



**VICTORIAN  
TAXI  
ASSOCIATION**

## UPDATING THE SCHEDULE OF MAXIMUM TAXI FARES DOCUMENT: Proposed changes to the airport rank fee and other drafting amendments for consultation – August 2016

6 September 2016

The VTA has prepared this brief submission to provide input to the ESC's proposed amendments to the fare schedule document. We have dealt with the proposed amendments individually.

### AIRPORT TAXI RANK FEE

1. Will our proposed approach, for making the airport Access Fee more transparent, be effective? We now seek to develop a mechanism that links the airport's Access Fee with the Rank Fee, is transparent and makes clear the airport's accountability for the Access Fee.

We appreciate the proposed changes to the airport rank fee clause are intended to make Melbourne Airport's role in setting the Airport Access Fee more transparent.

As noted in our correspondence dated 20 June 2016, the VTA strongly opposes any increase to the airport access fee which is not able to be passed on to passengers via the airport rank fee.

Given the Government's intention to effect a full deregulation of taxi fares in the second phase of legislative changes required to implement the reform package announced on 23 August, we support this interim measure to ensure changes to the airport rank fee clause, permitting the full pass through of the fee decided by Melbourne Airport to taxi passengers.

### MINOR DRAFTING AMENDMENTS TO THE FARE SCHEDULE

2. Would removing the reference to the number of metres per 10 cent increment (for the distance rate) have a material impact on fare calculations?

The VTA does not believe this would have any material impact on fare calculations considering charging increments are defined in the TSC's taxi meter specification.

3. Do you use the 'out of area hiring rate' (or know of this clause being used)? Would removing the 'out of area hiring rate' clause have a practical effect?

Given the restrictions imposed on the geographic operation of taxis by taxi licence zone boundaries and associated legislation and regulation, we see this change as having no practical impact on how taxis currently operate.

4. Would removing the requirement for the 'booking fee' to be entered and displayed on the taximeter be a desirable change?

Given this would allow latitude for operators/networks to determine how the fare component is displayed, and that an itemized receipt will remain a requirement, we support this attempt to reduce the prescriptiveness of this clause and do not foresee any immediate change to the way fares are currently displayed.

5. The current 'Taxi Tolls' clause outlines that tolls can only be charged for tolls incurred when carrying a passenger or parcel. Is it necessary to include a clause that specifies that drivers cannot charge Taxi Tolls that were incurred when not carrying a passenger or parcel?

We have never observed any issues or confusion resulting from the current wording of this clause and are not aware of any circumstances where customers have been incorrectly charged as a result of any ambiguity. Thus, we do not see any need to amend the clause as it currently stands but similarly do not see that its amendment would have any practical impact on how taxis operate.

6. Would combining Clauses 6.1 and 6.3 of the Fare Schedule for metropolitan zone taxi licences (and Clauses 7.1 and 7.3 of the Fare Schedule for urban zone taxi licences) have a material impact on the workings of those clauses?

We understand the desire to simplify the current wording into a single clause and do not believe the change would have any material impact on taxi operations.

**END.**

**If you require further information please contact:**

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