

PEAK-PERIOD TAXIS

510. Hon JIM SCOTT to the parliamentary secretary representing the Minister for Planning and Infrastructure:

- (1) What is the status of the 70 peak-period taxi licences that were not included in the 30-odd peak-period taxi licences released in 2000 and provided with conditions of operation by the Department for Planning and Infrastructure?
- (2) Can these 70 taxi operators operate on a full-time basis and, if not, why not?
- (3) Why did the minister send out only 30 applications for converting peak-period taxi licences to full-time area restricted licences when there are 100 peak-period licences?
- (4) Were those 30 applicants holders of the longest serving licences and, if not, why not?
- (5) Will the minister ensure that the value of the longest serving peak-period operators will be taken into account; and how and when will it be done?

Hon KEN TRAVERS replied:

I thank the member for some notice of this question.

- (1)-(2) The status of these peak-period taxi licences has not changed. Those licences were issued to improve the service capacity of the taxi industry during its peak periods. The licence conditions reflect that and there is no intention to make any changes to those operating arrangements.
- (3) The minister recently wrote to the owners of the non-transferable peak-period taxi licences issued in 2000 offering them the option to operate their taxis as full-time area restricted taxis. This was to get better service in outer suburbs. The minister took this action in recognition of the fact that the advertisement for those plates included that option and may have been a factor on which the owners submitted their tender prices. This circumstance applied to only non-transferable plates issued in 2000.
- (4)-(5) No. The minister's decision to offer these peak-period taxi operators the option to operate as full-time area-restricted taxis was on the basis that the advertisements for these plates included this option and was in no way reward for long service.