

## **4.2 Microeconomic Reform and the Western Australian Government**

**Taxis services in Western Australia is an essential component of the Transport infrastructure which has been hampered by cumbersome and unnecessary regulations which limit innovation by the industry.**

**ATF recommends that partial deregulation be instigated to help the industry remain in the mix of transport needs of the traveling public with putting a burden on the government.**

**In reply to some of the concerns of Western Australia Transport Portfolio submission are the following.**

- **To stop unqualified persons operating a taxi ATF recommends that in conjunction any booking company which may include new players that a system with a fingerprint recognition or retinal scan be put in place before being allowed to accept jobs be instigated.**
- **The continued economic drain on drivers due to fare evaders can be met with a series of initiatives, Prepaid fares between 10pm and 5am be regulated or have the passenger produce ID which will then be flashed to the security camera.**
- **Allow owners, operators and drivers to advertise their wares as normal small business's do.**
- **Deregulate industry to allow taxis to broaden their range of products, eg pet taxi, elderly prescription courier, furniture removals. Non-emergency transport.**
- **Regulate to allow owners to have identifiable livery**

### **Reform of product markets and removing barriers to entry to the taxi industry**

**To remain competitive in today's market the Taxi industry must be able to quickly change itself to the needs of the travelling public. Some of ATF recommendations that should be implemented are the following.**

- **Deregulate to allow individual owners, operators and drivers to operate non-aligned and with their identifiable livery which will promote competition.**
- **Deregulate to allow Independent taxi booking apps like ingogo and gocatch to operate without impediment.**
- **Allow owners/operators and drivers to set up booking companies using cloud based booking systems without having to cover entire contract areas.**
- **Present Booking company's affiliation monthly fees should be regulated so they are more on a user pays system based on performance. ie Number of jobs and services provided = \$xxx**
- **Safety is a high priority of TIFWA and these are our recommendations**

- All Fares between 10pm and 5am be prepaid.
- Public awareness campaign be instigated to make the public aware that if you assault a taxi driver you will be charged with attacking a public servant with a maximum sentence of seven years jail.
- Minimum fares of \$10 be introduced with the klm rate taking over once taximeter has reached the \$10 limit to induce drivers to take the short fares.
- All instances of fraud and misbehaviour be taken out of hands of booking company's and handled by police or Transport complaints division which can be set up.
- Formalise a fare setting regime in line with economic trends in the market by either setting up a timeframe of every six months a fare review is undertaken as per Queensland or have the fares increased every six months in line with CPI.
- Remove any regulations pertaining to where a taxi may or may not pick up.
- Allow country areas to self-regulate their fares so that market forces will set the price of fares thus encouraging more owners in to country areas.

**In particular, there is extensive evidence demonstrating that investment in Transport can have substantial impacts beyond the direct provisions of specific services**

- To induce drivers to take out of area short fares a \$10 co-payment be introduced to make it economical for drivers to do these jobs.
- Allow a body like the ERA to access the need for further plates.
- Ask the ERA do an enquiry in to the CTP and Comprehensive insurance costs that Taxi owners and operators endure and make recommendations on how to reduce these costs.
- A fuel rebate offered to owners, operators and leases to lower operating costs.
- A system of co-payment offered to pensioners to once a week go to a doctor or weekly shopping with the pensioner paying a one way cost of \$2 per person.

Please accept our late submission to the Enquiry and hope you make an exception as in the case of the Western Australian Transport Portfolio who got their submission in after the 08/01/2014

**Australian Taxi Federation  
National President  
Dennis Julian**

<http://www.taxiindustryinquiry.vic.gov.au/final-report-customers-first>

AUSTRALIAN TAXI FEDERATION