

The reason for the 'oversupply' of taxis at the airport is not that the airport is popular. It is that due to the activities of Uber taxis find there is no work out in the suburbs so that they go to the airport as a last resort where at least they can get a job. Yes some fares from the airport are longer jobs but they are very rare, and you can get longer jobs from the city too. Drivers go to the airport in the expectation of getting a fare between \$40 and \$50 most often.

The great majority of drivers are honest. Yes there are some rogue drivers and that is disgusting and illegal. I think it is unfair for the majority of honest drivers to be labeled in the same category as illegal rogue drivers. So we ask you to remove the statement that drivers go to the airport to rob tourists. This is not true of the great majority of honest drivers. Rogue drivers rip people off from the city and anywhere. The report should not be dominated by an over reaction to a few bad drivers acting illegally. That is a separate issue. So please remove that remark in your report as it is misleading and most unfair to all the honest drivers at the airport. It is not a primary reason for taxis to go to the airport.

As to the short fares. A short fare from a street hail is no problem. Hi cabbie! Just take me up the road. 30 seconds, no baggage, 2 minutes later \$10. customer happy, driver happy.

It is not the short fare, it is the time waiting in between jobs. A taxi driver has only so much time on a shift and it is a constant search to find work because it is the total amount of time when the taxi is not working that plummets the amount of money per hour that the drivers gets at the end of the shift. It does not matter whether fares are short or long it is the total time working that determines a good or bad outcome at the end of the day.

When drivers go to the airport it is invariably because they can't find work elsewhere. So to get a job at least they go to the airport and endure the long wait and the hazard of the short fare. If that happens at the airport after 2 hours the driver is devastated he is facing another 2 hours and only \$5 on his pocket. It usually means he makes no money that shift.

This problem with airport short fares has been around for twenty years and there have been several short return schemes tried and they have always come unstuck for one reason or another. Actually if you look at the problem from a distance they are just a band aid. The real problem is the fare schedule is not appropriate to the circumstances. It is actually not the airport's problem. It is not the drivers it is not the passengers it is the arbitrary rigid system that is the problem. This has been there for twenty years or more.

The correct and permanent answer is for the fare on the meter in this circumstance be lifted by Ten or Fifteen dollars, not a huge amount of money. I have discussed this with a number of passengers. And they recognize that the fare is too small and they are willing to pay a bit more. As it stands people pay the fare on the meter because that is recognized as the official fare, and it is implied that this must be a fair fare. But in this case it is not, definitely not, so the fare structure must be amended.

We are asking, that in a fare from the airport, the minimum running fare be \$20. That would solve this

long running problem straight away.

As to concerns from the taxi industry that we will lose business or passengers complaining why don't we give it a six months trial like the fixed fare to the city and if it is a disaster then we can scrap it. There is no real risk and it is not a lot of money.

In summary we are asking for the line go to at airport " As an opportunity to overcharge unsuspecting tourists." To be removed

To institute a six month trial of a minimum running fare of \$20 from the airport.

Also the \$5 flag fall and the split distance rate is a good idea, well done.

On behalf of taxi drivers

Thank you

Sincerely

Trevor Bradley

Taxi Drivers benefit Association NSW Inc