxis have specific standards under the federal *Disability Discrimination Act 1992*
- no release of taxi licences for at least five years
- audio to be recorded by taxi security camera systems for improved safety
- reduction in regulatory costs through reduced government fees and working towards lower Compulsory Third Party Insurance premiums
- the driver training program to become the responsibility of the relevant booking service
- credit card surcharges to be a maximum of 5 per cent

- taxi fares will increase from 1 October 2016 with the introduction of a new peak period payment of \$2 payable to the driver (midnight to 6.00 am) tariff for weekends and public holidays
- introduction of a lifting fee in the near future to replace metering charges while passengers are assisted in and out of vehicles
- implementation of a \$1 per trip levy on all metropolitan point-to-point transport journeys.

At present, taxi drivers can only accept bookings under the Centralised Booking Service system. Bookings will now be managed by a range of new entities, which will each be called a Transport Booking Service (TBS).

Taxi Licence Holder / Owner

The government is providing assistance of \$30 000 per taxi licence. This assistance will be made available to current holders of a permanent taxi licence who held that licence on or before 12 April 2016.

Taxi Lease Holders

Lessees (taxi operators who don't own licences but 'rent' them from licence holders) will be assisted with \$50 per week for up to 11 months per leased licence. This will be a one-off payment to minimise red tape.

This assistance will be made available to current holders of a lease on a taxi licence at the time of payment of assistance (date to be determined).

Chauffeur Vehicles

Traditional vehicles (TV) will no longer be a separate category of accreditation. They will be included in the special vehicle class and will be restricted to weddings and special events (eg formals).

If a vehicle does **any** point-to-point work, it will need to be in the metropolitan category. For those TV vehicles currently undertaking supplementary metropolitan point-to-point work, where the vehicle age exceeds eight years, a transition period of 12 months will be provided to allow operators a suitable timeframe to purchase a vehicle that meets the age limit requirements of the metropolitan category.

The new regime also involves:

- removal of \$20 minimum fare
- lower regulatory costs through reduced government fees for MVs
- broader range of vehicles: wheelbase and 'top of the range' requirements for MVs removed, vehicles will be four door sedans (capable of carrying four adult passengers)
- freedom for operators to decide what vehicles to use to differentiate themselves in the market
- the removal of 'not for hire' signs
- incentives for environmentally friendly cars to be introduced in the future
- booking offices for chauffeur vehicles to be replaced by the creation of Transport Booking Service entities (TBSs)
- training for all point-to-point drivers including their legal requirements to become the responsibility of TBSs
- implementation of a \$1 per trip levy on all metropolitan point-to-point transport trips to help fund the new initiatives including fee reductions

- the maximum vehicle age of special vehicle class to be increased from six and a half years to 15 years.
- chauffeur vehicles in the metropolitan category to retain a maximum age of six and a half years.

Further information

www.dpti.sa.gov.au/TaxiHireCarReview
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