

TAXIS — PLATES BUYBACK SCHEME

4026. Mrs L.M. Harvey to the Minister for Transport:

I refer to the on-demand transport reform package and the claim that the taxi buy-back scheme will reduce the rate of return for taxi plate owners, decreasing running costs for the industry, and ask:

- (a) has any modelling been done on the expected cost reductions for the taxi industry and if not, why not;
- (b) if yes to (a) what is the expected total savings to the taxi industry on an annual basis;
- (c) what is the expected annual savings for a taxi driver;
- (d) what is the expected levy revenue to be collected by the taxi industry over each of the four years that the levy is expected to be collected; and
- (e) what is the expected levy revenue to be collected on average per taxi driver?

Ms R. Saffioti replied:

- (a) Yes.
- (b) Savings in the cost of compliance for the Perth taxi industry is expected to be around \$1.5M per annum. The existing Perth taxi industry is also expected to save around \$20M per year in the cost of securing taxi plates through government or private lease.
- (c) Savings for a taxi driver is dependent on the arrangement they have with the operator.
Shift and Plate Lease Payments to taxi plate owners if a driver leases a plate only:
 \$18,460 per annum (\$355 per week)
If a driver leases a plate and vehicle:
 \$90.23 for any 12-hour shift
 \$144 for a Friday or Saturday night shift
If a driver leases a plate from the Government
 \$1,013 per annum
- (d) An annual estimate of \$29.5 million will be collected by booking services. The levy will cease when costs are recovered.
- (e) The liability for payment of the levy will lie with the booking service and not the driver to which the fare may be paid.