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Your submission for this review:

Dear Jennifer The taxi industry has always relied on the good business work to cross subsidise the lesser fares. The airport passengers that have the financial ability to pay for air fares, are definitely business class passengers. So to pay an extra \$10 or \$15 is not beyond their capacity to pay. At the airport a pick up is classified as a street hail, this is not true. A street hail is a hail on the street hi taxi! Randwick please customer hops in with handbag or brief case, off we go 45 seconds. At the airport a pick up is from the airport twice times 45 minutes or three times 45 minutes. 99% have bags, about 95% are two big suit cases or more. So an airport pick up is quite different to a street hail. It is impractical to charge a baggage fee per se, but as 99% have bags and the extended line up time to get on the rank, surely the taxi driver gets some return for the service provided, and the time and trouble to provide that service. So a \$5 fee for and airport pick up is very reasonable and only fair. For over twenty years there has been a problem of short fares from the airport. Various schemes for a short fare return system have been tried, and failed to be a satisfactory solution. An alternative approach that has been that has been discussed for the last five years is for a minimum fare from the airport. Why is this a problem for taxi drivers? In normal circumstances, taxi drivers are making a threadbare breadline wage rate of \$7 per hr. A short fare in Robey Street is \$12.45. take \$5.80 airport fee and \$1.32 [\$7.12] out that leaves \$5.33 as the actual fare half that for the operator leaves a bailee taxi driver with \$2.67 for his work. Two hours waiting to get a fare and a further two hours until the next fare. So over that period of four hours The driver is earning 67cents per hour for four hours out of his shift. This is unsustainable. Is it any wonder taxi drivers dont want short fares from the airport. This is entirely different from a short street pick up that takes 45 seconds. So can it be understood that drivers only take a short fare from the airport under coercion of a \$1000 fine. This is an unfair and unnatural situation. They dont want to do it because they are losing money. As they are made to do what they dont want to do it is forced labour, in short slave labour. The answer is simple. The drivers take the passengers to wherever they want to go, including to airport hotels, that is their part, provide the service. On the other hand, the customers pay the service provider enough money to make the provision of the service worthwhile for the business. That is their part, pay the piper. This happens everywhere else. For instance in any other commercial service business, there is \$100 call out fee. Is that bloke a crook? No! if he doesnt charge the call out fee he will rapidly go out of business It costs \$120 for a serviceman to come out and change the back filter on a dryer, a simple job, or \$130 to change the filter on a gas heater, and this is for pensioners. These are current prices that people have to pay if they want a job done. Is it not a reasonable and practical solution to just increase the fares in this circumstance so that taxi drivers can get at least the minimum that they can live with, so that the \$1000 fine is not necessary. So what do taxi drivers want? Taxi drivers go to the airport hoping for a total fare turnover of \$50 or a bit better. \$40 is about break even, anything less than that, is a loss, in terms of the time taken. So a minimum of \$30 is still a loss but not such an acute loss as \$12. So a minimum fare of \$30 is not an extra high price but a reasonable compromise. For person to fly from Brisbane or Melbourne stay in an airport hotel would add up to \$500 if two people flew in and shared a cab it is \$1000. Similarly anyone who flies in or out of international is spending at least \$5000, or a couple, \$10,000. Many people are struggling, but a cohort of the population has considerable disposable income available, or they would not be flying in aeroplanes. Surely these people can afford to pay an extra \$10 or \$15 to a desperately underpaid cab driver? In short the fare structure that worked well enough in 1990 with busy pick and drop is no longer appropriate to the current circumstances. So can we think in a creative way ? The distance running fee for less than three kilometers is not enough In the situation at the airport with the extended waiting times. A component that includes a de facto call out fee, is appropriate and necessary to make a taxi business viable. Isnt that fair and workable? We have missed out on the July 24 fare increase that we were expecting that has been put off until July 25 so we urgently need some relief this year. A \$5 airport pick up fee to the driver, and a minimum \$30 for short fares will go a long way to alleviate the suffering. T Bradley President TBDA NSW Inc 1701522