

IPART

- Draft Report, December, 2017

Review of taxi fares in NSW and taxi licences outside Sydney from 1 July, 2018.

1.15 List of all draft findings and draft recommendations

Draft findings

- 1 Competition in the rank and hail market in most of NSW is not yet sufficient to remove maximum fare regulation for rank and hail services. However, workable competition in the rank and hail market could develop quickly.
- 2 High licence values and restricted supply of taxi licences continue to be a barrier to entry to the rank and hail market. Releasing additional licences would reduce this barrier to entry.
- 3 In remote areas and small towns, taxi service providers do not have the ability to exercise market power. Therefore there is no need to regulate maximum fares in these locations.
- 4 There is a shortage of taxi licences in areas of NSW outside Sydney.

Draft recommendations

Please provide a response to each question below.

- 1 Taxis be required to display their rank and hail fares on the outside of the vehicle to facilitate fare competition.

Is this targeting TAXIS so that RIDESHARE vehicles can take a better hold on local business in Country Towns?

- 2 The Point to Point Transport Commissioner collect trip data annually for three years or until competition is effective, whichever comes first, from all taxi and booking service providers with annual revenue over \$1 million.

This to me seems BIG BROTHER tactics to ensure that TAXIS become poor cousins to the RIDESHARE start-ups in MAJOR COUNTRY TOWNS. As for effective competition, it seems that until TAXIS become ineffective with virtually NO drivers to sit in the present /future plates [unless you're an Owner/Operator] as they would earn possibly \$4-6 per hour for their shift. On occasions since New Year, drivers have been taking home between \$7-9 per hour for their dedicated and caring service. We certainly would cooperate with such a move by the Point to Point Commissioner in the hope that all reason isn't thrown out the door and common sense prevails.

3 Taxi operating areas outside Sydney be classified into Designated and Exempt Zones.

Just another way to complicate the lives of good men and women with unnecessary nuisances.

4 A moderately small number of new licences be released in 2018, equal to 10% of existing licences in the Designated Zone.

Just another way to justify the proposed decimation of the TAXI Industry.

5 For the year commencing 1 July 2018, Transport for NSW (TfNSW) issue:

– By tender, 124 annual licences to operate anywhere in NSW outside Sydney. These licences should be issued in several tranches throughout the year.

This is the greatest imposition, insult and complete disregard for the dedicated men and women operating and driving TAXIS in the state of NSW that I've encountered in my 52 years of involvement with the industry as a driver, manager, lease and now an owner/operator of a TAXI that I've ever endured. I note that Transport for NSW certainly knew how to charge for the purchase of TC1274 nearly 4 years ago.

- On request for an administration fee, annual licences to operate anywhere in the Exempt Zone in NSW with the initial determination to be 13 licences, equal to 10% of existing licences in the Exempt Zone. Uptake of these on demand licences to be monitored by TfNSW and further licences released under section 71(5) of the Point to Point Transport (Taxis and Hire Vehicles) Act 2017 if demand exceeds the initial allocation.

Not being in an EXEMPT ZONE, I'm not qualified to be an expert, but my gut feelings would be that to do so wouldn't be helpful to the local TAXI service. I would think that the available fares in that area wouldn't be fast and furious. But as I say I'm no expert.

6 New annual licences for the Designated Zone be permitted to provide rank and hail services anywhere in NSW outside Sydney except Queanbeyan.

What an incredulous proposition – such plates could cherry pick all Country Town's main events taking the cream of the cake and disappear into the sunset! I'm really wondering where you obtained your data from [perhaps New Year's Eve, Christmas, Easter, Major Events etc, where every Country Town is busy – this isn't the case for the rest of the year].

7 New annual licences issued for the Queanbeyan operating area not be able to provide rank and hail services in the rest of NSW.

N/A

8 New annual licences for the Exempt Zone be permitted to provide rank and hail services anywhere in the Exempt Zone.

Again incredulous!! No new plates required! Phone surveys??

9 Maximum fares for rank and hail taxi services remain unchanged in nominal terms for Sydney and areas outside Sydney in the Designated Zone from 1 July 2018.

I HAVE NO OBJECTION TO FARES REMAINING THE SAME FOR THE PRESENT – Although it's worth noting that Taxis haven't had a fare increase for some time! I'm thinking though that this could be a precursor to lower and lower fares so as to slowly decimate the TAXI industry in NSW.

10 Areas in the Exempt Zone be exempted from maximum fares for rank and hail taxi services specified in the fares order for 1 July 2018.

They would know best!

11 The next fares order include a separate charge for the passenger service levy.

Expected – we're already collecting it – will it stop as planned or will it simply be another revenue raiser for the State Government forever.