

Australian Capital Territory

Road Transport (Public Passenger Services) Demand Responsive Services Guidelines 2006

Disallowable instrument DI2006-124

made under the

Road Transport (Public Passenger Services) Act 2001, section 83 (Demand responsive services - guidelines for giving authorisations)

EXPLANATORY STATEMENT

The guidelines for giving authorisations for demand responsive services (DRS) are set out in accordance with section 83 of the *Road Transport (Public Passenger Services) Act 2001* (the Act).

Part A of the guidelines provides the main features that characterise a DRS and descriptions of the types of services that may operate as DRS.

DRS are similar to bus services in that a person does not have a right to the exclusive use of the vehicle. A person does not hire the vehicle as occurs with taxis and hire cars. Rather, a person shares a DRS vehicle with other passengers who wish to travel at the same time and the passengers pay a common fare.

Unlike regular route bus services, DRS are flexible and do not necessarily follow the same route and the same timetable each time a service is operated. The route will vary depending on the particular destinations of passengers. Also, while some DRS may operate roughly every 10, 20 or 30 minutes, for example, passengers cannot expect that a DRS will adhere to a timetable. Other DRS may operate on the basis that a particular service will only depart if at least one passenger or a certain number of passengers has requested a service.

DRS will be niche services that address particular transport needs not met by conventional public transport services. These needs may be at particular times of the day (for example late at night) or year (for example Parliamentary sitting weeks), at particular locations (for example the Airport or remote areas) and/or for particular groups of people (for example the aged or tourists).

There must be a booking service for the DRS that operates while the DRS is operating. Whilst some passengers will board a DRS vehicle without having made a booking, many passengers will want to make a booking so they can be confident that a particular service will be operating.

The kinds of vehicles that may be used to operate DRS are passenger vehicles with more five or more seats.

Part B of the guidelines reflects the requirement in section 83(3) of the Act that the Minister must not give an authorisation for a DRS if the operation of the service will have an adverse impact on the viability of an existing regular route service.