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What was the government (TSC) trying to fix in the taxi industry.

Dirty taxis

Short fare refusal.

Poor standard of service

Too many "fingers" in the taxi revenue pie.

Eliminate the taxi depots (Large Multiple Owners).

Accommodate UBER.

Lack of taxis on busy nights.

A taxi industry with Owner operator drivers only.

Changes:

There has been a reduction of the "fingers" in the Taxi revenue pie by eliminating the taxi plate holder. This has allowed more revenue for the operators and drivers.

Reduction (Elimination) of the multiple taxi operator. This has put significantly more taxis on the road. The multiple owner (Depots) have disappeared as their drivers left to operate their own taxis instead of driving for the depot. Basically there are only a handful of multi owner depots left. This allows drivers who do not want to drive their own taxi to participate in the industry and helps to keep taxis on the road at nights and weekends when the single owner driver does not want to drive.

Many more UBER cars on the road.

Non Changes:

We still have short fare refusal.

There are three times as many taxis on the road during the daylight hours. Therefore the takings of each driver has dropped significantly, causing many more drivers to refuse short fares as they are more desperately chasing the illusive dollar.

Dirty taxis are increasing as drivers are trying to save money from their lower takings. Now we are starting to see unsafe taxis as the drivers are unable to meet the costs of maintaining their taxis.

When we had taxi depots (multiple taxis owned by one company) they would insist the taxis be double shifted. IE: dayshift and night shift. Today the owner-driver is not interested in doing the

night shift but rather prefers to start at 7.00am and finish at 9.00pm Monday to Friday. Hence causing a huge over supply during the day and a huge shortage at night and weekends. This is why the multi owner is required for the betterment of the taxi industry.

UBER cars are now older and becoming the same as the taxis. That is, we are starting to see dirty UBER cars and unsafe UBER Cars. Why? Because, to a large extent, it is the same driver that used to drive taxis, and now he is faced with a huge oversupply of vehicles on the road. The Uber driver does not have the funds to meet his maintenance requirements, making their cars unsafe. The over-supply has also contributed to traffic problems in inner city roads

It would be easy to say that the commercial passenger vehicle supply level will “find its own level”. That is, Supply equals demand.

This will never happen while Uber and 13 Cabs advertise for drivers, basically corralling ignorant people into the industry for a short time, long enough for them to establish it is not profitable. Hence the industry is relying heavily on high turnover. This is not good for the customer because there are fewer drivers with experience.

The high turnover is preventing the industry from becoming experienced and therefore preventing the industry from offering a good reliable service.

Corrections required:

A cap on both types of vehicle needs to be introduced. This will enable those participating drivers to make a reasonable reward for effort. The driver will be able to meet their maintenance and insurance requirements. Then they will stay in the industry and they will be able to offer a more experienced and better service. The driver will not refuse short fares as he will be comfortable in knowing that he is still able to achieve his/her desired income. The drivers will clean and maintain their vehicles while taking out the required insurance.

In the bygone era a cap of vehicles caused a price increase in the entry levels. This was caused because we put a value on the Licence plate. This time around there is no such thing.

As soon as the government believes taxi/Uber numbers have declined they could open up the applications for drivers, much the same way an employer advertises for an employee when he requires one. This ensures the Supply equals the demand. At this point the service is optimised. Customers get a good experience from experienced drivers and the experienced drivers make a good living from their efforts. They in turn, enjoy their job.

Capping the number of vehicles operating at any one time, will enable the industry to correct itself to the point that ALL the Key performance indicators will be achieved.

Unfortunately, the government listens to advice from the depots (13Cabs/Silvertop & Uber) who's only real desire is to increase the number of taxis/Ubbers in their depot hence increasing their income (depot fees in the case of 13Cabs & Silvertop and % of fare for Uber) at the expense of the drivers income.

As always, the participants in the industry don't all share the same ideas when it comes to what is good for the industry. Unfortunately, this will never change.