

18 October 2019

COMMERCIAL
PASSENGER
VEHICLES
VICTORIA

Mr Patrick O'Brien
Committee Secretary
Legislative Council, Economy and Infrastructure Committee
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Dear Mr O'Brien

Inquiry into the Commercial Passenger Vehicle Industry Act 2017 Reforms

I refer to the Legislative Council Economy and Infrastructure Committee's request dated 12 September 2019.

Please find attached Commercial Passenger Vehicles Victoria's response to the further questions from the Committee.

Thank you again for the opportunity to provide input to the Inquiry.

Yours sincerely



Aaron de Rozario
Chief Executive
Commercial Passenger Vehicles Victoria

Attachment A

1. How many staff are employed within CPVV?

As at 30 September 2019, CPVV had 116 employees.

a. How many CPVV enforcement officers are there?

As at 30 September 2019, CPVV has 30 authorised officers.

b. Currently, how many spot checks are conducted annually?

In 2018, CPVV conducted 16,420 inspections.

c. What proportion of these result in infringement notices?

In 2018, CPVV issued 367 infringement notices.

d. How many enforcement officers did the regulator have before the reforms?

As at 31 December 2015, CPVV had 31 authorised officers.

e. Prior to the reforms how many spot checks were conducted annually?

In 2015, CPVV conducted 16,106 inspections.

f. What proportion of these resulted in infringement notices?

In 2015, CPVV issued 558 infringement notices.

g. Are there any plans to increase the number of CPVV enforcement officers proportionately to the number of registered CPVs?

No. (The number of authorised officers will vary according to operational requirements. The Chief Executive is delegated the power to appoint authorised officers in accordance with s125 of the CPVI Act 2017.

h. How many spot checks does the regulator aim to conduct annually moving forward?

CPVV's regulatory model is driven by a risk-based analysis of emerging trends, rather than volume based key performance indicators.

i. How many staff are employed by the CPVV legal department?

Following a recent internal restructure, the Legal and Regulatory Services Division comprises the legal, administrative decision making, compliance and investigation functions and as at 30 September 2019 employed 38 staff.

2. Does CPVV have any data on the average length of a shift for rideshare drivers and commercial passenger vehicle drivers?

A comprehensive analysis of this data is not currently available.

3. Does the CPVV have any data on the gross average driver earnings per hour for taxi, hire car and rideshare drivers?

CPVV is not currently collecting data regarding driver income and notes that the Victorian Government is currently conducting an Inquiry into the Victorian On-Demand Workforce.

4. Is the CPVV able to provide any data on the turnover of taxi, hire car and rideshare drivers or the average length of time they remain in the industry?

A comprehensive analysis of this data is not currently available.

5. Either before or since the reforms, has CPVV worked with the City of Melbourne or other councils to plan for and manage the steep increase in CPVs on the roads and in ranks?

Yes, CPVV consults regularly with a broad range of stakeholders, including the City of Melbourne, to support positive outcomes for the Victorian community and the commercial passenger vehicle industry.

6. Are there any areas where CPVV has identified a need for improvement in how the reforms have been implemented? If so, how are they being addressed?

As outlined in section 8 of CPVV's submission to the Inquiry, CPVV continues to work with the Department of Transport, industry and key stakeholders to create a safe, accessible, customer-focussed and competitive commercial passenger vehicle industry. For example, CPVV has recently released its first state of the industry report focussing on accessibility (see attached). The Disability Commissioner has also convened a Disability and Accessibility Forum and an internal commission sub-committee to focus on improving accessibility in the industry.