Australian Capital Territory

Road Transport (Public Passenger Services) Approval of Taximeter Standards 2003

Disallowable Instrument DI 2003 - 51

made under the

Road Transport (Public Passenger Services) Regulations 2002, **reg 158(1) Standards for taximeters**

In pursuance of sub-regulation 158(1) of the *Road Transport (Public Passenger Services) Regulations 2002* I, Gordon Phillip Davidson, the person for the time being performing the duties of the Government Service Office which includes the function of the Road Transport Authority hereby:

1. **REVOKE** Disallowable Instrument No. 18 of 2002 dated 25 February 2002 and notified under the Legislation Register on 28 February 2002.

2. **APPROVE** the Taximeter Standards set out in the Schedule.

GORDON PHILLIP DAVIDSON
Road Transport Authority
14 April 2003

PAGE ONE OF THE SCHEDULE TO THE INSTRUMENT MADE UNDER THE ROAD TRANSPORT (PUBLIC PASSENGER SERVICES) REGULATIONS 2002 ON THE 14TH DAY OF APRIL 2003

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DEFINITIONS

Accredited Taxi Service Operator	means a person accredited under the *Road Transport (Public Passenger Service) Regulations 2002* to operate a taxi service.
Authority	means the Road Transport Authority as defined under the *Road Transport (General) Act 1999*
Taxi Fare	is the determined maximum fare payable for the hiring or using of a taxi pursuant to section 60 of the *Road Transport (Public Passenger Service) Act 2001*
Taximeter	means a mechanical, electrical or electronic instrument which records and displays information about taxi fares and hiring charges
Taximeter Seal	is a device fitted to a taximeter which, if removed or damaged, indicates possible interference with the taximeter settings or programming
Taxi Service	means a public passenger service operated using one or more taxis (including restricted taxis)
Taximeter Standards	means the standards for the specifications, installation, testing and sealing of a taximeters, approved pursuant to Part 4.3, Division 1.1.5 of the *Road Transport (Public Passenger Services) Regulations 2002*
Taximeter Test Course	means a course that complies with Standards set out in clause 3
Wheelchair Accessible Taxi	means a taxi with wheelchair access

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TAXIMETER STANDARDS

Introduction

The *Road Transport (Public Passenger Services) Act 2001* and regulations made under it, allow the Road Transport Authority (the Authority) to approve Standards applied to the kinds, installation, testing and sealing of taxi meters pursuant to regulation 158 of the Road Transport *(Public Passenger Services) Regulations 2002* (the regulations).

The Standards made under the regulations apply to all accredited taxi service operators and vehicles operated for those purposes unless the Authority has exempted a taxi for the fitting of a taximeter under regulation 95(2).

Regulation 173 allows a police officer or authorised person to inspect a public passenger vehicle. If the vehicle or taximeter does not comply with the standards or the fares displayed do not comply with the determined taxi fares, a non-compliance notice may be issued pursuant to regulation 175.

If the taxi operator fails to comply with a non-compliance notice, the Authority may impose a penalty, suspend or cancel the Taxi Service Operator's Accreditation.

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TAXIMETER STANDARDS

1. Standards Relating to Taximeter Specifications

1.1 The accredited taxi service operator must ensure that the taximeter is constructed or provided with suitable attachments to enable the taximeter to be installed in a taxi.

1.2 The taximeter must be capable of prominently displaying, in dollars and cents, the accumulated taxi fare including distance travelled, flag fall, waiting time and extras.

1.3 The word “Fare”, together with words or symbols positioned to indicate the units of the displayed fare and its division into dollars and cents, shall be displayed prominently on the face of the taximeter close to the displayed fare (refer **Figure 1**).

1.4 The taximeter must be constructed so that any displayed figures indicating other than the correct fare, and displayed in such a manner that they may be construed to be a fare, shall not be displayed continuously for longer than eight seconds. This requirement is satisfied if:

(1) the display flashes on and off at a rate of not less than 60 cycles per minute and not more than 120 cycles per minute, after being continuously displayed for a time not exceeding eight seconds.

1.5 The taximeter must be capable of displaying increments in the recorded taxi fare in units of not less than five (5) cents but not more than ten(10) cents.

1.6 The taximeter must have prominently displayed upon its face symbols indicating the initial hiring charge (e.g. ”$1.80”) and symbols and the words indicating the tariff indicator per kilometre at which the taximeter is adjusted to register (e.g.”.95 cents per kilometre”) for each of the approved tariff rates.

1.7 Taximeters must be constructed as to provide for the illumination of the taximeter.

1.8 The taximeter must be constructed with provision to seal the assembled taximeter.

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1.9 The taximeter shall have a unique identification number permanently stamped or marked on the casing of the taximeter. The location of the identification number must be visible without requiring the dismantling of the taximeter.

1.10 The taximeter must be designed and constructed for operation with a roof-mounted sign so that:

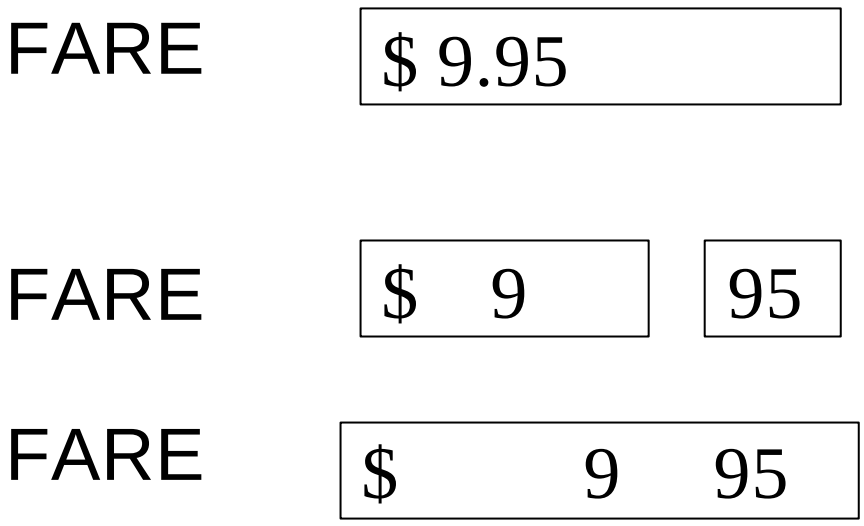
(1) when the taximeter is engaged or not for hire, the roof sign lamp will be extinguished; and

(2) when the taxicab is available for hire, the roof sign lamp will be illuminated.

FIGURE 1

EXAMPLES OF ACCEPTABLE TAXIMETER FACES AND DISPLAY CONFIGURATION

Note: *'FARE' may be displayed on alternate positions depending on the meter used. However 'FARE' must be positioned either directly above, underneath, or on the right or left, of the displayed fare.*



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2. Standards for Taximeter Installation

2.1 Taximeters fitted to a taxi must be securely affixed to the instrument panel on the left side of the driver's seating position. The face of the taximeter must be positioned towards the interior of the taxi, so that the controls are within easy reach of the taxi driver.

2.2 An accredited taxi service operator who requires the taximeter to be fitted to an alternative location must apply to the Authority for such approval. An application for approval to the Authority must:

(1) be in writing and lodged prior to the fitting of the taximeter; and
(2) clearly identify the proposed location and the reason why such location is required.

2.3 A wheelchair accessible taxi must have the taximeter installed in a position that is as far as practical, between the rear view mirror on the front windscreen and the security camera above the rear view mirror, by 1 June 2003.

2.4 An accredited taxi service operator who operates a wheelchair accessible taxi must ensure that installation of the taximeter is not likely to cause injury to the driver or passenger, and the display on the face of the taximeter is clearly visible to all forward facing occupants of the taxi.

2.5 The installation of a taximeter, or any associated equipment, must not cause any reduction in the level of performance of the impact properties of the instrument panel in respect of prescribed head contact areas. (Taxis must comply with Australian Road Rule (ADR) 21 which limits the injury potential of instrument panels).

2.6 A taximeter which has been installed by the removal of part of the original padding from the instrument panel, will not be accepted unless such installation has been specifically approved by the Authority. The accredited taxi service operator must:

(1) apply to the authority in writing; and
(2) demonstrate that the installation has not circumvented ADR 21.

2.5 Taximeters must not be located in any position where it is likely to cause injury to the driver or any passenger during normal operation of the taxi, or in the event of severe acceleration or deceleration.

2.6 The taximeter and associated equipment must not obstruct the operation of the taxi's driving controls.

2.7 The taximeter must be installed in the taxi in a manner that provides ready access for the affixing and inspection of seals. These operations must be possible without removing the taximeter, any covers or panels where such removal would involve the use of tools.

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2.8 If any taximeter distance measurement device is not enclosed in the main part of the taximeter, its installation must also provide for the affixing and inspection of seals in accordance with Standard 4.

2.9 When a taximeter is installed the unique identification number of the taximeter must be visible without requiring the dismantling of the taximeter.

2.10 If electrically operated, the taximeter must be connected in such a way to ensure that the power is supplied to the taximeter whenever the ignition system is engaged, or in the case of a compression-ignition engine vehicle, whenever fuel is available to the combustion chambers of the engine.

2.11 Direct wiring of the taximeter to the vehicle's battery is permitted. An isolator switch or mechanism may be included in that part of the circuit connecting the battery and the taximeter, provided that such switch or mechanism becomes inoperable when the ignition system is engaged.

2.12 The taximeter must be proofed against inaccuracies resulting from any external source, including fluctuations in its electrical supply or from electromagnetic radiation or magnetic fields.

3. Standards Relating to Taximeter Testing

3.1 Taximeters must be tested for accuracy in recording taxi fares for distance travelled by utilising a taximeter test course.

3.2 The taximeter test course must consist of the following components:

(1) designated 'Meter Test Starting' line;

(2) designated 'Meter Test Finish' line; and

(3) designated 'Meter Test 5% Slow' line.

3.3 The taximeter test course must be measured over a distance of one thousand (1000) metres (1 km). An additional one hundred (100) metre tolerance zone is to be included.

3.3 Sealed roads only are to be used for the taximeter test course.

3.4 Designated 'lines' must be situated in a convenient position not less than fifteen (15) metres from an intersection, three (3) metres from an obstruction, three (3) metres from a driveway or in a position that may cause traffic congestion or constitute a traffic hazard.

3.5 The 'Finish' and '5% Slow' lines must be situated on the same straight section of road.

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3.6 The taximeter test course must have as few turns as possible and contain an equal number of left and right hand turns.

3.7 Every effort must be made to avoid having the taximeter test course coincide with shopping centres and areas of high traffic density.

3.8 The taximeter test course must be established where the Authority directs. Details of the taximeter test course are to be supplied to the Authority by the taxi re-sealer.

3.9 Taximeters accuracy must be checked over a two (2) kilometre taximeter testing course. The correct taxi fare for one (1) kilometre, including flag-fall, must be displayed on the taximeter not less than one (1) kilometres and not more than 1.1 kilometres from the starting point.

3.10 Taximeter accuracy for the cost incurred when the taxi is stationary while on hire must be measured so that the elapsed time for the taximeter to display the taxi fare (equivalent to one(1) kilometre (including flag-fall)) will not be less than the correct time nor more than the correct time plus 5% tolerance when measured to the nearest second.

3.11 A distance rate for taximeters must be checked over a one (1) kilometre taximeter test course. The test is to be conducted in the following manner:

(1) the test is to be commenced with the taxi stationary with the front wheel centres in line with a 'start' sign;

(2) the taximeter is to be engaged immediately the taxi is set in motion;

(3) the taxi is to be driven over one (1) kilometre taximeter test course at a constant speed, without skidding or wheelspin, violent acceleration or deceleration and avoiding divergences such as lane-changing or overtaking;

(4) as the taxi approaches the 'finish' sign, the taximeter reading should be monitored and the point noted at which the correct taxi fare for one (1) kilometre is first displayed; and

(5) It is permissible to slow the taxi as it approaches the 'finish' sign in order to better define the point at which the taxi fare for one (1) kilometre is first displayed.

3.12 The accuracy of the taximeter may only be accepted if the correct taxi fare first appears within the section of the course bounded by the 'finish' and the '5% slow' sign. If the taxi fare for one (1) kilometre first appears before or after this section, the taximeter must be re-calibrated.

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3.13 Multi-tariff taximeters must be checked in all applicable tariff rates over the one (1) kilometre distance.

3.14 The taxi fare payable for a taxi while it is waiting must be checked as follows:

(1) a stopwatch is required to check the required accuracy of the taximeter;

(2) the test is to be conducted while the vehicle stationary;

(3) the taximeter is to be engaged simultaneously when the stopwatch is set in motion;

(4) the time is to be recorded for the taximeter to indicate a fee equivalent to the one (1) kilometre taximeter test course at the selected tariff rate; and

(5) the recorded time must not be less than the minimum, nor more than the maximum times, for taxi fares.

3.15 If the taximeter fails to display the correct taxi fare within the specified time limits, a notice of non-compliance must be issued requiring the taximeter to be re-calibrated.

3.16 Multi-tariff taximeters must be tested for waiting times in all available modes.

4 Standards Relating to Sealing of Taximeters

4.1 The taximeter must be sealed at all times and:

(1) the seal must be clearly visible when the taximeter is installed;

(2) disassembly of the taximeter must not be possible without breaking or separation of the seal (or seals, as the case may be) in such a way the break or separation of the seal is clearly visible when installed.

(3) the seal must be capable of preventing adjustment of the taxi fare rate(s) or removal of the taximeter from the vehicle without breaking the seal.

(4) where a separate distance-measuring device is used to function as part of the taximeter operating system, is not enclosed within the taximeter, the case of such device shall meet the seal and seal visibility requirements of the meter.

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4.2 When taximeter seals have been damaged or removed for any reason, and the taximeter has passed the waiting time and distance tests the taximeter must be immediately resealed.

4.3 Taximeters must be resealed in the following manner:

(1) A length of standard issue, twisted copper wire should first be stretched so as to remove any kinks. It should then be passed through the appropriate holes or the appropriate lugs provided on the taximeter and its connections so as to prevent access for any adjustment of the taximeter;

(2) A standard-issue lead seal should then be threaded onto the wire, the wires crossed over and re-threaded. The seal should then be crimped with the approved sealing pliers so that the wire cannot be released without damaging the seal.

(2) Some brands of electronic taximeters are sealed with a plastic seal.

5. Standards Relating to General Taximeter Issues

5.1 The accredited taxi service operator must ensure that the taximeter and each portion of its controlling mechanism is in every respect in sound working condition.

5.2 An accredited taxi service operator must ensure that taximeters are only re-calibrated and serviced by an authorised agent of the manufacturer.

5.3 Infra-red devices, other devices or tools for adjusting electronic taximeters, must be retained by the authorised agent and not provided to an accredited taxi service operator or taxi driver.

5.4 If a taxi has a taximeter fitted in an alternative location, an accredited taxi service operator must not present the taxi to an Authorised Inspection Station unless the accredited taxi service operator has written notification from the Authority authorising such installation.

5.5 An inspector at an Authorised Inspection Station, must refuse to pass the taxi if written approval from the Authority is not provided for the alternative positioning of the taximeter.

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