

# Unbooked taxi fare review 2020

## Submission received through email

**Date submitted: 22 May 2020**

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On 2 April 2020, we published our consultation paper for the 2020 unbooked taxi fare review. This consultation paper asks stakeholders for their views on maximum fares and other issues related to maximum fares for unbooked taxis.

### Email submission

The Pathway to achieving an increase in the maximum fare:

Service to customer. 2. Labour Costs. 3. Administration costs 4. Vehicle maintenance. 5. Running Costs Tyres, batteries and fuel. 6. Health and Safety. 7. Indexing the fare every 2 years to CPI. 8. Weekend Tariff and shift Tariffs. 9. Public Perception. 10. Competition.

The Commercial Passenger Vehicle industry is a service in providing a vehicle to transport Passengers from Point A to Point B for a reasonable Fee. To maintain such an industry, drivers need financial incentive to drive, Booking Service providers need financial incentive to stay as a BSP. These two services are providing a service to the public. To maintain a quality service, drivers and BSP must follow certain protocols in providing a quality service. The criteria in providing a vehicle for the public is at a cost that comes from the fare, for example: a ten Dollar fare that takes approximately half an hour to complete, the driver must complete 24 jobs to make \$240 for one shift then you have associated costs.

The health and safety of the drivers and passengers. Has become extremely important in these unprecedented times. With competition, a drivers' hours has increased putting passengers and drivers at risk. There are no controls in regulating driver hours.

From the ESC consultation papers 2020. **(The Essential Service Commission objective under the Commercial Passenger Vehicle Industry Act for determining maximum fares is to promote the efficient provision and use of taxis.<sup>4</sup> This objective complements our objective under the Essential Services Commission Act, which is to promote the long term interests of Victorian consumers.<sup>5</sup>)**

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Paragraph 4 and 5 CPV industry Act should be removed from the review, as it is prejudice to determine an increase in the maximum Fare. The long term interests of Victorian consumers is not in the interest of this review, rather should be the CPV drivers long term interest, in this unprecedented times.

### **Points on our industry.**

1. Acknowledge CPI rise for all CPV drivers each year.
2. Occupational Health And Safety
3. We should manifest an incident an incident list, such as injuries and deaths.
4. A capping on issuing taxi and ride share licences to drivers to stop an over supply when there is NO demand for the service.
5. Safe pick up and drop off Zones in all councils especially the CBD.
6. Dispensation for CPV drivers when dropping off or picking up.
7. Road Tolls should be reduced by 50% for commercial CPV drivers.
8. All CPV drivers Should have 12 demerits points + extra 2 points that can only used for work.
9. All network service providers must pay Funeral insurance for each driver.
10. Drivers should not be treated as Commodity, for the sake of competition.

In two years since 2018 last review there has been an increase in the minimum wages and the Consumer Price Index has increase by 1.8 percent. The points on our industry above is not a manifest for an increase in the Maximum Fare but its indicative to making our industry more efficient.

The following points is the Pathway to achieving an increase in the Maximum fare.

1. Service to the Victorian Consumers.
2. Labour Costs.
3. Administration Costs.
4. Vehicle Maintenance.
5. Running Costs: Tyers, Batteries and Fuel.
6. Health and Safety.
7. Indexing the fare every 2 Years with CPI.
8. Weekend Tariff and Shift Tariffs.
9. Public Perception.
10. Competition.

In conclusion This submission is a brief summary of my view, and without a proper increase in the Maximum Fare drivers may not return to driving, in these unprecedented times, the capacity to earn a Living from driving a CPV is not a viable option.