



Victoria Government Gazette

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Transport (Compliance and Miscellaneous) Act 1983

INVESTIGATION OF A FIXED FARE STRUCTURE FOR LATE-NIGHT SHARE-RIDE TAXI TRIPS FROM THE CENTRAL GEELONG SAFE CITY TAXI RANK

I, Terry Mulder MP, Minister for Public Transport, give notice that in accordance with provisions of section 186 of the **Transport (Compliance and Miscellaneous) Act 1983**, I have asked the Essential Services Commission to advise on an appropriate 'fixed fare per head' pricing structure for late-night, share-ride taxi trips in high occupancy taxi-cabs operating from the Safe City Taxi Rank at 95–113 Moorabool Street, Geelong.

The core objective of the late-night share-ride taxi service is to both grow the taxi market and to maximise taxi occupancy by providing an incentive for passengers to share a high occupancy taxi with others travelling in the same general direction. This will relieve pressure on the conventional taxi fleet from patrons of late night entertainment venues in the Geelong central business district.

The Commission's investigation, report, and recommendations should be consistent with the following:

- the service should present a viable alternative to taxi users who individually may seek a lower cost taxi trip than hiring a taxi exclusively for their own use, but who require door to door transport not facilitated by other late-night transport services;
- the service should be supported by taxi drivers on the grounds that they will receive payment equal to or greater than the comparable taxi fare calculated by a taximeter according to time and distance;
- the late-night share-ride taxi service is initially proposed to operate from the Geelong Safe City Taxi Rank on Moorabool Street, Geelong to Geelong urban areas and to townships up to and including Lovely Banks and Lara (to the north), Mount Duneed, Breamlea, Torquay, and Jan Juc (to the south), Ocean Grove, Point Lonsdale, and Queenscliff (to the east), Drysdale, Clifton Springs, and Port Arlington (to the north-east), and Bannockburn Central (to the west);
- the appropriate passenger numbers per share-ride taxi trip to ensure the service is both viable for the taxi industry and attractive to taxi users; and
- any levy to recover the operating costs of the rank (for example, taxi marshals or security personnel) will be an add-on to the Commission's recommendations on the 'fixed fare per head' pricing structure, and hence the Commission does not need to incorporate any 'marshal levy' into its recommended fare structure.

Further, the Commission is to have regard to:

- the findings contained in the draft and final reports of the Taxi Industry Inquiry, both entitled 'Customers First: Service, Safety, Choice';
- relevant findings of the recent Essential Services Commission report 'Late night, share ride taxis – a pilot program', dated 23 November 2012; and
- the operational details in relation to the service as developed by Geelong Taxi Network.

The following directions have been given under section 186(4) of the Act:

- The Commission is to conduct the investigation in a manner as described in section 187 of the **Transport (Compliance and Miscellaneous) Act 1983**; and
- The Commission is to provide its report and recommendations to the Minister for Public Transport within nine weeks after receipt of these terms of reference.

Dated 13 May 2013

HON TERRY MULDER MP
Minister for Public Transport

SPECIAL

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