

Luxury Motor Vehicles and Special Purpose Limousines

Options for increasing vehicle choice

March 2014

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Disclaimer: The issues presented in this paper are intended for discussion only. They do not represent Queensland Government policy, nor they do necessarily represent the views of the Minister and do not commit the Minister to a particular direction for further action. Final policy may differ from that in the discussion paper.

1 Summary

The Department of Transport and Main Roads is seeking public feedback on current regulations that stipulate which luxury motor vehicles and special purpose limousines may be used to provide a limousine service in Queensland.

Any changes to the existing regulations would need to support the following objectives:

- address deficiencies in current regulations that restrict the use of some luxury vehicles as limousines;
- meet the government's objectives to remove red tape, especially for small to medium sized businesses and those engaged in the tourism sector;
- ensure that the industry continues to deliver high quality services that provide choice for consumers.

Interested parties are asked to provide feedback to the department on the following items:

Should luxury motor vehicles and special purpose limousines be subject to any minimum price restrictions (i.e. the Luxury Car Tax (LCT) threshold or Recommended Retail Price (RRP))? If yes, what value should be used?

- In relation to the categories for luxury motor vehicles and special purpose limousines, should the status quo be maintained? If the status quo should not be maintained, what categories should exist?
- Should luxury vehicles have minimum wheelbase requirements? If yes, what should this requirement be?
- Should 'stretched' limousines be subjected to a minimum wheelbase prior to modification? If so, what should this limit be?
- Should 'stretched' limousines be subject to a minimum 'stretch' length? If so, what should this minimum be?
- Should luxury motor vehicles and special purpose limousines be restricted to only specific types of vehicles – i.e. passenger cars and forward-control passenger vehicles? If yes, what should this requirement be?
- Should limousines and 'stretched' limousines be subject to maximum age restrictions? If yes, what should these restrictions be?
- Should special purpose limousines be subject to minimum age restrictions? If yes, what should these restrictions be?
- Should other criteria be used to determine what sort of vehicle should be used as a limousine? If yes, what should these criteria be?

Responses to this paper, making reference to stated objectives, should be forwarded to the Department of Transport and Main Roads by 12 May 2014 as detailed on page 14.

2 Background

Luxury motor vehicles can be used to provide a limousine service¹ authorised under a limousine service licence or a taxi service² authorised under a taxi service licence other than a cross border taxi service. A special purpose limousine may provide a restricted limousine service under a special purpose limousine service licence.

Typically, luxury motor vehicles authorised under a taxi service licence attract a surcharge when specifically requested by a hirer at the time of booking the taxi service.

There are 552³ limousines, consisting of 490 luxury motor vehicles and 62 special purpose limousines, licensed to provide limousine services and special purpose limousine services in Queensland.

Licensing limousine services ensures that the communities served under the licences receive luxury quality, unscheduled public passenger services. Limousine services offer a personalised transport option to a range of customers for a range of occasions such as weddings, corporate business or special events. Special purpose limousines and luxury motor vehicles must meet certain specified criteria in order to be approved to provide limousine services or taxi services.

2.1 Luxury motor vehicles

The *Transport Operations (Passenger Transport) Regulation 2005* (the Regulation) specifies the types of vehicles that can be used as a luxury motor vehicle⁴ and as a special purpose limousine⁵.

A luxury motor vehicle is –

- (a) a motor vehicle mentioned in schedule 4 of the Regulation that –
 - (i) has a wheelbase of at least 2800mm; and
 - (ii) is not more than the vehicle's maximum age limit mentioned in schedule 4; or
- (b) a motor vehicle that is at least 40 years old, registered and safe.

Schedule 4 of the Regulation specifies the vehicles that may be used as luxury motor vehicles, grouped by vehicle categories based on the LCT threshold and the RRP of the vehicle at the time it was first licensed as a limousine (refer Appendix 1).

In addition to being able to provide the service authorised under either a limousine service licence or a taxi service licence, a luxury motor vehicle attached to either a limousine or taxi service licence may also be used to provide the following types of services⁶:

¹ TOPTA 1994, schedule 3 (Dictionary) defines a limousine service as an unscheduled public passenger service provided by a luxury motor vehicle or special purpose limousine where the fare for a journey is decided before the journey begins.

² A taxi service other than a cross border taxi service may be provided by a schedule 4 vehicle – refer TOPTR 2005, Schedule 8 (Public passenger vehicles). A “schedule 4 vehicle” is defined as a motor vehicle that is a luxury motor vehicle within the meaning of section 105(a) of the Regulation.

³ Data is accurate as at 17 April 2013, as extracted from Transport and Main Road's Service Industry Licensing & Accreditation System (SILAS). The data does not include details of the luxury motor vehicles authorised under a taxi service licence.

⁴ TOPTR 2005, section 105 (Luxury motor vehicles—Act, sch 3, def luxury motor vehicle, paragraph (a))

⁵ TOPTR 2005, section 105A (Special purpose limousines—Act, sch 3, def special purpose limousine)

- general route service or school service;
- tourist service;
- accommodation transfer service;
- tourist transfer service.

2.2 Special purpose limousines

A special purpose limousine is a motor vehicle that is –

- (a) a passenger car or forward-control passenger vehicle that –
 - (i) is at least 30 years old from the date of compliance; and
 - (ii) has not been modified other than for an approved modification purpose; and
 - (iii) Is not a street rod vehicle;
- (b) a stretched version of a passenger vehicle mentioned in schedule 4A of the Regulation that –
 - (i) is at least the minimum age stated for the vehicle in schedule 4A; and
 - (ii) has not been modified other than for an approved modification purpose.

Schedule 4A prescribes the stretched vehicles that may be used as special purpose limousines, grouped by vehicle categories based on the LCT threshold and the RRP of the vehicle at the time it was first licensed as a limousine (refer Appendix 2).

A special purpose limousine service licence is restricted to only providing a service to a wedding event, student event or a tourist service.

3 Industry Stakeholders

Transport and Main Roads regularly meets with key passenger transport industry stakeholders to discuss matters affecting public transport in Queensland, including strategic directions and policies that contribute to supporting the industry in achieving its long-term goals and objectives.

The Limousine Association Queensland (LAQ) is the peak body for the limousine industry. There have been ongoing discussions between Transport and Main Roads and the LAQ, about the need to change the policies governing the criteria for determining vehicles able to be used to provide limousine services.

The department is also seeking the views of the taxi industry given that luxury motor vehicles are currently used to provide some taxi services.

⁶ TOPTR 2005, schedule 8 (Public passenger vehicles) - Only “passenger cars” for which a limousine service licence or a taxi service licence is in force can provide a general route service or school service, tourist service, accommodation transfer service or tourist transfer service.

4 Reasons for review

Driven by factors such as the high value of the Australian dollar and competition in the motor industry, it is argued that one of the main vehicle criteria, the LCT threshold, no longer represents an accurate guide as to what defines a 'luxury' vehicle.

The Queensland Government is also committed to the reduction in red tape. Removing unnecessary regulation will assist business, especially for those in the tourism sector (one of the four pillars of the economy), small to medium sized businesses and allow the limousine industry to deliver better frontline services for Queenslanders.

The overarching objective for the Government is to ensure that the Queensland limousine industry continues to provide a quality service that provides choice for consumers.

5 Areas for review and feedback

The criteria used to specify the types of vehicles that can be used as luxury motor vehicles and special purpose limousines are discussed below.

5.1 Luxury Car Tax (LCT) threshold

The LCT threshold⁷, as prescribed by the Australian Taxation Office (ATO), is used by the department as a basis to determine which vehicles qualify as a luxury motor vehicle.

The RRP of a vehicle at the date of its manufacture must meet the LCT threshold to be classified as a limousine or a special purpose limousine. The RRP is the listed price recommended by the manufacturer (when new) inclusive of GST, excluding optional extras and on-road costs.

The LCT threshold is indexed annually by the ATO according to a factor determined by the Federal Parliament or, if such a factor is not determined, it is indexed annually in accordance with the movement in the All Groups Consumer Priced Index (All Groups CPI).

The LCT thresholds for the 2013-14 financial year are:

- \$60 316
- \$75 375 for fuel-efficient cars.⁸

The legislative provisions for using the LCT threshold as a basis to determine the suitability of a luxury motor vehicle were introduced into the Regulation on 24 October 2008 as part of the taxi and limousine reform initiatives aimed at delivering improved customer service and choice, through the achievement of younger limousine fleets and a wider choice of vehicles. At that time, the LCT threshold was seen as an established measure identifying a price point where 'luxury' was built into the vehicle standards.

There is now an increasing disparity between the LCT threshold and the RRP of vehicles typically preferred for use by the passenger transport industry as luxury motor vehicles. This has led to a

⁷ "Luxury car tax threshold" has the meaning given by the A New Tax System (Luxury Car Tax) Act 1999 (Cwlth).

⁸ A fuel-efficient car has a fuel consumption that does not exceed seven litres per 100 kilometres as a combined rating under the vehicle standards in force under section 7 of the Motor Vehicle Standards Act 1989. (Source: Luxury car tax – Guide for taxpayers with a luxury car tax obligation, ATO Canberra 2012.)

limitation on the types of vehicles that satisfy the luxury motor vehicle criterion. The LAQ contend that this may be further exacerbated as new engine and vehicle technology being developed may place vehicles currently available to the industry into the second tier of the LCT threshold, and become unavailable to industry.

Additionally, the use of the RRP of the vehicle (to meet the LCT threshold) also presents some problems in determining the price of vehicles. For example, the RRP of new vehicle models may be reduced by a car manufacturer to encourage competition and take into account the economic climate despite the similarities with a previous model at a higher price. The RRP is often different to the sale price quoted by dealerships and the same vehicle can be quoted at different sale prices depending on a number of factors such as the customer relationship, sales techniques or discounting of cars.

Recent changes in the Australian automotive industry have also impacted on the choice, availability and pricing of vehicles traditionally used by the limousine industry as luxury motor vehicles.

ITEM 1 for feedback:

- **Should luxury motor vehicles and special purpose limousines be subject to any minimum price restrictions (i.e. LCT or RRP)?**
- **If yes, what value should be used?**

ITEM 2 for feedback:

- **In relation to the current categories for luxury motor vehicle and special purpose limousines, should the status quo be maintained?**
- **If the status quo should not be maintained, what categories should exist?**

5.2 Wheelbase requirement

The other regulatory requirement for a luxury motor vehicle is for the vehicle to have a wheelbase of at least 2 800mm. Typically, vehicle manufacturers increase the wheelbase of their luxury sedans to create a long wheelbase model featuring increased back seat leg room. The 2 800mm is an established benchmark for long wheelbase vehicles.

Advances in hybrid technology and the increased popularity of the European car market have seen smaller wheelbase vehicles now also possibly regarded as luxury vehicles.

While the prestige of a vehicle is arguably a subjective criteria for being classified as a luxury motor vehicle, the department regulates the passenger transport industry principally for safety and economic reasons. This is achieved in two ways – regulating the safety requirements (or outcomes) through mandatory minimum standards or specifications and safety inspections and secondly – regulating the types of services that require authorisation to operate as a public passenger service.

The types of vehicles (makes and models) that should be able to be used as a luxury motor vehicle should be, and in practice is, largely determined by the marketplace - through vehicle manufacturers, industry and the consumer. And the market itself can be influenced by the changing demands of the public/consumer as trends and preferences for vehicle types change.

The wheelbase requirement has previously been viewed as one of the criteria which helps differentiate the difference between a taxi and a limousine as most vehicles used as conventional taxis have a wheelbase of less than 2 800mm.

Transport and Main Roads does not generally intervene in the public transport industry in specifying the makes, models, and wheelbase of vehicles suitable for providing public passenger services⁹, other than for luxury motor vehicles. While it is acknowledged that historically the reasons for the department intervening to this degree of specificity for luxury motor vehicles has been to separate the limousine market from the taxi market, including the provision of business class or luxury taxis, it may be argued that this level of regulation is no longer warranted.

As such, it is considered that the marketplace and the industry should determine the type of vehicles to be used as luxury motor vehicles, rather than Transport and Main Roads regulating specific makes and models of luxury vehicles. The department's focus will remain on vehicle safety and standards – for example, six monthly vehicle inspections for public passenger vehicles, ensuring operators are appropriately accredited and drivers are appropriately authorised.

Currently 'stretched' limousines must meet the minimum wheelbase requirement prior to modification. While this is seen by some to ensure that a high quality vehicle is used, it could also be argued that a vehicle with a smaller wheelbase could be stretched to provide the same or increased back seat leg room. Market experience from other states shows that there may be customer demand for more choice in European stretched vehicles such as the use of stretched Ferraris or stretched Mini Coopers.

Furthermore, consideration should be given to whether it is necessary for a vehicle to be stretched by a minimum amount to qualify as a stretched limousine. While a stretch of 1 600mm is argued by some parties within the limousine industry to be necessary in order to provide a 'stretched' service, consideration should also be given to vehicles that are stretched in order to accommodate passengers using wheelchairs. Informal feedback to the department suggests that it is not necessary to lengthen a vehicle by 1 600mm to provide a wheelchair accessible service.

The current legislative restriction prohibiting street rod vehicles from being used to provide a special purpose limousine service will remain and is not being considered as part of this review process. Street rod vehicles¹⁰ do not comply with the requirements of the Australian Design Rules (ADR) for public passenger vehicles, and in most cases, only partially comply with the *Transport Operations (Road Use Management – Vehicle Standards and Safety) Regulation 2010* which contains vehicle standards not covered by the ADR.

⁹ A noted exception is the specification of "premium taxis" in gazette notices for the *Maximum Taxi Fares Notice* for the purposes of section 74A (Maximum taxi fares) of the *Transport Operations (Passenger Transport) Act 1994*.

¹⁰ *Transport Operations (Road Use Management – Vehicle Standards and Safety) Regulation 2010*, schedule 4 Dictionary, defines a "street rod vehicle" as a vehicle that has been modified for safe road use and that – (a) has a body and frame that were built before 1949, or (b) is a replica of a vehicle whose body and frame were built before 1949.

ITEM 3 for feedback:

- **Should a luxury vehicle have a minimum wheelbase requirement? If yes, what should this requirement be?**
- **Should ‘stretched’ limousines be subjected to a minimum wheelbase requirement prior to modification? If yes, what should this requirement be?**
- **Should ‘stretched’ limousines be subject to a minimum ‘stretch’ length? If yes, what should this minimum be?**

ITEM 4 for feedback:

- **Should luxury motor vehicles and special purpose limousines be restricted to only specific types of vehicles – i.e. passenger cars and forward-control passenger vehicles?**
- **If yes, what should this requirement be?**

5.3 Vehicle age limits

The age limits that apply to the use of luxury motor vehicles are specified in schedule 4 and section 105 of the Regulation. With the exception of vehicles that are older than 40 years of age (registered and safe), or vehicles of a Bentley or Rolls Royce make, luxury motor vehicles are restricted by maximum age limits.

In contrast, the age limits that apply to the use of special purpose limousines are specified in schedule 4A and section 105A of the Regulation and are restricted only by minimum age limits. A summary of the vehicle categories¹¹ and age limits is provided below.

Type of vehicle	Maximum Age Limit
Luxury motor vehicles (section 105 and Schedule 4)	
Motor vehicle 40 years old ¹²	Unlimited
Category A	Unlimited
Category B	12 years from the date of compliance
Category C	6 years from the date of compliance
Stretched vehicles	
Category D	Unlimited
Category E	18 years from the date of compliance
Category F	12 years from the date of compliance
Category G	12 years from the date of compliance

¹¹ Details of the different categories and age limits that apply to luxury vehicles are reproduced in more detail in Appendix 1.

¹² *Transport Operations (Road Use Management) Act 1995*, schedule 4, defines a “motor vehicle” as a vehicle propelled by a motor that forms part of the vehicle and includes a trailer attached to the vehicle, but does not include a motorised scooter or a power-assisted bicycle.

Type of vehicle	Minimum Age Limit
Special Purpose Limousines (section 105A and Schedule 4A)	
Passenger car or forward-control passenger vehicle	30 years old from the date of compliance
Category A	18 years from the date of compliance
Category B	12 years from the date of compliance
Category C	12 years from the date of compliance

Transport and Main Roads regulates the maximum age limit of public passenger vehicles (including light and heavy buses, off road passenger vehicles, forward control vehicles, and passenger cars) for passenger safety reasons. The maximum age limit of public passenger vehicles is based, among other things, on the type of vehicle, the distances travelled, the type of service provided by the vehicle, the vehicle's capacity to meet the demands asked of it, and the cost of the vehicle. Age limits on public passenger vehicles provide a simple, objective restriction to the use of vehicles to carry passengers. These limits are widely accepted by industry and help to promote a safer, more reliable and reputable passenger transport system, in line with the objectives of the Act.

Unlike other categories of public passenger vehicles, the maximum age limit of a luxury motor vehicle is primarily based on an appropriate period to allow the return of capital of the vehicle to the operator. It is not necessarily reflective of the mechanical safety or soundness of a vehicle – those factors are determined by the mandated six-monthly vehicle safety inspections for public passenger vehicles.

Special purpose limousines are however, subject to a minimum age limit of at least 30 years of age or for stretched vehicles, a minimum age limit of either 12 years or 18 years depending on the category of vehicle. The requirement for a minimum age limit instead of a maximum age limit is reflective of the speciality and/or novelty nature of special purpose limousines and the type of services these vehicles are restricted to providing (i.e. weddings, student events, tourist service).

The minimum age limit for stretched special purpose limousines provides for the transition of stretched luxury motor vehicles that are no longer eligible to operate as a limousine due to reaching their maximum age limit.

The limousine industry also operates differently to other public passenger services in so far as its customers largely have a choice, at the time of pre-booking the service, about the type and age of the luxury motor vehicle being used to provide the limousine service. That discretion is in contrast to a customer booking a taxi service and being provided with the closest available taxi, without knowing the type and age of the vehicle being provided for the service¹³. It also differs to the services being provided by omnibuses, either in heavy or light buses, over varying distances, with higher passenger capacities, and higher workloads. The removal of the maximum age limit for luxury motor vehicles would allow operators to determine the maximum life of a vehicle based on its continuing compliance with the mandated vehicle safety requirements. It would also allow limousine

¹³ It is acknowledged that customers booking a taxi service can request a specific type of taxi (such as a premium or luxury vehicle) at the time of booking a taxi, however a surcharge applies to those specific requests. Refer section 74A (Maximum taxi fares) of the Act.

operators sufficient time to receive a reasonable rate of return on their investment, particularly for stretched limousines where the initial costs of modifying and stretching a vehicle are significantly higher. It may also deliver benefits to the public through possible changes in market prices for limousine services if the operator chooses to pass on savings achieved through the operator's options to depreciate the vehicle over a different (longer) age life, or to purchase vehicles at a lower price and that are suited to the targeted market.

The removal of the minimum age limit for special purpose limousines would provide more flexibility to operators to introduce novelty or speciality vehicles of a younger age than the current 30 years requirement, and may also provide a transition path for former luxury motor vehicles to provide services in a different, and restricted, limousine market. As with luxury motor vehicles, it is considered that the market will determine the acceptable service standards for special purpose limousines.

Luxury motor vehicles and special purpose limousines would continue to be subject to compliance with the mandated vehicle safety requirements and standards – for example, six monthly vehicle inspections. The removal of the maximum age limit for limousines also recognises the improvements in vehicle safety and standards, which allow for a longer vehicle life without any anticipated loss to passenger safety or standards.

The removal of maximum age limits for luxury motor vehicles may present some risks, including:

- a possible reduction in the current standards of luxury if some operators choose to introduce older second-hand vehicles or operate luxury motor vehicles for a much longer period than currently allowed;
- a possible increase in the number of consumer complaints about a perceived reduction in standards for vehicles not considered by the market to be a luxury motor vehicle;
- a possible perception that older limousines may not support the promotion of a vibrant tourism industry.

However, in response to those possible concerns it is contended that:

- given the public's discretion to choose a limousine service at the time of pre-booking the service, operators who choose to operate older limousines or vehicle not considered as suitable to be a limousine are unlikely to maintain a viable business if the public rejects their service standards;
- prestige luxury motor vehicles are likely to continue to operate in the industry given the demands by corporate clients and the upmarket tourism sector; and
- the costs of maintaining the operational safety and standards of an older vehicle may offset an operator's perceived benefits in not replacing an ageing vehicle.

It is considered it will ultimately be the market that decides on the standard of luxury, including vehicle age, that it warrants satisfactory. Customers paying for a luxury vehicle service are unlikely to agree to the hire of a vehicle that is old or poorly maintained and given that, it will remain in the operator's best interests to ensure their vehicles are maintained and presented to a high standard in order to remain competitive and financially viable. This is particularly the case in the executive and corporate sector hiring limousine services.

It is proposed that luxury motor vehicles authorised on a taxi service licence will continue to be subject to the maximum age limits specified for taxis under section 67 (Maximum age limits for taxis)¹⁴ of the Regulation. The department considers it necessary to retain the maximum age limit for taxis at this stage, given the higher workload and continuous operational demands of taxis. It is also reflective of the customer's lack of choice in booking a taxi and being provided with the closest available taxi, as opposed to pre-booking and accepting the nomination of a specific limousine. The current level of regulation on the taxi industry should be retained to ensure Queensland maintains a well-performing, safe and viable taxi system.

ITEM 5 for feedback:

- **Should limousines and 'stretched' limousines be subject to maximum age restrictions? If yes, what should these restrictions be?**
- **Should special purpose limousines be subject to minimum age restrictions? If yes, what should these restrictions be?**

5.4 Other criteria for consideration

All Australian jurisdictions regulate limousine services, each with varying requirements about limousine vehicles. Some of these factors, such as the differing vehicle categories, make it difficult to undertake a direct comparison of regulatory arrangements between jurisdictions.

While this discussion paper has predominately focussed on reviewing the current criteria that applies in Queensland, it is also important to consider whether other criteria should be considered. This is especially important given that prestige of a vehicle is arguably a subjective matter and different market sectors may have differing requirements.

Appendix 3 contains an outline of regulatory arrangements in other states which may also assist in providing a response to this paper.

ITEM 6 for feedback:

- **Should other criteria be used to determine what sort of vehicle should be used as a limousine? If yes what should this criteria be?**

6 Legislative arrangements

Subject to Government approval of any changes, legislative amendments will be necessary to implement the final endorsed policies for luxury motor vehicles and special purpose limousines and to negate any unintended consequences on limousine services and other types of public passenger services.

As the potential changes focus on removing or altering current restrictions, it is unlikely that a transitional period will be necessary to implement any of the changes that may be adopted.

¹⁴ The operator of a taxi, other than an exempted taxi, must ensure the taxi is not more than the following maximum age limits – (a) for a wheelchair accessible vehicle – 8 years from the date of compliance; (b) otherwise – 6 years from the date of compliance. Subsection (1) applies even if the taxi is a luxury motor vehicle.

However, the department will work with industry to ensure that appropriate transitional strategies are developed to reach the desired regulatory outcomes.

It is expected that a change to the laws governing the use of limousines as public passenger vehicles could be completed in 2014.

7 Your feedback

The department is interested in your views about the options detailed in this paper to streamline regulation of luxury motor vehicles and special purpose limousines.

This discussion paper will be available for comment until **12 May 2014**.

Limousine and taxi industry participants, the community and other interested stakeholders are invited to make a submission to the department about the options proposed in this paper. Submissions should address the 6 items for feedback and outline how any proposed changes assist in meeting the objectives outlined in section 3 of this paper.

Please forward your submission to Transport and Main Roads via email or post.

Email: taxi@translink.com.au

Post: **“Discussion Paper – Luxury Motor Vehicles and Special Purpose Limousines”**

PT Standards and Taxis

TransLink Division

Department of Transport and Main Roads

GPO Box 50

Brisbane Qld 4001

Submissions will be considered and the findings used to assist the department to develop a final policy position to be presented to government for approval in 2014.

Appendix 1 - TOPTR, schedule 4 Vehicles that are luxury motor vehicles

Transport Operations (Passenger Transport) Regulation 2005

Schedule 4

Schedule 4 Vehicles that are luxury motor vehicles

section 105

Type of vehicle	Maximum age limit for vehicle
Category A passenger car of either of the following makes— <ul style="list-style-type: none">• Bentley• Rolls Royce	unlimited
Category B (a) passenger car with a recommended retail price (without optional extras) of the amount that is at least twice the luxury car tax threshold	12 years from the date of compliance
(b) passenger car— <ul style="list-style-type: none">(i) stated in a limousine service licence; and(ii) with a recommended retail price (without optional extras) at the time it was stated in the licence (the <i>relevant time</i>) of the amount that was at least twice the luxury car tax threshold at the relevant time	

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Current as at 1 July 2013

Type of vehicle	Maximum age limit for vehicle
Category C	
(a) passenger car with a recommended retail price (without optional extras) of the amount that is at least the luxury car tax threshold, but less than the amount that is twice the luxury car tax threshold	6 years from the date of compliance
(b) passenger car— (i) stated in a limousine service licence; and (ii) with a recommended retail price (without optional extras) at the time it was stated in the licence (the <i>relevant time</i>) of the amount that was at least the luxury car tax threshold at the relevant time, but less than the amount that was twice the luxury car tax threshold at the relevant time	
Category D	
a stretched version of a passenger car mentioned under the heading 'Category A'	unlimited
Category E	
a stretched version of a passenger car mentioned under the heading 'Category B'	18 years from the date of compliance

Schedule 4

Type of vehicle	Maximum age limit for vehicle
Category F a stretched version of a passenger car mentioned under the heading 'Category C'	12 years from the date of compliance
Category G a stretched version of a passenger vehicle of any of the following makes— <ul style="list-style-type: none">• Ford G6E• Ford Territory• Hummer H2• Hummer H3	12 years from the date of compliance

Appendix 2 - TOPTR, schedule 4A Vehicles that may be special purpose limousines

Transport Operations (Passenger Transport) Regulation 2005

Schedule 4A

Schedule 4A Vehicles that may be special purpose limousines

section 105A

Type of vehicle	Minimum age limit for vehicle
-----------------	-------------------------------

Category A

- | | |
|---|--------------------------------------|
| (a) passenger car with a recommended retail price (without optional extras) of the amount that is at least twice the luxury car tax threshold | 18 years from the date of compliance |
| (b) passenger car— | |
| (i) stated in a limousine service licence or a special purpose limousine service licence; and | |
| (ii) with a recommended retail price (without optional extras) at the time it was stated in the licence (the <i>relevant time</i>) of the amount that was at least twice the luxury car tax threshold at the relevant time | |

Current as at 1 July 2013

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Schedule 4A

Category B

- | | |
|---|---|
| <p>(a) passenger car with a recommended retail price (without optional extras) of the amount that is at least the luxury car tax threshold, but less than the amount that is twice the luxury car tax threshold</p> <p>(b) passenger car—</p> <p>(i) stated in a limousine service licence or a special purpose limousine service licence; and</p> <p>(ii) with a recommended retail price (without optional extras) at the time it was stated in the licence (the <i>relevant time</i>) of the amount that was at least the luxury car tax threshold at the relevant time, but less than the amount that was twice the luxury car tax threshold at the relevant time</p> | <p>12 years from the date of compliance</p> |
|---|---|

Category C

- | | |
|---|---|
| <p>passenger vehicle of any of the following makes—</p> <ul style="list-style-type: none">• Ford G6E• Ford Territory• Hummer H2• Hummer H3 | <p>12 years from the date of compliance</p> |
|---|---|

Appendix 3 - Interstate snapshot

Jurisdiction	Defined Term	LCT threshold/RRP	Minimum wheelbase	Vehicle age limits	Approved Vehicle Types and Other Requirements
Northern Territory	<ul style="list-style-type: none"> • Limousine • Luxury vehicle • Private Hire Car • Standard Vehicle • Stretched Vehicle 	<ul style="list-style-type: none"> • May include assessment against the LCT in order to preserve the intent of each vehicle category 	<ul style="list-style-type: none"> • 2 800mm 	<ul style="list-style-type: none"> • In-service Standard Vehicle – must not be older than 10 years of age • In-service Luxury Vehicle – must not exceed 15 years of age • In-service Stretched Vehicle – must not exceed 15 years of age 	<ul style="list-style-type: none"> • Vehicle must be of a type approved by the Director and meets the intent of all relevant ADRs, and presented for inspection in an as new condition. • Each make and model of vehicle must first be assessed against dimensional specifications including wheelbase, seat width, door opening, height, seat depth, leg room, entry door step height, distances between opposite facing seats. • List of common vehicle types that have been previously assessed or are potentially suitable for use as a PHC or Limousine. Vehicles not on the list may be acceptable subject to assessment. Sports, coupes or cabriolet variants of sedan vehicles are not acceptable for assessment. 4WD vehicles and People Movers are generally not accepted, however operators may apply for a particular model to be considered.
New South Wales	<ul style="list-style-type: none"> • Private Hire Vehicles (unrestricted) • Private Hire Vehicles (restricted to school formals, weddings and funerals) 	<ul style="list-style-type: none"> • Category 3 - GST-inclusive value exceeded the LCT threshold applicable when the vehicle was imported into or first sold in Australia (not being before the 1/7/00) irrespective of whether such tax was due or payable 	<ul style="list-style-type: none"> • Category 1 – 2 800mm, unless it is at least 30 years old • Category 2 – at least 2 700mm • Category 3 - at least 2 700 mm 	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Category 1 - MA vehicle with maximum 9 seats (including driver) • Category 2 – petrol-electric hybrid powered car with 5 star overall rating Australian Government Green Vehicle Guide. MA vehicle with 5-9 seats (including driver) • Category 3 – MA or MC vehicle, with up to 9 seats (including driver), or MD vehicle having up to 16 seats (including driver) • PHV restricted – registered vehicle that complies with ADRs, or any vehicle that is registered as a historic vehicle under the conditional registration scheme

Jurisdiction	Defined Term	LCT threshold/RRP	Minimum wheelbase	Vehicle age limits	Approved Vehicle Types and Other Requirements
South Australia	<ul style="list-style-type: none"> • Limousine – Traditional Vehicle (TV) • Limousine – Metropolitan Vehicle (MV) • Stretch limousines • Small Passenger Traditional Vehicle (SPTV) • Small Passenger Metropolitan Vehicle (SPMV) 		<ul style="list-style-type: none"> • Traditional Vehicle – 2 800mm • Metropolitan Vehicle – 2 800mm 	<ul style="list-style-type: none"> • Traditional Vehicle – maximum 15 year life from earliest compliance plate recording the date of manufacture • Metropolitan Vehicle – 3.5 years age entry limit and maximum 6.5 years of age from compliance plate • Stretch limousines (buses) – 25 year life from the earliest compliance plate recording the date of manufacture 	<ul style="list-style-type: none"> • Traditional Vehicle – 4-11 passengers, six cylinder, 40 000km per year (with application for exemption stating reasons for exceed limit), 320 000km maximum for vehicle (with application for exemption stating reasons for exceed limit), display chauffeured plates. • Metropolitan Vehicle – 4-11 passengers, six cylinder, no kilometre restriction, display chauffeured plates. • Stretch limousines – 13 seats above are classified as buses in large vehicle class • List of Recognised Vehicles as being within a higher class of vehicle for the purpose of use as a Small Passenger Traditional Vehicle (SPTV) or Small Passenger Metropolitan Vehicle (SPMV) • SPTV Stretched Limousine – seating capacity 7-11 passengers, MA, MB or MC category and which have been modified by increasing body size and/or seating capacity beyond that supplied, or intended to be supplied, by the original MA, MB or MC category vehicle manufacturer. • SPMV Stretched Limousine – seating capacity of 7-11 passengers, MA, MB or MC category and which have been modified by increasing body size and/or seating capacity beyond that supplied, or intended to be supplied, by the original MA, MB or MC category vehicle manufacturer. • Vehicles recognised or determined as being appropriate for use in the SPMV or SPTV categories will be reviewed at least every six months

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Australian Capital Territory	<ul style="list-style-type: none"> Hire Cars Restricted Hire Cars 		<ul style="list-style-type: none"> Deregulated 	<ul style="list-style-type: none"> No age limits 	<ul style="list-style-type: none"> Vehicle subject to a vehicle inspection to determine the fit out of the vehicle to ensure its eligibility and classified as suitable.
Western Australia	<ul style="list-style-type: none"> Private Taxis (PT) in country areas Small Charter Vehicles (SCV) in metropolitan area 	<ul style="list-style-type: none"> Passenger cars capable of carrying less than 12 passengers that cost an amount (GST inclusive) equal to or greater than the LCT threshold figure when new 	<ul style="list-style-type: none"> Not specified 	<ul style="list-style-type: none"> SCV, where the price of the vehicle is at least the amount of the LCT threshold when new, are limited to 8 years from the date of manufacture. No maximum age limit for vehicles costing at least twice the amount of the LCT threshold figure when new, modified/stretched vehicles, classic/vintage vehicles or 'green' vehicles. Classic/vintage vehicle must be at least 25 years old No maximum age limit for PT vehicles. 	<ul style="list-style-type: none"> Luxury passenger cars of a prescribed standard which can carry fewer than 12 passengers (with the exception of some stretched/modified vehicles). A car includes station wagons, passenger sedans, people movers, 4WD vehicles and sports utilities. Holden Statesman, Ford Fairlane, Toyota Tarago, Classic/Vintage vehicles (older than 25 years) and 'green' vehicles are also considered acceptable, regardless of their purchase price. Modified/stretched limousines are also included, irrespective of the number of passengers they are designed to carry. A modified/stretched vehicle is a vehicle that has been modified so as to lengthen the vehicle's wheelbase by at least 500mm. PT trips must be charged according to the time occupied and the distance travelled during the trip, and at a minimum rate of 30% above the maximum taxi fare detention rate approved by the Department as provided under the <i>Transport Co-Ordination Act 1966</i>. A minimum of one hour must be charged per hiring.
Victoria	<ul style="list-style-type: none"> Metropolitan hire car ('VHA' or 'VHB' registration plates) Metropolitan hybrid hire car Country hire car 	<ul style="list-style-type: none"> Manufacturer's RRP must exceed the LCT threshold, except for hybrid vehicles. A stretched limousine type vehicle must 	<ul style="list-style-type: none"> See vehicle age limits for applicable wheelbase 	<ul style="list-style-type: none"> Maximum age limits are calculated from the date of manufacture. Age limits in () apply to hire cars operating under VHC registration plates Imported high luxury 	<ul style="list-style-type: none"> Vehicles must comply with minimum internal vehicle occupant space dimensions, derived from ADR/22 Only hybrid vehicles may be used on a Metropolitan Hybrid hire car licence Country hire cars are prohibited from performing any hiring wholly within the

Jurisdiction	Defined Term	LCT threshold/RRP	Minimum wheelbase	Vehicle age limits	Approved Vehicle Types and Other Requirements
	<p>('VHC' registration plates)</p> <ul style="list-style-type: none"> • Special purpose vehicle • Restricted hire car 	<p>exceed the LCT threshold in its final form (i.e. after the vehicle has been modified or stretched).</p>		<p>vehicles – 25</p> <ul style="list-style-type: none"> • Imported luxury vehicles with wheelbase of 3100mm or longer – 15 (17) • Imported luxury vehicles with wheelbase between 2800mm and 3099mm – 10 (12) • Stretched limousine type vehicles – 25 (25) • Luxury vehicles – 7 (10) and specific models – 5 (8) • People-mover type vehicles – 5 (8) • Hybrid vehicles – 5 (8) • Slightly longer age limits apply for Country hire cars compared to Metropolitan hire cars 	<p>metropolitan hire car zone</p> <ul style="list-style-type: none"> • Any registered vehicle may be used under a Special Purpose Vehicle licence. These vehicles are restricted to hirings for the purposes of weddings (including school formals, debutante balls and funerals) and tours. • Restricted Hire Cars subcategories include licences for vehicles over 25 years of age, people-mover tour vehicles, off-road 4WD vehicles and motorcycle tours • Stretched limousine type vehicles based on or derived from an ADR MA, MB or MC category vehicle include vehicles with more than 11 passenger seats. • Note: On 28 May 2013, the Victorian government delivered its response to the recommendations of the Taxi Industry Inquiry. As part of the resulting reform package, the current metropolitan and country hire car categories will be replaced by a 'pre-booked only' cab (PBO) licence. Metropolitan PBO licences will be available for \$40,000, and country PBO licences will be available for \$20,000. PBO vehicles will not be subject to a requirement to qualify as luxury cars.
Tasmania	<ul style="list-style-type: none"> • Luxury Hire Cars (LHC) • Restricted Hire Vehicles – Specific • Restricted Hire Vehicles - General 	<ul style="list-style-type: none"> • Value of at least the value of LCT threshold for the year of manufacture - LHC – Group A and Group B • Value of at least 2 times the value of the LCT threshold for the year of 	<ul style="list-style-type: none"> • 2 800 mm (all groups of LHC, including 'pre-stretching' of vehicles) 	<ul style="list-style-type: none"> • 7 years maximum age limit – LHC Group A • Aged no more than 7 years on approval, and 12 years maximum age – LHC Group B • Aged no more than 7 years on approval, and 15 years maximum age – LHC Group C 	<ul style="list-style-type: none"> • Four groups of Luxury Hire Cars – Group A, Group B (stretched version of Group A), Group C, Group D (stretched version of Group C). • Two types of Restricted Hire Vehicle services – Specific RHV and General RHV. • Specific RHV services may only operate pre-booked for weddings, funerals, school/college/university balls, leaver's functions or formals, and tours. Any vehicle

		<p>manufacture - LHC Group C and Group D</p>		<ul style="list-style-type: none"> • Aged no more than 7 years on approval, and 20 years maximum age – LHC Group D 	<p>may be used and the vehicle does not have to be approved and there are no limits. The vehicle must undergo regular roadworthiness inspections.</p> <ul style="list-style-type: none"> • General RHV services may operate any form of point to point transport, as long as it is pre-booked. There is a limited range of vehicles that can be approved to operate these services: <ul style="list-style-type: none"> • A motor vehicle that is unique, classic or customised and more than 30 years old and meets the stated specifications; • A street rod, being a motor vehicle that has been modified for safe road use and (i) has a body and frame that were built in 1949; or (ii) is a replica of a motor vehicle whose body and frame were built before 1949; • A veteran (pre-1918) or vintage (1919-1930) motor vehicle; • A motor cycle or tricycle; • A small passenger vehicle – (i) that is capable of operating a pre-booked general hire service in an area that the Transport Commissioner determines is not serviced by taxis; and (ii) that has an access door adjacent to each outboard seating position; • A 4WD drive or all-wheel drive motor vehicle – (i) that is capable of providing transport to, from or within a national park, as defined in the Nature Conservation Act 2002, State reserve, as defined in the Nature Conservation Act 2002, or other land similar to a national park or State reserve; and (ii) that has an access door adjacent to each outboard seating position.
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