

Substitute Taxi Licence

Introduction

The purpose of this Information Bulletin is to provide a consistent and transparent process to the taxi industry and Department of Infrastructure, Planning and Logistics (the Department) staff for the requirements and use of a substitute taxi.

A substitute taxi licence is available to accredited operators who require a vehicle to be on stand-by to substitute for an existing standard or Multiple Purpose Taxi (MPT) at times when that vehicle (the primary taxi) is being serviced, maintained, repaired, or is otherwise unavailable for use as a taxi. An operator must be accredited and may hold a current standard taxi or MPT licence.

Authority

Part 4, Division 2 of the *Commercial Passenger (Road) Transport Act*.

Requirements

The taxi licence of the primary taxi must be current at all times during the substitution. The primary taxi is not required to be registered during the period of substitution.

A substitute taxi must comply with the Taxi In-Service Vehicle Maintenance Standards and must meet the same requirements as the primary taxi being substituted unless otherwise exempt in writing by the Department.

There must be an approved taximeter and security camera system fitted to the substitute taxi that is tested and certified to the vehicle by an Authorised Person.

The holder of the licence is to ensure that any injury to a person arising out of or in the course of the person's engagement to drive the taxi endorsed on the licence is covered by a policy of insurance.

During substitution, the primary taxi licence conditions also apply to the substitute taxi.

The primary taxi must not be operated while being substituted. The primary taxi may only have one substitute taxi operating under the primary taxi licence at any one time.

The operator of a commercial passenger vehicle must not allow the vehicle to be made available for hire or reward if the vehicle is unsafe. A vehicle is considered unsafe if it is likely to endanger the safety of any person, public safety or any property. Some examples of where a vehicle may be considered unsafe include; frayed seatbelts, dislodged or damaged panels, faulty airbags, bald or damaged tyres and misaligned or damaged door seals. Operators should have appropriate systems in place to ensure their vehicles are maintained in a safe condition.

Drivers also play an important part with monitoring vehicle condition and must check the vehicle prior to commencing each shift. Where the vehicle is found to be unsafe, the driver must immediately report the issue to the operator for rectification and cease operating. Substantial fines apply to both operator and driver found operating an unsafe vehicle for hire or reward. The vehicle may also be defected, necessitating a full roadworthy inspection.

Multiple Purpose Substitute Taxi (MPS)

An MPS is a wheelchair accessible substitute taxi that meets the identical requirements of the primary MPT.

Substitution Process

A standard substitute taxi can be used to substitute for a standard taxi, but cannot be used to substitute for an MPT unless otherwise exempted by the Director. Please refer to *Information Bulletin CPV36 – Substituting a Standard Substitute Taxi for a Multiple Purpose Taxi (MPT)*.

An MPS taxi can substitute for either a standard taxi or MPT, however an operator of an MPS must provide a priority service to passengers travelling in a wheelchair at all times when operating for hire or reward – priority service means immediately proceeding to the hiring on becoming available, or when at a rank, must offer the hiring of the vehicle to any potential passenger travelling in a wheelchair before being available to abled bodied passengers.

A driver of an MPS must not refuse a request from a network to undertake a hiring involving a passenger travelling in a wheelchair. A driver must not refuse a hiring from a rank entailing the carriage of a person travelling in a wheelchair.

Annual Licence Fee

The annual licence fee for a substitute taxi is \$300 and is not transferable or refundable.

Private Usage

Provided the roof sign is covered, a substitute taxi is permitted to be used as a private vehicle (i.e. for personal use) when it is not being operated for hire or reward.

Record Book for Substitute Taxis

Once a substitute taxi licence is approved and the vehicle is registered, the operator must maintain a record of substitute on a form approved by the Director. Substitute Taxi Log Books are available from any Motor Vehicle Registry.

The record must be kept in the substitute taxi at all times and is to be made available to an Inspector on request. A record must be made each time a substitute taxi is being used in place of a primary taxi as follows:

1. Date and time the substitution commenced;
2. Date and time the substitution finished;
3. Registration number of the primary taxi;
4. Name and signature of the accredited operator of the primary taxi and the accredited operator of the substitute taxi, authorising the substitution; and
5. Reason for substitution.

Substitution records must be kept for not less than three years.

Vehicle Age Requirements

A substitute taxi, both standard and MPT vehicles, must not be older than nine years old.

Substitute Taxi Number Plates

When substituting, the primary taxi half plate must be displayed in accordance with the standards. All substitute taxis will be issued with number plates starting with the prefix SUB and three numerical characters – refer example below:



All taxis are each issued with one taxi identifier plate that will be displayed on the substitute taxi when being used as a substitute.

Taxi Identifier Plate



The taxi identifier plate shall be fitted to the rear number plate of the vehicle and located over the word "SUB" on the substitute number plate. The identifier plate shall be securely attached in position – refer example below:



Resources

Further information and forms can be accessed through the following link:
nt.gov.au/driving/industry/cpv-information-bulletins-and-forms

Important

This Information Bulletin is a guide only and contains general information and requirements in relation to the CPV industry. This document should not be regarded as a strict interpretation of Northern Territory law and In-Service Vehicle Maintenance Standards.

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