

Multi Purpose Taxi Sub Committee

Terms of Reference

Introduction

It is claimed that the Perth Metropolitan Multi Purpose Taxi (MPT) operations continue to fall short of the desired goal of providing disabled customers with a satisfactory service whilst providing MPT operators with a viable business and a reasonable living.

Overall Sub Committee Objective

To determine whether this is so and in the process to ensure that the TIB's Strategic Principles "Reliable, accessible and timely services for all passengers," and "A sustainable future of the taxi industry" are met by:

- Undertaking a comprehensive strategic review the MPT operations
- Providing recommendations to the Taxi Industry Board which will make the MPT operation satisfactory for the user and viable for the operator.

Matters For Consideration

1. Should the Taxi Industry be moving to Universal Access – providing taxi's which are accessible to most people with disabilities as well as people without disabilities? If so, is this a short, medium or long term strategy?
2. Considerable government funds are going into competing with MPTs in accessible vehicles, cars etc. Is this supporting people who would otherwise be using MPTs? Is this an appropriate allocation of funding? What is the overall government objective in terms of its disability transport policy?
3. What are the broader competing factors for MPTs?
4. Are there successful international or national models, including vehicle design, which could be implimented within the Perth arena?
5. How do the current MPT operations work? How has it changed over time and what have been the factors influencing that change?
6. How are MPTs regulated? Should they be regulated? What are the advantages and disadvantages of the current regulatory framework? How does Perth's MPT regulatory framework compare with national and international best practise?
7. How does the current MPT standby vehicle scheme work? How has it changed over time and what have been the factors influencing that change? Is this an essential part of the service or a response to inadequacies in the overall MPT operations?
8. What subsidies including but not limited to Lifting Fees and TUSS, are currently available to both the operator and the customer of the MPT? How are these subsidies set? Are they adequate? Are these subsidies

**Multi Purpose Taxi Sub Committee
Terms of Reference**

an essential part of the service or a response to inadequacies in the overall MPT operations?

9. What are the factors which are impacting on operator viability? Are these the same as for regular taxi operators?

10. Who is the MPT primarily for? Do people with disabilities expect more from their taxi service than other taxi passengers? What are the customer expectations? What part of these expectations are not being met? Is this perception or fact? How can expectations be met?

**Debbie Karasinski
Member, TIB**

**Barry Mackinnon
Chair, TIB**

June 2010