



FAQ: Taxi Camera Surveillance Unit Replacement Subsidy

1. Who is eligible for the replacement program subsidy?

A subsidy is provided to assist operators in *replacing* the taxi camera currently installed in their taxi with a Taxi Camera Surveillance Unit (TCSU) that meets the new TCSU standard.

Therefore, only operators that own a vehicle that is currently licensed and fully equipped as a taxi vehicle will be eligible to receive the replacement program subsidy.

2. Who will not be eligible?

The subsidy is not available to:

1. Operators of new taxis going on the road from 1 July 2011; or,
2. Operators that do not own the taxi vehicle.

3. How much is the subsidy?

Operators will receive a subsidy of 80%. This means that 80% of the cost of the TCSU will be covered by the Department of Transport (DoT). However, the subsidy is capped to 80% of a maximum of \$4,500, meaning that the maximum subsidy the DoT will pay is \$3,600.

Please note that the installation of the TCSU will not be subsidised, meaning that operators will have to pay the installation costs.

The DoT will take every effort to ensure that approved TCSU do not have a Recommended Retail Price higher than \$4,500. However, if a supplier/agent wants to charge you more than \$4,500 for a new TCSU, then you are encouraged to shop around.

4. How will I access the subsidy?

The DoT will approve a maximum of three TCSU models/manufacturers and approve a number of TCSU installers and will make all these details available on the DoT website. These manufacturers may choose to sell directly to the industry or they may nominate one or more suppliers/agents.

This is the subsidy process:

1. The taxi operators must get their information sheet and SUBSIDY APPLICATION FORM from the DoT website.
2. The taxi operator must then obtain a WRITTEN QUOTE from an approved supplier/agent. Please complete the SUBSIDY APPLICATION FORM including the WRITTEN QUOTE and return it to the DoT.



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3. The DoT will provide the taxi operator with an APPROVAL LETTER for purchase of a new TCSU. The APPROVAL LETTER will provide a GRANT NUMBER. The taxi operator must present the APPROVAL LETTER with the GRANT NUMBER to an approved supplier/agent when you purchase the new TCSU.
4. Based on the APPROVAL LETTER, the approved supplier/agent will invoice the taxi operator for the difference between the total cost of the new TCSU and the 80% subsidy provided by DoT.
5. The approved supplier/agent will invoice DoT for the amount of the subsidy.
6. The taxi operators must arrange to get the new TCSU installed by an approved installer at their own cost.
 - If you own the taxi camera currently installed in your taxi vehicle, you must allow the installer to retain it – the approved installer will issue the taxi operator with a CERTIFICATE OF INSTALLATION. This will prove that the new TCSU was installed and that the old taxi camera was retained.

The taxi operator must provide the CERTIFICATE OF INSTALLATION to the Passenger Services Business Unit (PSBU) within 10 working days or else the DoT will not pay the approved supplier the subsidy. This means you will be invoiced for the subsidy amount instead.

- If you lease the taxi camera currently installed in your taxi vehicle, you will need to arrange for the return of the taxi camera to the taxi camera's owner. The approved installer will issue the taxi operator with a CERTIFICATE OF INSTALLATION. Keep this certificate. However, you must sign a statutory declaration that you have returned the taxi camera to its rightful owner. Under the Act a person who wilfully makes a false statement in a statutory declaration is guilty of an offence and may be fined or jailed, or both.

The taxi operator must provide this declaration to the Passenger Services Business Unit (PSBU) within 10 working days or else the DoT will not pay the approved supplier the subsidy. This means you will be invoiced for the subsidy amount instead.

Important: The DoT will only pay the subsidy to the supplier/agent when it has proof that the old taxi camera was retained by the approved installer or returned to the taxi camera owner. All approved suppliers/agents, approved manufacturers and approved installers will be made aware of this requirement.

5. Why do I have to give my old taxi camera to the approved installer?

The subsidy is a replacement program and subject to the handing back of your old taxi camera. The DoT will pay for the old TCSU to be destroyed. This is to stop old and outdated taxi cameras from being re-used or on-sold.



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6. Why don't taxi operators that lease taxi cameras have to hand their old taxi cameras to the approved installer?

Taxi operators that currently lease taxi cameras cannot give it to the approved installer as the taxi operators do not legally own the taxi cameras. As the subsidy is provided to the vehicle owner and not the organisation or individual that leases-out the taxi camera, the DoT has no right to ask for these taxi cameras to be destroyed.

7. When can I access the subsidy?

Phase 1: Between 1 July 2011 and 30 June 2012, vehicle owners whose taxi vehicle is currently installed with a Raywood 20/20 model will be eligible to apply for an 80 per cent subsidy.

Phase 2: Between 1 July 2012 and 30 June 2013, vehicle owners whose taxi vehicle is currently installed with a Raywood 30/30 model or a VerifEye that was installed prior to 1 January 2010, will be eligible to apply for an 80 per cent subsidy.

Phase 3: Between 1 July 2013 and 31 December 2013, vehicle owners whose taxi vehicle is currently installed with a VerifEye that was installed after 1 January 2010, will be eligible to apply for an 80 per cent subsidy.

8. What if I choose not to replace my current TCSU during the phase relevant to me?

If you decide not to replace your currently installed TCSU during the relevant phase, you not only risk compliance action being taken against you after the deadline, but you will also no longer be eligible for the subsidy.

In order to ensure you receive the subsidy, you should arrange to replace your TCSU early enough to ensure the replacement occurs before the end of the phase.

9. What if my TCSU breaks down before I am eligible for a subsidy?

The DoT will subsidise the replacement of broken down Raywood 30/30 or VerifEye models (that were installed prior to 1 January 2010) during Phase 1 and Phase 2.

During Phase 1, up to 74 and during Phase 2, up to 47 broken down Raywood 3030 or VerifEye models can be replaced, if the vehicle owner can prove that the model is no longer in working order.



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10. I want to replace my taxi camera before July 2011 but don't want to wait until a subsidy is available. Will the subsidy be back-dated?

The subsidy will be back-dated for eligible operators that replace their old taxi camera with a new TCSU that complies with the new standard prior to their model's relevant replacement phase. For example, the taxi operator can still apply for a subsidy to replace their Raywood 30/30 during Phase 1, and if approved, can replace their Raywood 30/30 during this phase. The

The only difference is that the taxi operator will have to pay the approved supplier/agent the full amount of the new TCSU up-front and give their old taxi camera to the approved installer at the time of the replacement. The DoT will pay back the 80% subsidy to the taxi operator when the relevant phase commences. However, the taxi operator must first provide the DoT with proof of the up-front payment, the certificate of installation, and sign a statutory declaration that he/she has returned the taxi camera to its rightful owner. Under the Act a person who wilfully makes a false statement in a statutory declaration is guilty of an offence and may be fined or jailed, or both.

11. How much will the new TCSUs cost?

The Government will soon begin the process of approving TCSUs that comply with the new standard.

As these TCSU models are progressively approved, they will be listed on the DoT website (www.transport.wa.gov.au/cameras), along with their Recommended Retail Price.

Installation is likely to cost around \$400 - \$500, depending on the type of taxi vehicle. This can be confirmed with an approved installer.

12. I have a friend who knows how to install TCSUs. Can I get them to install mine for me?

No, only installers who have been approved by the DoT can install a new TCSU. Anyone found to have a new TCSU installed by someone who is not an approved installer may receive an infringement and will be required to have the new TCSU re-installed by an approved installer.

The person who installed the new TCSU may also be infringed or prosecuted. The same applies to repairs and maintenance of the TCSU.



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13. I was just about to buy a VerifEye TCSU to replace my old Raywood TCSU. Can I still go ahead?

You can still install a VerifEye in your taxi up until 30 June 2011, but keep in mind that you will be required to replace it with a new TCSU that complies with the new standard by 1 January 2014.

14. Can I buy a second-hand TCSU?

No. You will only be eligible for a subsidy if you purchase a new TCSU from an approved supplier/agent.

15. Will I be required to replace my TCSU again in the future?

The DoT will review the TCSU standard every five years. The next review is due to commence in 2015, for release in 2016.

This means TCSUs will need to be replaced every 5 years (from the date of first installation in any taxi vehicle). The aim is to ensure that every Perth taxi is fitted with a TCSU that is of a required and up-to-date quality, and that installed systems are not so old that parts are no longer working properly. After five years spare parts for TCSUs become difficult to obtain or are completely unavailable.

16. Will I be eligible for a subsidy again?

No. A subsidy is being made available this time around because existing cameras have to be replaced in a relatively short timeframe. From now on, all taxi operators will be made aware that TCSUs will need to be replaced every 5 years (from the date of first installation in any taxi vehicle) at their own cost.

17. If my car is written off can I get another subsidy?

No. Taxi operators are expected to have adequate insurance to cover accidental damage or normal breakdown of their vehicle and equipment, including the TCSU. The subsidy will not cover the replacement of damaged or worn equipment.