

Tara Cheyne MLA

Manager of Government Business

Attorney-General

Minister for Human Rights

Minister for City and Government Services

Minister for the Night-Time Economy

Member for Ginninderra

RESPONSE TO QUESTION ON NOTICE

Questions on Notice Paper No 6

Friday, 9 May 2025

Question No. 359

MR MILLIGAN: To ask the Minister for City and Government Services -

1. Are the ACT Government regulations for taxis, such as the age of the vehicle at the time of registration, inconsistent with other jurisdictions; if so why.
2. Has the ACT Government considered adopting the NSW model, which sets a standard of maintenance required, as opposed to arbitrary vehicle age limits.
3. What is the ACT Government doing to address the high costs, such as registration and insurance, associated with owning a taxi in Canberra, comparable to other jurisdictions.

Ms Tara Cheyne MLA – The answer to the Member’s questions are as follows:

1. Age and use requirements for taxis vary across Australian jurisdictions. Some states and territories enforce limits, and others opt for different forms of regulation. The ACT, South Australia (SA), Tasmania (TAS) and the Northern Territory have age and use limits in place for taxis. TAS and SA have very similar age and use limits to the ACT.

Ultimately, vehicle age and use requirements are in place to ensure that taxis are safe to be on ACT roads and are able to carry multiple passengers each day. Taxis are on the road far more than other vehicles, with some vehicles shared by multiple operators on back-to-back shifts day and night.

2. NSW taxis are subject to similar safety inspection and registration requirements to the ACT. NSW operators must ensure:
 - a. that their vehicles are appropriately registered and roadworthy;
 - b. that their vehicles undergo annual safety checks, even if they are less than 5 years old; and
 - c. that records of annual safety checks, servicing and repairs are kept.

There is also an obligation placed on providers of taxi booking services to ensure that safety standards are met, and that a system is in place to check that vehicles conducting services under the provider's authorisation are complying with these standards.

These obligations in NSW are similar to requirements under the [Road Transport \(Public Passenger Services\) Taxi Service – Service Standards 2020 \(No 1\)](#) in the ACT. Age and use requirements used in conjunction with regular safety and registration checks creates the most robust system of regulation to achieve the best road safety outcomes.

3. For registration fees, the ACT moved from a weight-based registration scheme to emissions-based for light vehicles from 1 July 2024, resulting in lower registration fees for lower-emissions vehicles. This aligns with the ACT's Zero Emissions Vehicles Strategy 2022-30, which includes an action to prohibit the onboarding of internal combustion engine vehicles to rideshare and taxi networks by 2030.

In setting premiums, insurers consider the risks and costs associated with a motor accident causing injury to a person for each vehicle class. Key drivers of premiums include the estimated number of claims and the estimated claim costs for the year. The number of claims arising from taxi accidents and the average costs of those claims are much higher than other vehicle classes, leading to higher premiums for taxis. In addition, taxi premiums in the ACT are higher than some other jurisdictions because the ACT Motor Accident Injuries Scheme design is more generous with claimant benefits for injured people than many other states.

The ACT Motor Accident Injuries Commission contracted an expert transport consultant to complete the ACT Road Safety Taxi Manual in 2023, highlighting the range of hazards which have resulted in personal injuries from taxi accidents. The taxi industry has been encouraged to adopt safer driving arrangements using the risk mitigation strategies outlined in this manual to work towards reducing future taxi premiums.

Approved for circulation to the Member and incorporation into Hansard.


Tara Cheyne MLA
Minister for City and Government Services

Date: 23/5/25

This response required 4 hr and 5 mins to complete, at an approximate cost of \$413.57.