

## Taxi Subsidy Scheme - Eligibility and Entitlements Review

	Recommendation	Supported; Supported in Principle; Not supported	Government Position
<b>Eligibility of TSS</b>			
1	No changes to be made to eligibility criteria.	Supported	The current eligibility requirements for the TSS are to be retained.
2	Consider allowing a person with epilepsy who does not qualify for a driver licence membership of the TSS.	Not supported	The current TSS eligibility criteria are to be retained. The TSS is for those who experience profound difficulty using other forms of public transport because of their disability. There are many reasons why people aren't able to drive a car, but this is not sufficient to meet the eligibility criteria.
3	Undertake research to identify more detailed demographics and usage patterns to understand access of the member and groups of the scheme to transport networks.	Supported in principle	Subject to further investigation - whole of government impacts.
<b>Entitlements under the TSS</b>			
4	Retain the existing TSS entitlements.	Supported	The current entitlements under the TSS are to be retained.
5	Give consideration to the maximum subsidy amount maintaining parity with CPI increases and/or is reflective of changes to taxi fares.	Not supported	Given the financial situation left by the previous government, there is no current capacity to increase the budget allocation for the TSS.
<b>Potential duplication of other government benefits and assistance with the TSS</b>			
6	Improve coordination between programs and service provision to realise savings and efficiencies for government.	Supported in principle	Subject to further investigation - whole of government impacts.
7	Acknowledge that TSS members may be eligible for, and entitled to benefits under other schemes and that the administration costs and other regulatory complexities required to reduce any perceived duplication would be high in relation to the benefits gained.	Supported	Acknowledged.

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8	Undertake a complete review of all streams of government funding and programs to identify savings or improved benefits to be gained at a state level, and in turn, at the federal level.	Supported in principle	Subject to further investigation - whole of government impacts.
9	Undertake a full review of subsidies, benefits and assistance for specialised disability transport use provided by the Queensland and Commonwealth Governments, as part of the development of a future NDIS Implementation Transport Plan.	Supported	TMR will continue to work with other state government agencies and the federal government on the implementation of the NDIS.
10	Increase funding to and advertise the other alternative forms of transport available in the community.	Not supported	Unable to be progressed due to fiscal situation left by the previous government.
11	Consider initiatives to encourage users to share taxis.	Not supported	Disability and community groups are better placed to educate and encourage their members about the benefits of sharing taxis to reduce members' costs.
<b>Options for additional funding allocation to the TSS</b>			
12	Acknowledge that the funding provided to the TSS is insignificant when compared to the whole TMR budget.	Supported	Acknowledged.
13	Recognise that the TSS reduces the costs to other departments, particularly Queensland Health and Queensland Ambulance Service.	Supported	Acknowledged.
14	Acknowledge that payment for taxi services is for the service itself and not the additional cost factors like downtime (as is the case for buses).	Not supported	The fare paid for a taxi service includes the additional cost factors for the taxi industry.
15	Re-direct savings made for other transport schemes to the TSS.	Not supported	The TSS will continue to operate without any changes to current eligibility and entitlements. Funding will be restored and no additional funding is required.
16	Request additional funding from the Federal Government for TSS members over 65 years of age.	Supported	The Minister for Transport and Main Roads will write to the Federal Government to request that assistance provided by the Department of Health and the Ageing for members over 65 years of age be increased.

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17	Increase the range, and coordination, of other accessible transport options.	Supported in principle	Subject to further investigation - whole of government impacts.
18	Coordinate the assessment of Queensland Government transport related schemes and centralise the eligibility processes.	Supported in principle	Subject to further investigation - whole of government impacts.
19	Accelerate the improvement and integration of accessibility to infrastructure supporting public transport options, to enable the use of public transport options as an alternative.	Supported	Encourage local government authorities to access funding to ensure Transport Standards targets are met. Encourage public transport operators to ensure compliance with Transport Standards.
20	Consolidate and eliminate the multiple administrative regimes from the numerous funding programs across government delivering transport services.	Supported in principle	Subject to further investigation - whole of government impacts.
<b>Other recommendations</b>			
21	Where possible, reduce red tape in the application, assessment and renewal for TSS membership.	Supported	TMR to review current requirements and procedures in order to reduce red tape in the application, assessment and renewal process for TSS membership.
22	Where possible, include the options for integrating services and schemes for TSS members in order to deliver the best possible transport outcomes.	Supported in principle	Subject to further investigation - whole of government impacts.
23	Consider the benefits associated with the TSS and their contribution to the well being and economic activities of Queensland.	Supported	As a result of this consideration, the TSS will remain unchanged.