

TAXI INDUSTRY BOARD, REPRESENTATIVES

**23. Hon TOM STEPHENS to the Minister for Transport:**

- (1) In respect of the new, officially sanctioned peak body for the taxi industry, how does the minister justify taxi dispatch services and fleet management companies being able to directly appoint their representatives to the Taxi Industry Board, while each investor and taxi company gets to vote on which driver representatives are on the board?
- (2) How does the minister justify a voting system which allows investors but not drivers to appoint proxies for the vote?
- (3) What action will the minister take to give taxi drivers proper representation and equal voting rights to investors?

**Hon M.J. CRIDDLE replied:**

I thank the member for some notice of this question.

- (1)-(3) An outcome from the national competition policy review of the taxi industry that was conducted last year, was for the roles for government and industry to be made clear and separate. During this review it was identified that there was confusion within the taxi industry whether the Taxi Industry Board was an industry or government body. As a result, the Taxi Industry Board ceased operation on 30 June 2000 and the industry established its own peak industry representative body. I have, nevertheless, indicated to the Taxi Council that it is my desire to see the council, as the new industry peak body, have balanced representation and represent the various interest groups in the industry.