

## Taxi Multiple Hire

### Introduction

Taxis operating in the Northern Territory may be hired either exclusively (one hirer or party) or by multiple hires (more than one hirer or party).

### Hirers and Parties

A hirer is a person who hires a taxi, while a party includes the hirer and any person accompanying the hirer. For example:

- A person travelling alone is both the hirer and the party, or in this case, a party of one person;
- Two people travelling together constitute one hirer but a party of two persons; and
- Four people travelling together constitute one hirer but a party of four persons; and so on.

### Exclusive Hire

Exclusive hire is when one person or party hires the taxi for their sole use and pays one single fare for the journey.

### Multiple Hire

Multiple hiring is when two or more parties engage the same taxi for hire at the same time and are travelling in the same general direction. The taxi driver can then collect separate fares for a journey which may have more than one destination. The multiple hire fare is calculated by the taximeter based on 75% of the normal fare.

Multiple hiring of a taxi may only occur once all of the following conditions are met:

- The first hirer and each subsequent hirer must agree to the multiple hiring.
- The total number of passengers in the taxi must not exceed the licenced passenger carrying capacity of the taxi.
- All hirers must begin their journey at the same point of departure.
- All hirers must be travelling in the same general direction.
- Each hirer enters into a separate contract of hire with the taxi driver. The driver is entitled to collect separate fares from each hirer or party.
- The taxi driver must select the taximeter's multiple hire function appropriate for that particular time of day. The meter will automatically calculate 75% of the total fare payable at the end of each hiring.
- When each hirer reaches their destination, they must pay the fare shown on the taximeter (which has been set to the correct multiple hire option) plus any agreed portion of an applicable airport toll.

**Note:** It is an offence under Northern Territory law for a taxi driver to demand or collect separate fares from passengers when not on multiple hire.

## Taximeter

Taximeters in the NT have built-in provisions to allow for multiple hiring, and will calculate the correct fare for each party. On commencement of a multiple hiring, the driver sets the taximeter to either Rate 3 for weekdays between 6 am to 6 pm, or Rate 4 for all other times including public holidays. For more information on taxi fares please refer to *Information Bulletin CPV20 – Taxi Fares*.

On completion of each hiring the taximeter will calculate and display 75% of the total metered fare for that part of the journey. Please refer to the example below for a detailed explanation.

### Example

Here is an example of a fare calculation for a multiple hire journey involving three parties:

Party	Destination	Normal Fare	75% of Normal Fare	Passenger Saves
Mr & Mrs Brown	Nightcliff	\$12.60	\$9.45	\$3.15
Mike	Parap	\$20.00	\$15.00	\$5.00
Jessie + friend	Darwin Hotel	\$27.40	\$20.55	\$6.85
	<b>Totals</b>	<b>\$60.00</b>	<b>\$45.00</b>	

*Figures and journeys are an example only and are not to be used for any other purpose, including use as a fares guide.*

In the above example, all three separate parties are heading in the same general direction and have agreed to share a taxi. As it is after 6 pm in the evening, when the journey commences the taxi driver engages the multiple hire function of Rate 4 which is applicable to that time of day.

On arrival at the first destination, the driver stops the taximeter and Mr & Mrs Brown pay the fare displayed, being \$9.45, which is 75% of the total metered fare.

After dropping off Mr & Mrs Brown, the taxi driver re-starts the meter which will then return to displaying the total metered fare, which in this example is \$12.60.

On arrival at the second destination, the taximeter is stopped again and Mike pays the fare displayed, being \$15.00, which is 75% of the total metered fare.

When the taxi arrives at Darwin Hotel and the driver stops the meter, Jessie and friend will pay the displayed fare of \$20.55. As with the other two parties, this displayed fare is based on 75% of the total metered fare, being from the start of the journey to the hirer's destination.

No other charges can be applied, with the exception of any airport tolls applicable to a journey.

## Benefits of Multiple Hiring

There are four main benefits of multiple hiring:

1. The passengers arrive at their destination sooner than they would have if they had to wait for separate taxis.
2. Each hirer only pays 75% of the total taxi fare for their part of the journey.
3. The taxi driver earns substantially more than if the same trip had been made with just a single hirer.
4. The community and environment benefit through more efficient use of fuel and transport infrastructure.

## Airport Exit Tolls

Some airports within the NT may require taxis to pay a toll when leaving an airport taxi rank. Where this toll is applicable, hirers participating in a multiple hiring and whose journey originates from an airport, must pay this toll and have the following two options for payment:

- they may agree to apportion it among themselves; or
- if they cannot agree, the toll is to be divided equally among them.

The total of any toll received by the driver must not exceed the toll specified by the airport. To avoid disputes, the driver should point out the toll and payment options prior to commencing the journey.

## Resources

Listed below are resources that may provide assistance to you.

### Commercial Passenger Vehicle Information

Information Bulletins and Forms: [www.nt.gov.au/driving/industry/](http://www.nt.gov.au/driving/industry/)

Legislation: [www.legislation.nt.gov.au](http://www.legislation.nt.gov.au)

Motor Vehicle Registry Information [www.nt.gov.au/driving](http://www.nt.gov.au/driving)

## 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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