

BILL NO. 9 OF 2025

A BILL

FOR AN ACT TO AMEND THE LAND TRANSPORT ACT 1998

ENACTED by the Parliament of the Republic of Fiji—

Short title and commencement

- 1.—(1) This Act may be cited as the Land Transport (Amendment) (No. 2) Act 2025.
- (2) This Act comes into force on a date or dates appointed by the Minister by notice in the Gazette.
- (3) In this Act, the Land Transport Act 1998 is referred to as the “Principal Act”.

Section 2 amended

2. Section 2 of the Principal Act is amended by—
 - (a) after the definition of “Authority”, inserting the following new definition—

““base” means the municipal boundary or rural boundary within which a taxi is authorised to operate in accordance with its taxi permit;”;
 - (b) in the definition of “parking place”, deleting “rank or”;
 - (c) deleting the definition of “rank”; and

- (d) in the definition of “stand”, deleting “privately owned parking area approved by the Authority for use by taxis” and substituting “specific parking area approved by the appropriate council, highway authority or other relevant authority for use by taxis to park and wait for passengers”.

Section 24B deleted

- 3.** The Principal Act is amended by deleting section 24B.

Section 65 amended

- 4.** Section 65(2)(a) of the Principal Act is amended by deleting “zone for which it is issued, for the carriage of passengers within, from or to that zone” and substituting “base for which it is issued, or from an approved stand outside that base, for the carriage of passengers within, from or to that base”.

Section 113 amended

- 5.** Section 113(4) of the Principal Act is amended in paragraphs (q) and (r) by deleting “, zones” wherever it appears.

April 2025

LAND TRANSPORT (AMENDMENT) (NO. 2) BILL 2025

EXPLANATORY NOTE

(This note is not part of the Bill and is intended only to indicate its general effect)

1.0 BACKGROUND

- 1.1 The Land Transport Act 1998 (**‘Act’**) was enacted in 1998 to establish the Land Transport Authority, regulate the registration and use of vehicles, provide for the licencing of drivers, enforcement of traffic laws and related matters.
- 1.2 In 2021, following the enactment of the Land Transport (Budget Amendment) Act 2021, the Act was amended to establish the Open Taxi Rank System (**‘OTRS’**) and removed the Base and Stand system.
- 1.3 As a result, the OTRS in municipalities such as Suva has since become heavily congested, with an influx of taxis from various districts contributing significantly to traffic congestion. This trend has also led to a notable decline in the availability of taxi services in rural and semi-rural communities. As a consequence, residents in these areas have increasingly turned to unlicensed and illegal transport operators to meet their travel needs.
- 1.4 Therefore, the Land Transport (Amendment) (No. 2) Bill 2025 (**‘Bill’**) seeks to amend the Act to address emerging challenges affecting taxi operations in Fiji, particularly the concentration of taxi services in urban centres and the shortage of transport options in rural areas and to reintroduce the Base and Stand system.

2.0 CLAUSES

- 2.1 Clause 1 of the Bill provides for the short title and commencement. If passed by Parliament, the amending legislation will come into force on a date or dates appointed by the Minister by notice in the Gazette.
- 2.2 Clause 2 of the Bill amends section 2 of the Act by deleting definitions related to OTRS and introducing updated definitions relating to taxi bases and taxi stands to align with the reintroduction of the Base and Stand system.

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- 2.3 Clause 3 of the Bill deletes section 24B of the Act to remove the Public Service Vehicle (‘PSV’) Levy. Given the introduction of OTRS, the PSV Levy was originally introduced to replace the base fees to be paid by taxi permit holders. Accordingly, the removal of OTRS and reintroduction of the Base and Stand system also necessitates the removal of the requirement to pay the PSV Levy.
- 2.4 Clause 4 of the Bill amends section 65(2)(a) of the Act by clarifying the conditions of operation for taxi permit holders, specifying that taxis must operate from an approved base or stand unless otherwise authorised by the Authority.
- 2.5 Clause 5 of the Bill amends section 113(4) in paragraphs (q) and (r) of the Act by removing the reference to “zones”. This amendment aligns section 113 of the Act with the reintroduction of the Base and Stand system, allowing for the Minister’s regulation making powers to include regulations for taxi bases rather than zones.

3.0 MINISTERIAL RESPONSIBILITY

- 3.1 The Act comes under the responsibility of the Minister responsible for transport.

G. E. LEUNG
Attorney-General