

Addendum to Taxi driver organisations joint submission to the Committee, received 23 February 2023

Dear Committee,

We write as the taxi tariff group with regard to your upcoming meeting on 9th March. We are obviously concerned with the item regarding taxi fares.

We have already responded via the consultation process but would like to add some further comments to draw your particular attention to the nighttime element of the taxi fare tariff, known as Tariff 3.

While, tariff increases reflect inflationary increases within the Taxi Cost Index, there has been no increase in T3 since 2016. Even in 2016, while the tariff increased the “earnings” element by 2.3% the hours that T3 operated were reduced by 12.5% (one hour) and thus turned this increase into an effective reduction in earnings.

Since 2016, there has been no increase in T3. However, while the night taxi driver has seen no increase in the tariff, costs continue to rise and have eroded a night driver’s earnings by 6.68% in nominal terms.

Should T3 continue to be frozen this year, those losses would cause a loss of income in the order of a total 11.0% in nominal terms since 2016. Our fear is that if T3 were to be frozen once again in this review, this will cause a proportion of night drivers to change to working days.

This would harm both the public and the taxi trade. The taxi fleet had shrunk by 17.5% from a pre – Uber 2014 to 2019. It then shrank a further 30% during the Covid crisis. It has since made a partial recovery since then of 14%. However, this still means that fleet remains 22% below its number in 2019.

Not only would it be grossly unfair to night-time taxi drivers to continue to freeze T3, we fear it would be extremely detrimental to our trade and the public to do so.

Yours Sincerely,

The Taxi Tariff Group (LTDA, unite the Union, LCDC, RMT and UCG)