

South Australia

Passenger Transport Variation Regulations 2016

under the *Passenger Transport Act 1994*

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Part 1—Preliminary

1—Short title

These regulations may be cited as the *Passenger Transport Variation Regulations 2016*.

2—Commencement

These regulations will come into operation on 1 July 2016.

3—Variation provisions

In these regulations, a provision under a heading referring to the variation of specified regulations varies the regulations so specified.

Part 2—Variation of *Passenger Transport Regulations 2009*

4—Variation of regulation 3—Interpretation

- (1) Regulation 3(1)—after the definition of *authorised person* insert:

booking service—see regulation 14(2)(a);

- (2) Regulation 3(1)—after the definition of *flagfall* insert:

fleet safety support service—see regulation 14(2)(b);

- (3) Regulation 3(1)—after the definition of *personal identification number* insert:

point to point transport service means a passenger transport service (not being a regular passenger service) where the pickup location and the destination are determined by the passenger and the service is requested for a time that suits the passenger, but does not include a service conducted under a restricted plan of operation approved by the Minister;

- (4) Regulation 3(5)—delete subregulation (5) and substitute:

(5) For the purposes of these regulations—

- (a) a hiring of a vehicle for a chauffeured vehicle service or taxi service commences—

(i) subject to subparagraph (ii), in the case of a hiring by hail or a pre-arranged hiring—when the passenger is seated in the vehicle and an instruction or direction is given to the driver by the hirer or passenger;

(ii) in the case of a pre-arranged hiring—from a time arranged with the hirer provided that, before that time, the vehicle has arrived at the place arranged for pick up and the driver has there made personal contact with the hirer or passenger;

- (b) a hiring of a vehicle for a chauffeured vehicle service or taxi service ends—

(i) in the case of a multi-seat hiring—

(A) if the last passenger remaining in the vehicle discharges the vehicle before arriving at the agreed destination—when the vehicle is discharged; or

- (B) when the vehicle arrives at the agreed destination for the last passenger remaining in the vehicle and there is no further service agreed between the driver and the last remaining passenger;
- (ii) in any other case—
 - (A) if the passenger discharges the vehicle before arriving at the agreed destination—when the vehicle is discharged; or
 - (B) when the vehicle arrives at the agreed destination and there is no further service agreed between the driver and the passenger;
- (c) the hirer of a vehicle for a chauffeured vehicle service or taxi service is the person who requests the hire of the vehicle (whether or not the person is a passenger).

5—Insertion of regulations 7A and 7B

After regulation 7 insert:

7A—Application of section 29 of Act—prescribed passenger services

For the purposes of section 29(1)(a) of the Act, a chauffeured vehicle service provided under a Small Passenger Vehicle (Metropolitan) Accreditation is prescribed.

7B—Section 52(1) of Act not to apply to transport services for animals

Section 52(1) of the Act does not apply to a person who provides a service for the transport of animals provided that the service is used to transport animals together with passengers only if the passengers are accompanying the animals.

6—Variation of regulation 9—Conditions

- (1) Regulation 9(1)(g)—delete paragraph (g) and substitute:
 - (g) a condition that the accredited person will, if operating a taxi service (other than a country taxi service)—
 - (i) participate in a centralised booking service that provides a booking service complying with the standards prescribed by regulation 14(2)(a); and
 - (ii) ensure that every taxi is provided with a fleet safety support service that complies with the standards prescribed by regulation 14(2)(b) (whether provided by a centralised booking service in which the accredited person participates, or by a person or body approved by the Minister); and

- (iii) for the purposes of subparagraphs (i) and (ii)—
- (A) ensure that while the driver of a taxi used to provide the service is in the taxi, the driver is able to log onto and out of a computerised telecommunications system connecting the taxi and the central control station for the booking service used by the accredited person; and
 - (B) ensure that every taxi is provided with equipment, approved by the Minister, by which a global positioning system may operate connecting the taxi and the central control station; and
 - (C) ensure that any equipment used in the taxi for the operation of the computerised telecommunications system or the global positioning system connecting the taxi and the central control station is maintained in proper working order at all times that the taxi is plying for hire;
- (2) Regulation 9(1)(j)—delete paragraph (j) and substitute:
- (j) a condition that a vehicle used for the purposes of the service displays, in a manner determined by the Minister—
 - (A) the name of the accredited person (or of a business or trading name approved by the Minister); or
 - (B) the name of the centralised booking service or booking office used by the accredited person to take bookings for the service,unless the vehicle is a taxi or is used to provide a regular passenger service;
- (3) Regulation 9(1)(o) and (p)—delete paragraphs (o) and (p) and substitute:
- (o) in the case of a Small Passenger Vehicle (Traditional) Accreditation—
 - (i) a condition that a vehicle used for the purposes of the service must be either—
 - (A) a vehicle that—
 - is capable of seating at least 4 average-sized adults comfortably plus the driver; and
 - in the case of a sedan or wagon—has at least 4 doors; and
 - in the case of a vehicle with an internal combustion engine (including a hybrid-electric vehicle)—has an engine capacity of 4 cylinders or more; or

- (B) a vehicle determined by the Minister (either specifically or according to a class of vehicle) as being appropriate for the purposes of this subparagraph; and
 - (ii) a condition that a vehicle used for the purposes of the service must not travel more than 40 000 kilometres during any prescribed period; and
 - (iii) a condition that a vehicle used for the purposes of the service must not have travelled more than 320 000 kilometres in total; and
 - (iv) a condition that a vehicle used for the purposes of the service must not be used to provide a point to point transport service;
 - (p) in the case of a vehicle used for the purposes of a Small Passenger Vehicle (Metropolitan) Accreditation, a condition that a vehicle used for the purposes of the service must be—
 - (i) a vehicle that—
 - (A) is capable of seating at least 4 average-sized adults comfortably plus the driver; and
 - (B) in the case of a sedan or wagon—has at least 4 doors; and
 - (C) in the case of a vehicle with an internal combustion engine (including a hybrid-electric vehicle)—has an engine capacity of 4 cylinders or more; or
 - (ii) a vehicle determined by the Minister (either specifically or according to a class of vehicle) as being appropriate for the purposes of this paragraph;
- (4) Regulation 9(1)(q)(iv)—delete subparagraph (iv) and substitute:
- (iv) a condition that a vehicle must not be used to provide a point to point transport service;
- (5) Regulation 9(1)(v)—delete paragraph (v) and substitute:
- (v) except for an accreditation for a regular passenger service—a condition that the following policies of insurance issued by an insurance company incorporated in Australia must be in force:
 - (i) a policy of public liability insurance indemnifying the accredited person and any authorised driver in an amount of at least \$5 000 000 in relation to death or bodily injury caused by, or arising out of, the use of a vehicle for the purposes of the service; and
 - (ii) a policy of insurance indemnifying the accredited person and any authorised driver in relation to damage to property caused by, or arising out of the use of, the vehicle for the purposes of the service;

7—Variation of regulation 11—Drivers—eligibility

Regulation 11(1)(c)(ii)—after "taxi" insert:

or operate a vehicle under a Small Passenger Vehicle (Metropolitan) Accreditation

8—Variation of regulation 13—Conditions

(1) Regulation 13(1)(g)(iii)(A)—delete subparagraph (A) and substitute:

(A) a vehicle used for the purposes of a service operated under a Small Passenger Vehicle (Metropolitan) Accreditation, Small Passenger Vehicle (Special Purpose) Accreditation or Small Passenger Vehicle (Traditional) Accreditation; or

(2) Regulation 13(1)(h)—delete paragraph (h) and substitute:

- (h) a condition that the accredited person will, if driving a taxi participating in an Adelaide centralised booking service—
- (i) not accept a hiring unless the person has, while in the taxi, logged onto the computerised telecommunications system connecting the taxi and the central control station for the booking service; and
 - (ii) while in the taxi, log out of the system prior to any other person driving the taxi; and
 - (iii) not misuse or interfere with any equipment in the taxi used for the operation of the computerised telecommunications system or the global positioning system connecting the taxi and the central control station;

9—Variation of regulation 14—Centralised booking services—eligibility

Regulation 14(2)—delete subregulation (2) and substitute:

(2) For the purposes of section 29(3)(a)(ii) of the Act, the following standards are prescribed:

- (a) a centralised booking service must provide a booking service that—
 - (i) is able to ensure that telecommunications contact between the service and each passenger transport vehicle participating in the service is continuously available while the vehicle is being used to provide a passenger transport service (excluding a case where a vehicle is in an area where such contact is impracticable); and
 - (ii) has a computerised telecommunications system, approved by the Minister, connecting the central control station for the service and each passenger transport vehicle participating in the service that—

- (A) enables a driver of the vehicle to log onto and out of the system while the driver is inside the vehicle; and
 - (B) records, at the central control station, the vehicle, the driver's personal identification number and the times and dates the driver has logged onto and out of the system; and
 - (iii) in the case of a centralised booking service for taxis—operates 24 hours a day and 7 days a week; and
 - (iv) is able to meet various levels of customer service (including as to waiting times) set by the Minister in consultation with the relevant service; and
 - (v) has a customer information system to respond to customer inquiries and complaints from customers relating to the hiring, and bookings and orders for the hiring, of passenger transport vehicles;
- (b) a centralised booking service for taxis must ensure that a fleet safety support service that—
- (i) includes a global positioning system, approved by the Minister, that enables the location of each taxi participating in the booking service to be recorded at the central control station for the booking service at all times that the taxi is available for hire; and
 - (ii) operates 24 hours a day and 7 days a week; and
 - (iii) is able to deal with an emergency situation that involves the driver of a taxi participating in the booking service,
- is provided for every taxi participating in the centralised booking service.

10—Variation of regulation 15—Conditions

- (1) Regulation 15(1)(b)(i)—delete "taxis" and substitute:
passenger transport vehicles
- (2) Regulation 15(1)(b)(ii)—delete "taxis" and substitute:
passenger transport vehicles
- (3) Regulation 15(1)(c)—delete paragraph (c) and substitute:
 - (c) a condition that the accredited person must ensure that the centralised booking service does not issue a booking to a driver of a passenger transport vehicle participating in the service if the driver has not, while in the vehicle, logged onto the computerised telecommunications system connecting the central control station for the booking service and the vehicle;

(4) Regulation 15(1)—after paragraph (m) insert:

- (n) a condition that the accredited person will make and keep a record, in relation to each passenger transport vehicle for which the centralised booking service provides a fleet safety support service, of—
 - (a) the registration number of the vehicle; and
 - (b) such other information as the Minister may require.

11—Substitution of regulation 29

Regulation 29—delete the regulation and substitute:

29—Suitability of vehicle

An applicant for a taxi licence must satisfy the Minister that the vehicle in respect of which the licence is sought—

- (a) has an engine capacity of 4 cylinders or more; and
- (b) is capable of seating at least 4 average-sized adults comfortably plus the driver; and
- (c) in the case of a sedan or wagon—has at least 4 doors; and
- (d) complies with these regulations and any requirement determined by the Minister; and
- (e) is suitable for use as a taxi under a licence of the kind or grade applied for; and
- (f) is in good order.

12—Revocation of regulation 45

Regulation 45—delete the regulation

13—Variation of regulation 54—Company signs

Regulation 54(1)—delete subregulation (1) and substitute:

- (1) A person must not drive a metropolitan taxi in a public street, road or place unless a sign or signs of a type approved by the Minister, identifying—
 - (a) the centralised booking service of which the holder of the taxi licence is a member; or
 - (b) if the holder of the taxi licence is a member of more than 1 centralised booking service—1 of those centralised booking services,

is fitted to the taxi in a location, and in a manner, approved by the Minister.

Maximum penalty: \$750.

Expiation fee: \$105.

14—Variation of regulation 64—Fares for hiring taxis

- (1) Regulation 64(1)—delete "relevant" and substitute:

responsible
- (2) Regulation 64—after subregulation (1) insert:
 - (1a) For the purposes of subregulation (1), the responsible person for a taxi is—
 - (a) in the case of a taxi that is hired by means of a centralised booking service—the centralised booking service; or
 - (b) in the case of a taxi that is pre-hired under a contract between the hirer and the operator of the taxi service—the operator of the taxi service.
- (3) Regulation 64(4)(ba)—delete paragraph (ba) and substitute:
 - (ba) subject to subregulation (6), by electronic payment using EFTPOS at an EFTPOS terminal that complies with regulation 64A and is operated in accordance with that regulation; or
- (4) Regulation 64(5)(ba)—delete paragraph (ba) and substitute:
 - (ba) subject to subregulation (6), by electronic payment using EFTPOS at an EFTPOS terminal that complies with regulation 64A and is operated in accordance with that regulation; or
- (5) Regulation 64(6)—delete "installed in a taxi in compliance with regulation 64A" and substitute:

used for the electronic payment of a fare for the hiring of a taxi

15—Substitution of section 64A

Regulation 64A—delete the regulation and substitute:

64A—Payment of fares by electronic means

- (1) The operator of a taxi service must ensure that any EFTPOS terminal that is installed in a taxi by or on behalf of the operator complies with subregulation (5).

Maximum penalty: \$750.
Expiation fee: \$105.
- (2) The driver of a taxi must ensure that any EFTPOS terminal that is installed in the taxi by or on behalf of the driver complies with subregulation (5).

Maximum penalty: \$750.
Expiation fee: \$105.
- (3) The operator of a taxi service must not provide a driver of a taxi with an EFTPOS terminal unless it has been supplied by a service provider approved by the Minister.

Maximum penalty: \$750.
Expiation fee: \$105.

- (4) The driver of a taxi—
- (a) must not use an EFTPOS terminal for the electronic payment of fares unless it complies with subregulation (5); and
 - (b) must ensure that the terminal is in proper working order at all times that the taxi is available to ply for hire, except where there is a temporary failure or malfunction of the terminal as a result of the terminal service provider or network and such failure or malfunction is not attributable to the actions of the driver.

Maximum penalty: \$750.

Expiation fee: \$105.

- (5) An EFTPOS terminal for the electronic payment of fares for the hiring of a taxi must—
- (a) be supplied by a service provider approved by the Minister; and
 - (b) be linked by a cable connection wire or encrypted wireless communication to the taxi; and
 - (c) be programmed with the name, contact details, accreditation number and ABN of the driver of the taxi.
- (6) The driver of a taxi must provide a receipt to a person who pays a fare electronically by EFTPOS, or by any other technical process approved by the Minister for the purpose of this subregulation, which includes—
- (a) unless the receipt is produced by an EFTPOS terminal—the driver's signature; and
 - (b) the licence number of the taxi; and
 - (c) the taxi driver's name and identification number; and
 - (d) the taxi driver's ABN; and
 - (e) the location the hire was accepted and terminated; and
 - (f) in the case of a receipt produced by an EFTPOS terminal—the name of the EFTPOS terminal's service provider; and
 - (g) an itemised list of the cost of the fare including the metered fare, GST, service fees and any additional rates and charges; and
 - (h) the total amount of the fare; and
 - (i) the time and date of the payment of the fare; and
 - (j) any other information required by the Minister.

Maximum penalty: \$750.

Expiation fee: \$105.

16—Variation of regulation 73—Interpretation

- (1) Regulation 73, definition of *download*—delete "(including a disk or tape)"
- (2) Regulation 73, definitions of *security camera system* and *video recording*—delete the definitions and substitute:

security camera system means a system that—

- (a) records images of persons and audible sounds; and
- (b) is designed to be used in or about a taxi;

storage device includes a tape, optical drive, hard drive, solid state drive and flash memory drive;

video recording includes any electronically stored material from which recorded images and sounds can be generated or reproduced.

17—Variation of regulation 82—Requirement to display sign in taxi

Regulation 82(1)—delete subregulation (1) and substitute:

- (1) If a taxi is fitted with a security camera system, the operator of the taxi service for which the taxi is used must ensure that a sign containing the following information is displayed in the taxi in a manner approved by the Minister:

FOR PASSENGER AND DRIVER SAFETY THIS TAXI IS
FITTED WITH A SECURITY SAFETY SYSTEM. BY
HIRING THIS TAXI YOU CONSENT TO YOUR IMAGE
AND SOUNDS BEING RECORDED AT ANY TIME BY
THIS SECURITY SAFETY SYSTEM.

18—Variation of regulation 85—General duties of driver of public passenger vehicle

Regulation 85(2)—after "not" insert:

at any time that the vehicle is available for hire or is providing a passenger transport service

19—Variation of regulation 134—Lost property

Regulation 134(12)(a) and (b)—delete paragraphs (a) and (b) and substitute:

- (a) inquire via the network whether the property has been found; and
- (b) if the property is not located within 24 hours—make a further inquiry via the network.

20—Variation of regulation 135—Maximum age of vehicles

- (1) Regulation 135(1)(a)(ii)(B)—delete subsubparagraph (B)
- (2) Regulation 135(1)(b)(ii)—after subsubparagraph (B) insert:
 - (C) a Small Passenger Vehicle (Special Purpose) Accreditation; or

- (3) Regulation 135(3)—delete subregulation (3) and substitute:
- (3) The Minister cannot grant an approval under subregulation (2)(a)—
- (a) in relation to—
- (i) a taxi (other than where the vehicle is specifically designed or adapted to carry persons who use wheelchairs, scooters or other large (ride-on) mobility aids); or
- (ii) a vehicle used (or to be used) for the purposes of a service operated under a Small Passenger Vehicle (Metropolitan) Accreditation that is more than 8 years old; or
- (b) in relation to a vehicle being used wholly or predominantly for a regular passenger service that is more than 30 years old.

21—Variation of regulation 138—Inspections

Regulation 138(1)(c)—delete paragraph (c)

22—Variation of regulation 148—Fees

Regulation 148(2)—delete "on application,"

23—Substitution of Schedule 1

Schedule 1—delete the Schedule and substitute:

Schedule 1—Fees

- 1 Application fee for an accreditation under the Act—
- (a) in respect of an accreditation under Part 4 Division 1—
- (i) unless (ii) or (iii) applies \$425
- (ii) in the case of a Small Passenger Vehicle (Traditional) Accreditation, a Small Passenger Vehicle (Special Purpose) Accreditation, a Small Passenger Vehicle (Non-Metropolitan) Accreditation or a Country Taxi Accreditation \$425 plus \$85 for each vehicle that will initially be used for the purposes of a service operated under the accreditation
- (iii) in the case of a Small Passenger Vehicle (Metropolitan) Accreditation \$425 plus \$85 for each vehicle that will initially be used for the purposes of a service operated under the accreditation
- (b) in respect of an accreditation under Part 4 Division 2 nil
- (c) in respect of an accreditation under Part 4 Division 3 \$946

2	Periodical fee payable under section 33(1)(b) of the Act—for each prescribed period (see regulations 10(1) and 16(1))—	
	(a) in respect of an accreditation under Part 4 Division 1—	
	(i) unless (ii) or (iii) applies	\$425
	(ii) in the case of a Small Passenger Vehicle (Traditional) Accreditation, a Small Passenger Vehicle (Special Purpose) Accreditation, a Small Passenger Vehicle (Non-Metropolitan) Accreditation or a Country Taxi Accreditation	\$425 plus \$85 for each vehicle used (or available for use) for the purposes of a service operated under the accreditation (as at the end of the relevant period)
	(iii) in the case of a Small Passenger Vehicle (Metropolitan) Accreditation	\$425 plus \$85 for each vehicle used (or available for use) for the purposes of a service operated under the accreditation (as at the end of the relevant period)
	(b) in respect of an accreditation under Part 4 Division 3	\$946
3	Penalty for a default under section 33(2) of the Act	\$57
4	Renewal fee under section 34 of the Act—	
	(a) in respect of an accreditation under Part 4 Division 1—	
	(i) unless (ii) or (iii) applies	\$425
	(ii) in the case of a Small Passenger Vehicle (Traditional) Accreditation, a Small Passenger Vehicle (Special Purpose) Accreditation, a Small Passenger Vehicle (Non-Metropolitan) Accreditation or a Country Taxi Accreditation	\$425 plus \$85 for each vehicle used (or available for use) for the purposes of a service operated under the accreditation at the time of renewal
	(iii) in the case of a Small Passenger Vehicle (Metropolitan) Accreditation	\$425 plus \$85 for each vehicle used (or available for use) for the purposes of a service operated under the accreditation at the time of renewal
	(b) in respect of an accreditation under Part 4 Division 2	nil
	(c) in respect of an accreditation under Part 4 Division 3	\$946
5	Application to vary an accreditation under Part 4 Division 2	nil
6	Notification to the Minister of—	
	(a) the introduction of a vehicle to a service—	
	(i) unless (ii) or (iii) applies	\$20

	(ii)	in the case of a vehicle used for the purposes of a service operated under a Small Passenger Vehicle (Traditional) Accreditation, a Small Passenger Vehicle (Special Purpose) Accreditation, a Small Passenger Vehicle (Non-Metropolitan) Accreditation or a Country Taxi Accreditation	\$85 per vehicle
	(iii)	in the case of a vehicle used for the purposes of a service operated under a Small Passenger Vehicle (Metropolitan) Accreditation	\$85 per vehicle
		However, if a vehicle is introduced to a service operated under an accreditation referred to in subparagraph (ii) or (iii) during a prescribed period for that accreditation under regulation 10 the fee payable under subparagraph (ii) or (iii) may be adjusted on a pro rata basis by applying the proportion that the number of months that are left to run to the end of that prescribed period bears to 12 months (on the basis that parts of a month count as a full month)	
	(b)	the withdrawal of a vehicle from a service	\$20
7		Application fee for a licence under Part 6 of the Act—	
	(a)	in respect of a special vehicle licence	\$85
	(b)	in respect of any other kind of licence	\$85
8		Renewal fee under Part 6 of the Act	\$85
9		Application fee for the consent of the Minister under section 49 of the Act	\$93
10		Application fee for consent to the substitution of another vehicle for a licensed taxi	\$38
11		Fee for issue of a duplicate of an accreditation or licence that has been lost etc	\$59
12		Prescribed fee under section 54 of the Act—	
	(a)	for a first inspection	\$95
	(b)	for a subsequent inspection (if necessary)	\$70
13		Tender fee for the purposes of Schedule 2	\$38

24—Variation of Schedule 3—Maximum fares (metropolitan taxis)

(1) Schedule 3, clause 5(a)—delete paragraph (a) and substitute:

- (a) a metropolitan taxi that is used to provide a taxi service determined by the Minister to be a premium service for the purposes of this clause; or

- (2) Schedule 3—after clause 5 insert:

6—Pre-arranged hirings

The fare for a journey by a taxi that is engaged under a pre-arranged hiring made through a centralised booking service may—

- (a) include a booking fee, provided that the hirer has been informed of the amount of the booking fee before the hiring commences; and
- (b) if the centralised booking service and the hirer agree—be an estimated fare (not exceeding the maximum fare that may be charged under the preceding provisions of this Schedule) that is calculated on the shortest and most direct route for the journey and is quoted to the hirer before the hiring commences.

25—Variation of Schedule 5—Codes of practice

- (1) Schedule 5, clause 2—after paragraph (q) insert:
 - (r) not engage in conduct that may bring the passenger transport industry into disrepute.
- (2) Schedule 5, clause 4(oa)—delete paragraph (oa) and substitute:
 - (oa) not accept a request for hire from a centralised booking service for taxis unless it is accredited under Part 4 Division 3 of the Act; and
- (3) Schedule 5, clause 5—after paragraph (j) insert:
 - (k) not engage in conduct that may bring the passenger transport industry into disrepute; and
 - (l) not accept a request for hire from a centralised booking service unless it is accredited under Part 4 Division 3 of the Act.
- (4) Schedule 5, clause 6(b) and (c)—delete paragraphs (b) and (c)
- (5) Schedule 5, clause 6(g)—delete "telephonists" and substitute:
 - customer service representatives
- (6) Schedule 5, clause (6)(i)—delete "telephonists" and substitute:
 - customer service representatives
- (7) Schedule 5, clause 6(kb)—delete "taxi" and substitute:
 - passenger transport
- (8) Schedule 5, clause 6(o)—delete "an operator" and substitute:
 - the operator of a taxi service
- (9) Schedule 5, clause 6(p)—delete "ringing off" and substitute:
 - transferring

- (10) Schedule 5, clause 6(u) to (y)—delete paragraphs (u) to (y) inclusive and substitute:
- (u) in the case of a centralised booking service that provides a fleet safety support service to taxis (other than taxis used to provide a country taxi service)—
 - (i) appoint a Security Liaison Officer in connection with the installation and operation of security camera systems in taxis; and
 - (ii) provide a reasonable level of advice and assistance to operators and drivers in connection with the operation and maintenance of security camera systems installed in taxis; and
 - (iii) advise the relevant operator if a driver fails to comply with a procedure for the operation and use of a security camera system fitted in the taxi, or for the downloading of material or the provision of material to the police or the Minister; and
 - (iv) on request, provide a driver with information on where material can be downloaded from a security camera system fitted to a taxi following a security related incident; and
 - (v) maintain a register of taxis fitted with security camera systems (including details of the registration number of the taxi, the kind of system installed, and other information determined by the Minister); and
 - (v) ensure that any identification provided to a driver for the driver to display or carry inside the vehicle (as required by these regulations) is a true and accurate photograph of the driver; and
 - (w) a centralised booking service must ensure that—
 - (i) the operator of a passenger transport service does not participate in the booking service unless the operator holds a current accreditation under Part 4 Division 1 of the Act; and
 - (ii) any person who drives a vehicle for the purposes of a passenger transport service that participates in the booking service holds a current accreditation under Part 4 Division 2 of the Act.

Note—

As required by section 10AA(2) of the *Subordinate Legislation Act 1978*, the Minister has certified that, in the Minister's opinion, it is necessary or appropriate that these regulations come into operation as set out in these regulations.

Made by the Governor

with the advice and consent of the Executive Council
on 30 June 2016

No 179 of 2016

MTS/16/003