

2008 Taxi Fare Review

IPART NSW

Dr Michael Keating, AC, Chairman

Dear Sir, On behalf of myself and several of my colleagues I submit a summary of the consensus of opinion in the NSWTDAs on the IPART Taxi Fares Draft Report 2008.

IPART SUMMARY

1. Do not remove Harbour Bridge return toll. This is long standing, and is there for good reason. This misguided move would be a major disaster, and cause major disruptions, do not do this.
2. The booking fee move from \$1.60 to \$2 is a good start, we ask for \$2.50.
3. The flag fall move from \$3 to \$3.10 is a step in the right direction, but doesn't go far enough, we ask for \$3.50. It is not necessary for booking fees and the flag fall to advance in strict proportion to the distance rate. They are there as a separate incentive, to solve specific service problems.
4. The \$5 baby seat fee is a good idea from the Taxi Council, it is not really about waiting time, it is an incentive so that the customers end up with a good service. We support this initiative.
5. We advocate that the WATS drivers get a \$5 load and a \$5 unload fee, that is, \$10 per trip. We ask that the decision be made now so that that proper official fare change can be implemented immediately after the \$8 TIA experiment ends. As it stands, the TIA experiment, which is obviously successful, will end, and the WATS drivers and the wheelies, who are high on enjoying the benefits of the initiative, will drop down for 9 months or so, before the fare is adjusted next year. This not fair to both WATS drivers and wheelies.
6. We still ask for the \$1 fuel levy for drivers. The 2 x yearly meter change is not good for operators, and is not an adequate substitute for the \$1 fuel levy.
7. We advocate that the \$21 per hour benchmark be adopted. We do not agree with the Taxi Council that \$16 per hour is adequate, and it is not \$16 per hour, is in fact \$13, or close to it.
8. The proposed 3.8% increase is inadequate, and we do not agree that 3.8% in fact, in reality, as opposed to on paper, does really accommodate both the fuel increase and a 9% superannuation allowance.
9. We ask for a 6% increase so that 3% can go to drivers, and 3% can go to operators.

Faithfully, Trevor Bradley