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Submission:

There should be KPIs audit followed by penalties for any non performance, otherwise the whole exercise is academic in nature.

The taxi licence number and the plate number should be identical. This makes compliance enforcement effective, as the history of a licence with corresponding plate no can easily be traced. This was done in New York about 2 years ago. After all, the taxi operators and drivers in Canada, the USA and Australia share similar characteristics and are networked as well. This also applies to hire cars.

IPART needs to carefully investigate the process of issuing of licence nd what parameters are used by TfNSW that send market reference signals to investors- some taxi drivers have bid high based on mistaken reading of reference points set by TfNSW.

If TfNSW can reduce hire car prices from \$16,000 to \$8,300 in 2002 why not for taxi licences for taxi drivers.