

# Commercial passenger vehicle review 2018

## Submission received through Engage Victoria

Date submitted: 1 March 2018

Submission written by: Anonymous

From 28 February 2018, we began accepting submissions on our 2018 commercial passenger vehicle review via Engage Victoria ([www.engage.vic.gov.au](http://www.engage.vic.gov.au)). On this website, people were given the opportunity to send us a response to a set of questions we provided.

**1. Fares for commercial passenger vehicles should be:**

lower

**2. How could the maximum fare structure for unbooked services be improved?**

No, if anything fares should be higher at non peak times and lower at peak times. This however may negatively affect those unable to travel via public transport or are on NDIS

**3. Given existing metering technology, how should maximum fares be calculated?**

It should be more transparent and based on the overall journey so as not to fraudulently overcharge unsuspecting passengers

**4. How could maximum fares change to help unbooked services compete more effectively with booked services?**

Maximum fares won't necessarily change the competition, better service will. Not taking valid customers because the journey is "too short" or "too far" is not good enough and at that point pricing makes no difference at all.

**5. Should maximum fares for unbooked services in Melbourne be different to fares in Ballarat, Bendigo, and Geelong? Why?**

No

**6. What are your views on our assessment approach for maximum fares?**

Reasonable

**7. Which of the following items is most important in relation to setting maximum fares for unbooked commercial passenger vehicles?**

Fares give incentives to unbooked service providers to provide the service outcomes consumers want.

**8. What other matters should we consider in setting maximum fares for unbooked commercial passenger vehicles?**

Make it clear, easily understood and reasonable. But more than that make it about the quality of the service

**9. Upload submission**

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