

Taxi Newsletter



Welcome to the January 2019 edition of the Taxi Newsletter.

Release of unsold owner-operator taxi licences (OOTL) from 2018 tender

On 22 January 2019, the Commissioner for Transport approved making all unsold OOTLs left over from the 2018 tender available for sale. OOTL licences are available in the following taxi areas at the following non-negotiable prices.

Taxi area	Price
Launceston	\$35 000
Burnie	\$23 000
Ulverstone	\$17 250
George Town	\$17 250
Perth	\$12 500
West Tamar	\$12 500
Meander Valley	\$12 500
Circular Head	\$11 250
Break O'Day	\$10 800
New Norfolk	\$10 800
Huon Valley	\$7 500

Taxi area	Price
Glamorgan/Spring Bay North	\$3 750
Kentish	\$3 750
Penguin	\$3 750
Tasman	\$3750
Dorset	\$2 250
Glamorgan/Spring Bay South	\$1 875
Bruny Island	\$1 000
Central Highlands	\$1 000
Flinders Island	\$1 000
King Island	\$1 000
West Coast	\$1 000

To obtain an information pack and application form to purchase an OOTL for a specific taxi area please send an email to operator.accreditation@stategrowth.tas.gov.au

Annual administration fee for taxi and luxury hire car (LHC) licences

The annual administration fee is due to be paid by Friday 29 March 2019. If unpaid by close of business on that day, then the relevant licence will lapse. You are not allowed to operate a taxi or LHC service using a licence that has lapsed.

A notice will be sent to holders of taxi and LHC licences about the fee. If you don't receive a notice by the end of February, you should email operator.accreditation@stategrowth.tas.gov.au

Taxi and Hire Vehicle Industries Regulatory Review

Consultation on the proposed framework was undertaken from Sunday 30 September to Saturday 24 November 2018 with 74 written submissions received and forums held in Hobart, Launceston and Ulverstone.

The Department of State Growth (State Growth) would like to thank all stakeholders who attended a forum and/or made a written submission. Feedback received from the consultation process will be invaluable in completing the reforms of the on-demand passenger transport industry.

All submissions have been published on State Growth's website at: www.stategrowth.tas.gov.au/taxireview except those where the author requested that their submission be treated as confidential and not be published. A consultation summary paper has been prepared and is also available on the website. The paper outlines the key themes raised through consultation.

If you have any questions about the consultation or the Review, please contact: taxireview@stategrowth.tas.gov.au.

New auditors approved by the Transport Commission (Commission)

A condition of accreditation requires passenger transport service operators to supply an audit report from an auditor approved to the Commission by a specified date at regular, scheduled intervals.

Audit reports provide the Commission with information about the safety, security and related systems that an operator has in place to determine the level of conformance to the Accreditation Standards for their service. The Accreditation Standards set the minimum standards to ensure a safe service.

Operators should make an appointment for an audit with enough time to ensure the audit report will be supplied to the Commission before the due date. Failure to supply an audit report leads to contravention of a condition of accreditation which is an offence under the *Passenger Transport Services Act 2011*.

Recently, the Commission has approved some additional auditors. The updated list of approved auditors is available at: https://www.transport.tas.gov.au/passenger/operator_and_passenger_information/operators

Taxis and the community

Taxis are an important part of Tasmania's passenger transport system by supporting improved accessibility, especially for the aged and persons living with a disability. General information about taxis is available at: https://www.transport.tas.gov.au/passenger/taxis_and_hire_vehicles/taxi

One way to build a good reputation as an industry is to ensure that drivers are knowledgeable about the rules such as, a passenger does not have to take the first cab from a rank and a driver can't refuse a fare unless the person might be a threat to their safety or the safe operation of the taxi.

The law also says that a taxi cannot stand or park on a public street unless it is in a taxi zone, picking up or dropping off passengers or is prominently displaying a 'not for hire' sign. Parking on the street near busy places such as shopping centres when not for hire takes up valuable parking spaces which may be needed by people who have a disability or other needs.

Regulations and Concessions Unit

To contact Regulations and Concessions email: operator.accreditation@stategrowth.tas.gov.au