

## Premiers Disability Advisory Council (PDAC) feedback Proposed Taxi and Hire Vehicle Industries Regulations 2023 - Regulatory Impact Statement

16 May 2023

PDAC members raised issues with the short timeframe for consultation and request further consultation processes be a minimum of 6 weeks.

If the new regulations are adopted, PDAC requests State Growth to facilitate further engagement in relation to revision of the regulations for people with a disability and WATs, as a matter of urgency.

PDAC member feedback on the proposed regulations include:

- Amendments to regulations to refer to 'wheeled mobility devices' as opposed to 'wheelchairs'.  
There is no reference to "mobility scooters" in the two documents. One member regularly travels interstate and overseas using a lightweight collapsible mobility scooter.
- Safer systems for mobility devices, including additional tie down requirements and data made available around the type of restraint systems in older WAT vehicles.  
Noted that wheelchairs are to be fastened / restrained with person seated. Does a person in a mobility scooter need to be seated or stay on the device?
- Minimum numbers for WAT vehicles, e.g., a minimum percentage of the fleet to be WATs. This could be supported through an incentive scheme from the government to do this (reducing WAT licence costs and registration).
- Working with Australian Design Requirements to ensure larger wheeled mobility devices can be accommodated as standards change
- Number of vehicle defects detected in the WAT at annual checks (relevant to an aging fleet) are made publicly available.
- The licence fee talks about a 50% discount for wheelchair accessible taxis. The discount may not be high enough.  
E.g. when recently organising an event in Wynyard for the Hasna National Sailing Championships with 20 Para sailors. - no accessible hire vehicles were available to participants throughout Tasmania. To overcome this serious shortage, a vehicle from a NDIS Provider was used. Travelling participants started the search 3 months in advance.
- Systems to decrease the wait time for WATs and regular taxis and increase WATs in regional areas.

PDAC would like a commitment from State Growth to facilitate engagement in the review of taxi driver training and Passenger Service Regulations to ensure that issues can be addressed in relation to:

- Transport of foldable mobility devices, including walkers.
- Increased driver education of regular and WAT taxis for people with disability (as this relates to WAT restraints and guide dog refusals).
- Understanding the transition away from subsidies as they move away from funding and users pay with their NDIS
- Continuing to recognise Australian taxi subsidy scheme.
- Implementing better/accessible complaint and feedback systems.