

Philip Stanfield

29.05.03

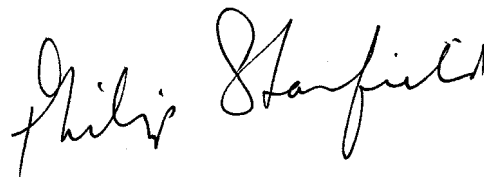
Dr. T. Parry
Chairman, IPART
PO **Box** Q290
QVB PO, NSW 1230

Dear Dr. Parry,

This letter accompanies a copy of a petition signed by five hundred and forty six drivers which I have sent to Michael Costa, the Minister for Transport Services, regarding the operation and fare structure of 'VIP' taxis in relation to the 'standard' taxis. I am also submitting this petition to the 2003 review of taxi fares by IPART. Copies of emails I have sent to the New York City Taxi and Limousine Commission and Transport for London and their replies regarding the operation of limousines and taxis in those cities are also included.

Just as the practice of competition is reflected in the quality of customer service, so is that of egalitarianism and, at least, adequate remuneration, with regard to its provider.

Sincerely,

A handwritten signature in black ink that reads "Philip Stanfield". The signature is written in a cursive style with a large, prominent 'P' and 'S'.

05.01.03

To: New York City Taxi and Limousine Commission
Subject: Taxi/Limousine fare structures

Dear Commissioner Daus

I am employed in the taxi industry in Sydney Australia and am researching an aspect of the determination of fare structures in privately owned public passenger vehicles. In Sydney over the last couple of years there has been a growth in the use of limousines as taxis and in these vehicles are used the same meters operating at the same rates as those used in the standard cabs. Could you tell me if this happens in New York or are all vehicles which are limousines charged on a much higher schedule (as limousines categorised as 'hire cars', distinct from taxi cabs, are in Sydney)? If limousines ARE operated on the same fare schedule as standard cabs in New York, what is the rationale? Do you know of another major city in the U.S. where limousines are operated on the same fare schedule as taxis?

With thanks, Philip Stanfield

15.01.03

Subject: Re: Your NYC.GOV E-mail

New York City
Taxi and Limousine Commission

Matthew W. Daus
Commissioner/Chair

January 14, 2003

Re: Your NYC.GOV E-mail

Dear Mr. Stanfield:

I am writing in response to your recent e-mail received via NYC.GOV dated January 5th, 2003 in which you had question about our taxi and limousine industry. The New York City Taxi and Limousine Commission (TLC), is the agency responsible for licensing and regulating New York City's medallion (yellow) taxicabs, for-hire vehicles (community-based liveries and black cars), commuter vans, paratransit vehicles (ambulettes) and certain luxury limousines. In New York City, under the jurisdiction of the TLC, taxicabs and limousines are regulated under different rules. Taxicabs have a set rate of fare. Limousines fall under our for-hire-vehicle rule in which the price is negotiable and where the price is subject to market conditions. I am not aware of any other cities in the United States that operate both taxis and limousines on a similar rate of fare. If you have any other questions, do not hesitate to ask. Thank you for contacting the Taxi and Limousine Commission, I hope this information was helpful.

Sincerely,

Christopher Tormey
Correspondence Unit

05.01.03

To: Transport for London

Subject: Black cab and mini-van fare structures

To whom it may concern,

Dear Sir/Madam,

I am employed in the taxi industry in Sydney Australia and am researching an aspect of the determination of fare structures in privately owned public passenger vehicles. In Sydney over the last couple of years there has been a growth in the use of limousines as taxis and these vehicles use the same meters operating at the same rates as those used in the standard cabs. Could you tell me if this happens in London? Do you know of another major city in the **UK** where this does or might happen? Do the black cabs in London charge on the same fare structure **as** the mini-vans or on another schedule at a dearer rate and if so, what is the justification? If there is a more authoritative section of Transport for London to which I might send these questions, could you tell me its email address. I would appreciate your response.

With thanks, Philip Stanfield

17.01.03

Subject: London Taxi and Private Hire Fares

Dear Mr Stanfield

I have received a copy of your e-mail of 5 Jan 2003. In London there are two types of service operating, taxis which can ply for hire and private hire vehicles which must be pre-booked. The licensed taxis have metered fares, however, the vehicles must meet certain conditions to be licensed which precludes the use of limousines. The limousine services in London are provided by private hire operators, they do not have metered fares but must agree a fee or provide an estimate if requested. The Public Carriage Office have licensed private hire operators, and are in the process of licensing drivers and then vehicles. The simple answer to your question is that taxis have metered fares set by the PCO, private hire operators charge fares as they feel appropriate (they are not set by us).

Hope that this helps, if you require anything further let me know

Regards

Dominic Millen

Business Support

The Honourable Michael Costa MLC
Minister for Transport Services
Level 31, Governor Macquarie Tower
1 Farrer Place
Sydney 2000

Minister,

We, the undersigned taxi drivers, petition you concerning the operation of passenger sedans as taxis in Sydney in two classes - as the standard 'white' cabs and as 'VIP' limousines - yet with both using the same fare structure. The present and expanding operation of 'VIP' limousines on this basis is unfairly and severely impacting on the earning capacity of the drivers of the 'white' taxis. In London, for example, there is a clear distinction between black cabs (which charge on the basis of a meter) and private hire vehicles and limousines (which charge on the basis of a quoted price). This is also the case with regard to cabs and limousines in New York.

The previous Director General of Transport NSW, Michael Deegan, stated in the Taxi Council's publication Meter (November 2002) regarding the introduction of very severe penalties up to \$5000 for taxi drivers who breach new regulations that these penalties were being introduced in order to protect law-abiding taxi drivers, to give us a fair go.

These sentiments were also expressed by Mr. B. Wilkins in his President's Report 2001-2002 for the Taxi Industry Association. He referred to 'unfair competition from those persons from within and outside our Industry who seem to flaunt the law at will...the matter of unfair competition is high on our agenda.' He stated 'Complaints received do not always come from the public. One source of complaint comes from honest taxi drivers trying to make a living...and quite rightly so.'

Consistent with these expressions of concern for legality and fairness from the heads of both Transport NSW and the Taxi Industry Association in an industry already suffering from a very 'tight' economy, with the Taxi Council's defence of regulation and with the assertion by those who run the 'VIP' limousines - that their drivers provide a superior service - we request that the operation of these vehicles and their fare structures be investigated as a matter of urgency. We also bring to your attention the illegal pay-in structure for their bailee drivers - currently \$120-130 for all day shifts and \$150-160 for all night shifts. The law and fairness can only be seen to be working when they are applied across the industry.