

Commercial passenger vehicle review 2018

Submission received through Engage Victoria

Date submitted: 12 July 2018

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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?

Leaving fares unchanged is a good decision.

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

Definitely yes. I drive taxis for last 10 years and it makes very difficult for the customer to understand and estimate the fares. Second reason is that in these fares drivers are not adequately rewarded for their efforts. That is why drivers are looking for freeway jobs than small suburban jobs. Time and distance will mean a lot of change to attitude and outcome.

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

I do not find too many negatives But there are a lot of positives1. Very easy for customer to actual calculate fare.2. Freeway and non freeway jobs will become the same.3. Efficiency of taxis will improve as customer will not only think about distance but about time also.4. Provides real justice to labour of a driver by means of paying for time of the service used.

4. Should maximum fares include a cleaning fee?

Yes 100%. Sometimes customers makes so much mess that driver could not come back on road for another 2 hours. Strictly there should be no drink and food inside the car. If someone spoil in the car they have to pay minimum \$100

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

Right now regulator is not interfering in commissions charged by companies from the drivers. With new changes the demand and supply conditions between the service provider

and drivers is totally in favour of service provides. Regulator must interfere to make sure drivers should be paid adequate share of the fare.

6. Upload submission

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