

From: [REDACTED]
To: [taxiinquiry](#)
Subject: The Government Inquiry in to Commercial Passenger industry Act 2017 reform
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The Inquiry into the Commercial Passenger Vehicle Industry Act 2017 reform

The 2018 hearing on the maximum fare for Taxi drivers was heard by the Essential Services Commission.

The ESC asked for submissions from all associations in June, as to consider a rise in the maximum fare which then was opposed by the ESC and determined, in their decision for a zero rise in the maximum fare.

The ESC did not determine the cost of living for CPV drivers to cover costs.

Example: Vehicle maintenance, Vehicle Registration, Depot fees, other charges associated with the Vehicle , Also the hourly rate which stands at an average of \$15 per hour, (The national minimum hourly rate now stands at \$19 per hour) was not considered to increase the maximum rates, to offset Superannuation, holiday pay, or sick days.

I was driving taxis for 15 years, 72 hours a week with a regular income. In 2016 My Personal income had dropped significantly by as much as 50%, Since the introduction of ride Share services.

The Essential Services Commission had already made their decision in May 2018 that we are NOT to get any CPI rise increase to the maximum fare no matter what submissions was put in?

Determination of the maximum Fare was based on corruption and influential dirty, back yard politics from the labor Party to expose drivers to competition.

The Victorian Labor Party along with the Greens Party senator's, should be disgusted of themselves in the way they treated professional taxi drivers and taxi plate owners, who worked hard, to purchase their plates, for their retirement and not rely on the Government Pension.

The Essential Services Commission did not base its determination on the livelihood of drivers but based on competition, to revile and Exploit our income by Deception.

All CPV drivers are being exploited by the Victorian labor Government. I have written submissions to state governments to restructure the taxi industry and to scale Compensation for taxi plate owners, Not a flat rate which the Victorian State Government adopted, which then hurt most of the taxi plate owners.

The Taxi industry did NOT restructure its business model to become more efficient to compete with ride share services instead they deliberately allowed ride share companies to thrive and compete in the Taxi Market, which then plunged the drivers income by 50%? it is almost impossible to compete with ride share services who are on lower rates.

As the Secretary of the VDAI, I have met with Senator Rod Barton and I

have discussed several points on our industry, these are some of the points:

1. Acknowledge CPI rise for all CPV drivers each year.

2.

Occupational

Health And

Safety.

A. We should manifest an incident list, such as injuries and deaths.

3. Put a capping on issuing more Ride Share licence to drivers, to stop an over supply of Ride Share operators and raise their rates to taxi services.

4. More Safe pick up and drop off Zones in all councils!! especially the CBD.

5. Dispensation for CPV drivers when dropping off or picking up.

6. Road Tolls should be reduced by 50% for commercial CPV drivers.

7. All CPV drivers Should have 12 demerits points + extra 2 points that can only be used for work.

8. All network service providers must pay Funeral insurance for each driver.

9. Drivers should not be treated as Commodity, for the sake of competition. The word COMPETITION should be replaced with the word EXPLOITATION. I ask this Government inquiry to stop the Government and the NSPS in calibrating the CPV industry behind closed doors.

The CPV drivers are been convoluted, and have been exploited for a number of years by the State Government and all Network Service Providers?

Its time for CPV drivers to be payed a minimum rate of \$10 per Job regardless of job, an industry based superannuation and funeral insurance.

In my opinion Private registered Vehicles that are registered within 10 kilometers from the Central Business District should pay a Higher registration, then those who live in the outer suburbs. And a congestion tax should be introduced immediately for the CBD to increase work load and reduce pollution and traffic.

In conclusion:

I believe this list of suggestions are a minimum claim and should be adopted by the Government and the Network Service Providers as a minimum measures to improve work within the CBD and surrounding suburbs.

There should not be any compromise on these claims and be implemented immediately to improve the safety and the welfare of CPV drivers in Melbourne.

Yours Truly

Charles Pisani