

TAXI COUNCIL SOUTH AUSTRALIA INC.

MEDIA



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Not a fare go for taxi drivers and passengers

South Australia's taxi industry says the 'ride sharing' reforms, which came into effect today, are a long way short of delivering 'a level playing field'.

Taxi Council SA President Jim Triantafyllou says the Government has let the industry down in a number of areas and that as a result the compensation package being offered is vastly inadequate.

"The annual costs to operate a taxi, including Registration, Compulsory Third Party and licence fees equates to more than \$5,800 compared to Uber's \$1100," Mr Triantafyllou says.

"The age life of a taxi vehicle is six and a half years to Uber's eight," he says.

Under the new legislation, taxis will be subjected to two inspections per year, compared to one per year for ridesharing vehicles.

Mr Triantafyllou says some taxi plates were purchased just over one year ago for more than \$300,000 – a far cry from the \$30,000 compensation offer from Government.

"It is truly puzzling how the Government can claim these 'reforms deliver a genuine level playing field between taxis, chauffeur vehicles and new entrants'."

"If the reforms were truly equal, the same conditions would apply across all operators."

The industry is also reeling from the State Government's decision to levy taxi passengers \$1. "This fee should be absorbed by the ridesharing operators for whom these reforms were created and not be a burden upon passengers," Mr Triantafyllou says.

He says the taxi industry welcomes the announced fare increase—the first since December 2013—although this only covers increased costs over that period.

Mr Triantafyllou says it seems the safest industry is the one being disadvantaged the most.

"All taxis operate with fixed GPS devices, accredited drivers and CCTV cameras, all of which come at a cost, to provide genuine safety for passengers," he says.

"The same can't be said for ride-sharing services."