

Commercial passenger vehicle review 2018

Submission received through Engage Victoria

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From 28 February 2018, we began accepting submissions on our 2018 commercial passenger vehicle review via Engage Victoria (www.engage.vic.gov.au). On this website, people were given the option to send us general feedback or respond to a set of questions we provided.

This submission responds to questions asked about our draft decision published on 21 June 2018.

1. Do you agree with our draft decision to keep maximum fares unchanged? Why or why not?

We want tariff one to abolish at day time we need tariff 2 fares at day as well. Cost of living going up but fares haven't gone up from last 5 years. We can't afford to lower fares considering current market problems. Due to huge increase in taxi licensees issued already taken half of drivers income. It seems government reforms fail to create good working conditions. Changing fares means death of cab industry. We can't afford to lower fares. Even it's already clearly visible ridesharing drivers being exploited by these companies. Drivers of ubers suffering due to lower fares. We don't want slave like working conditions in cab industry by lowering fares. In every industry wages going up but unfortunately in transportation industry government findings ways to reduce fares. So hard working drivers suffer due to more emphasis going to increase companies revenues instead of drivers working conditions.

2. Is the 'time AND distance' tariff system easier to understand than the current 'time OR distance' tariffs? Why or why not?

I don't see any need to change current fare calculation system. it's working fine.

3. What are the positive and negative sides of using 'time AND distance' tariffs?

I'm not expert about new proposed system to calculate fares. But I strongly believe no need to change existing system it's working perfectly.

4. Should maximum fares include a cleaning fee?

Yes customers making lot of mess nowadays in cabs. Better to add cleaning fees.

5. Are there any other matters we should consider in our final decision on maximum fares for unbooked CPVs?

Cost of operating cab is going up even with reforms. Due to oversupply of cabs drivers lost 50 percent revenue. Compare to last August. 3 times more cabs on roads . No increase in ridership due to stiff competition from rideshare as well. Biggest loss of income decline due to oversupply of cabs. We feel that we moving to fast death of cab industry due to oversupply of taxis.

6. Upload submission

No file specified