



ANNUAL REPORT

2006
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ATIA's Mission Statement

Formed by the State and Territory Associations to represent the taxi industry on Federal issues.

Encourage the continued development of quality taxi services and build a reputation that positions Australian taxi services at the forefront of world standards.

Utilise the annual Australian Taxi Conference to present to the industry the latest developments available in products and services.

To encourage practices aimed at providing for the safety, security and well being of all taxi industry participants.

Attain the objectives of the association through legitimate examination of legislation and regulations governing the operation of taxis.

ATIA LIFE MEMBERS

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1986 C. H. Dwyer OAM
1988 R. L. Kermode MBE, AM
1988 F. A. Lang
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1999 A. J. Goodridge
2001 K. B. Foley
2002 J. J. McKeough
2006 W. Sievers

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NOTICE OF ANNUAL GENERAL MEETING AUSTRALIAN TAXI INDUSTRY ASSOCIATION

Members are advised that the thirty-eighth annual general meeting of the Australian Taxi Industry Association will be held on Sunday 4 March 2007, commencing at 12 noon, at the Adelaide Convention Centre, North Terrace, Adelaide, South Australia.

AGENDA

1. Confirmation of Minutes of the thirty-seventh Annual General Meeting
2. President's Report
3. Executive Report
4. Presentation of Financial Statements for the Year Ending - 31 December 2006
5. Confirmation of subscriptions for 2008
6. Election of officers (Messrs J Bowe, B Davies, N Sach, and W Sievers stand down by rotation)
7. Election of office bearers
8. Determination of honorariums
9. Determination of auditor
10. Confirmation of conference venue for 2008

Yours faithfully

Blair Davies
Secretary

12 February 2007

NATIONAL PRESIDENTS' REPORT

Each year presents its own unique series of challenges for the Australian Taxi Industry Association (ATIA) and 2006 proved to be no exception to the rule.

As you will note from the Executive Director's report, the ATIA's Board of Directors has been very active in a range of areas – many of which at times seemed most challenging for the Association.

Of particular note, the taxi industry's obligations under the Disability Discrimination Act (DDA), and its associated Disability Standards for Accessible Public Transport (DSAPT), were again a significant focus for the Board. Pleasingly, on a national basis our industry has been stepping up its performance in this area over recent years, and in 2006, continued to refine methodologies and processes in the pursuit of further improvements.

That said, it was disappointing that the task was not assisted by the way a major corporation sought to become a provider of accessible taxi transport in New South Wales, and the Sydney market in particular. In my view, it was both unethical and unacceptable by any standard for this new market entrant to make unfair and unsubstantiated public statements in the media disparaging the performance of the established service providers.

The Taxi Industry has always welcomed new entrants to the industry and I am sure always will, however, as with everything in life there is a right and wrong way to achieve an end. It is well known that the corporation in question made enquiries with regulating authorities in other states and territories and therefore the experience of Sydney could easily have occurred in other parts of Australia. Accordingly, I am sure this episode will serve as a timely reminder for us all to be vigilant and proactive about protecting the good name and reputation that the Australian taxi industry universally enjoys.

Finally, it would be remiss of me if I allowed this report to pass without acknowledging the Association's and my thanks to Steve Savas for his long years of service as a Director of the Australian Taxi Industry Association. We thank Steve for his contribution.

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John L Bowe
President
A.T.I.A

ATIA EXECUTIVE REPORT

The Australian taxi industry operates in markets that are individually regulated by state and territory governments. Accordingly the Australian Taxi Industry Association (ATIA), as the industry's national peak representative body performs two key roles –

1. to support member State / Territory associations especially by facilitating communication of information and expertise across jurisdictional boundaries; and
2. to provide leadership on matters of Australia wide application and / or significance.

Typically then, the focus of the ATIA is on strategic matters with extended, often far reaching, time horizons.

In 2006, the major activities undertaken by the ATIA can be grouped under the following headings:

- Disability Standards
- National Lobbying
- Senate Enquiries
- National Taxi Security Camera Standards
- 2006 International Taxi Conference

DISABILITY STANDARDS

Throughout 2006, the ATIA continued its participation in the Accessible Public Transport National Advisory Committee (APTNAC) and its Scooters in Taxis sub-committee, working through implementation issues associated with the Disability Discrimination Act 1992 (DDA) and the Disability Standards for Accessible Public Transport 2002 (DSAPT). Notwithstanding some progress throughout the year, the ATIA continues to hold significant concerns about DSAPT's requirements for –

1. tactile taxi registration identifiers to be placed on the exterior of the passenger doors of taxis (forward of the handle); and
2. response times for wheelchair accessible taxis (WAT) to be the same as for other taxis.

In regard to the former, it has been and remains the ATIA's position that locating tactile identifiers externally on taxis may present a safety risk to persons with sight impairment. Reaching for these identifiers in any circumstance other than where the taxi is completely stationary has the potential to be very hazardous indeed. However, given the strong support for the existing DSAPT requirement from key stakeholders in the disability sector, the Executive formed the view that it was not in the industry's interests to seek an interim exemption, or more particularly, a temporary variation to the positioning of the tactile identifiers. Nonetheless, this remains a matter for pursuit through the 5 year review of DSAPT that will commence in 2007.

Of particular interest to members it is worth noting that the manufacture and sale of tactile numbers appears to be a niche and specialised market in Australia. Accordingly, what may have appeared to be an innocuous impost by regulators in 2002, will probably have a compliance cost for the industry in 2007 in the order of \$1.5-\$2 million (or \$75-\$110 for 3 stickers / badges per taxi).

In regard to WAT response times, the ATIA commissioned the first of a series of research studies by Professor Des Nicholls of the Australian National University to benchmark existing service levels of WATs and identify best practices. Professor Nicholls' report will be released publicly at our conference in Adelaide. In 2007, we intend to commission further research with the objective of identifying and recommending a model approach to the delivery of WAT services.

It will again be important in 2007 for the ATIA to continue working with members and other stakeholders to develop practical solutions to the DSAPT requirements ahead of their compliance deadline of 31 December 2007.

Also of interest to members, in 2006, APTNAC established a sub-committee to investigate whether it would be feasible and worthwhile to implement a nationally consistent approach to the transportation of scooters (i.e. motorised mobility aids) in taxis. Initially, the sub-committee

considered whether the generally prevailing practice of requiring taxi passengers travelling with scooters to transfer to a fixed seat in the taxi should be mandated nationally. However, deliberations on this issue soon exposed potentially serious safety risks associated with the absence of a certification system for anchorage points on scooters (and wheelchairs). Of concern, many scooters (and potentially some wheelchairs) cannot be safely anchored to the floor of any accessible taxi and accordingly would constitute a safety hazard when / if carried in the vehicle's passenger compartment. The ATIA will continue its active participation in this important sub-committee through 2007 to ensure that the industry's safety and liability concerns are not compromised by other stakeholder considerations.

LOBBYING

Following the strategy adopted in 2005, the ATIA's lobbying efforts were once again led by its Executive Director rather than being outsourced to a professional Canberra based lobbyist.

Pleasingly, this approach continued to prove very effective in 2006. Almost without exception, federal politicians and bureaucrats expressed a preference for dealing with representatives directly involved in our industry rather than communicating through the filter of some "hired gun" consultant. It is reasonable to conclude that such preferences translate into better promotion of the industry's interests and improved receptiveness to the ATIA's representations.

In 2007, the ATIA will continue its strategy of personal briefings to as many members of Parliament as possible to ensure that they understand the importance of the Australian Taxi Industry and the ATIA's position on matters of national significance.

SENATE ENQUIRIES

During 2006 there were 2 Senate enquiries to which the ATIA made submissions and presentations at hearings.

The first dealt with the Migration Amendment (Employer Sanctions) Bill which sort to impose significant penalties on a range of persons - including taxi owners and operators who knowingly bail a taxi to an illegal non-citizen or a legal non-citizen in contravention of his / her visa conditions (e.g. not working more than 20 hours per week). The ATIA secured assurances from the Commonwealth Government that penalties would not apply to taxi owners or operators where they used reasonable effort to comply with the proposed law. We also encouraged member associations to approach their respective State / Territory governments to ensure that Drivers Authorities / Certifications were only issued to legal citizens or conditionally to legal non-citizens.

The ATIA also provided input to the Senate enquiry into Petrol Pricing. In particular we noted members concerns about the high cost of automotive fuels in general (LPG, diesel and ULP) and the adverse impact escalating prices have on the viability of taxi businesses operating with regulated fare tariffs.

NATIONAL TAXI SECURITY CAMERA STANDARDS

In late 2005, the National Taxi Regulators Group (NTRG) wrote to the ATIA seeking endorsement for the introduction of national standards for taxi security camera systems. When the Executive first considered the request in early 2006, it was agreed that the standards should not be endorsed.

However, in July 2006 the Executive and NTRG met together to workshop issues and concerns relating to the proposed standards. Importantly, the Executive received assurances from the NTRG that the proposed national standards would be introduced as minimum standards and that they would not apply retrospectively. Accordingly, industry members will not be required to upgrade or replace an existing working security camera system unnecessarily with a new model compliant with the national standards.

Subsequent to the workshop, the Executive reassessed its position and agreed to support the introduction of the



national standards subject to the caveat already noted and a number of other minor considerations.

2006 ATC

The 2006 Australian Taxi Conference (ATC) was held in Perth during early April and once again provided a great networking opportunity for industry stakeholders. Importantly, it also proved to be yet another valuable opportunity for the ATIA Executive to discuss matters of consequence with the membership and listen to their concerns

Pleasingly, the conference was very well attended with over 500 delegates, partners, sponsors, trade exhibitors and government officials registering for the event. Our thanks go to the Taxi Council of Western Australia and its convening committee for a great job well done.

CONCLUSION

In summary, 2006 proved to be another big year for the ATIA. Issues such as the DDA and the DSAPT can only be effectively addressed on national basis by a strong and effective peak body. The ATIA is committed to continuing in its performance of that role in 2007. We will not be deterred from our task of advocating strongly on behalf of the Australian Taxi Industry, promoting the best interests of taxi owners, operators, drivers, dispatch networks and customers.

Blair Davies
Executive Director
ATIA

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NEW SOUTH WALES TAXI INDUSTRY ASSOCIATION PRESIDENT'S REPORT

It is extremely pleasing to report that while 2006 was an extremely busy and challenging year, as our state report indicates, much has been achieved.

2006 was no different from any other year where we saw a few people from outside the taxi industry and unfortunately a few (the same few) from within, do their best for whatever reason to destabilize the taxi industry.

The difference in 2006 however, was that despite their efforts, it was an extremely positive year with benefits flowing through to all stakeholders. Positive support from our Minister(s) and stability in personnel in the Transport Operation Division, coupled with a non reactionary yet decisive Director General has seen improved service levels, growth in radio bookings, improved WAT delivery service and stability in taxi licence values. Our Industry requires continued investment if it is to keep pace with modern technology and the ever increasing customer demand I am sure we are all experiencing, and as we have all discovered over the years, such investment is only forthcoming when there is an air of confidence and optimism for the future.

One of the biggest challenges we continue to face is the ever growing competition from deregulated transport providers. We have never shied away from competition but the un-level playing field we are forced to compete on makes the supply of increased services difficult to deliver when we are unable to charge what those services cost. We are hopeful that 2007 will see approval for a premium service charge that will allow us to offer the broader range of services our customers now demand. As customer demands change, we continue to look at different ways to do things to meet expectations. The biggest challenge here of course is not coming up with the ideas, its convincing many of our members of the need to do things differently.

Fortunately, there are numerous examples where networks have been successful in gaining increased access to work for areas such as Veterans Affairs and Community

Transport. Being funded by Government, Community Transport providers have, over the years, managed to grow at disproportionate rates. Fortunately, the NSW Government is looking closely at where these dollars are being spent and in many areas it is becoming obvious that existing transport providers can satisfy much of the demand at more than competitive rates.

One area that is of concern is the constant push by some route bus operators to run door to door services. We continue to demonstrate that this is not economically efficient and is way beyond route bus licence conditions.

Innovative multiple hire and shared ride schemes that are currently being trialled in Sydney are proving that despite the fly by nighters that come and go with regular monotony in the deregulated industries, our industry remains the most cost effective, safe and reliable personalized transport service in town.

The continued mainly alcohol fuelled breakdown of law and order we see particularly in the early hours of the morning is also of growing concern. Increase in the secure rank numbers has done a lot to assist our drivers and passengers and we fully support the initiative. It does however, continue to be a cause of annoyance that while the violence usually takes place on land owned and run by the local council, and that it is fuelled by copious amounts of alcohol purchased from liquor outlets in the area, the transport provider is the one required to bear the cost. It certainly makes one wonder at the value of the Responsible Serving of Alcohol legislation and the enforcement of it.

The introduction of the NSW Taxi Driver of the Year was another positive initiative and received great support from passengers and drivers. With over 6000 nominations received, it clearly demonstrates that there are many good taxi stories out there in taxi-land that customers are willing to share once given the opportunity. We look forward to the anticipated success of the 2007 Taxi Driver of the Year awards.



Despite its difficulties, 2006 has once again demonstrated how resilient our industry is and what can be achieved with a positive approach and willingness to look to the hard issues and deal with them in an honest and constructive way.

We look forward to 2007 with the confidence that our industry will continue to grow through maintaining its role as a major player in the supply of public transport and our success in delivering the most efficient personalized door to door transport service that is currently enjoyed by its many millions of current customers and will be continually offered and hopefully enjoyed, by the many millions of potential customers.

Brian Wilkins
President
NSW Taxi Industry Association

VICTORIAN TAXI ASSOCIATION PRESIDENT'S REPORT

2006 was an eventful year for Victoria's taxi industry.

Completion of the country taxi review and the roll out of many of the recommendations was a major milestone. The creation of a \$3 million fund to provide subsidies to small town taxi operators for the purchase of WATs was a significant achievement.

The country taxi review and the Government's Transport and Liveability Statement – Meeting Our Transport Challenges (May 2006), highlighted how critical it is for taxi operators and depots (particularly country and urban) to become closely involved in local transport programs being operated by Local Government and community organizations and agencies.

Whilst local taxi operators and depots must become involved in individual programs at the local level, it is also critical that the VTA remains focused on the strategic and policy end of these programs.

The VTA expended considerable resource and effort on two major issues for the taxi industry – implementation of the BSX licence transfer and assignment system, and the Government's taxi industry accreditation regime.

Driver safety has again come to the fore as a high priority matter for the taxi industry and the Government. The Government has created a taxi industry safety taskforce to examine a vast range of issues.

The VTA continues to hold the view that a major contributing factor is the attitude and behaviour of a small minority of taxi passengers who treat taxi drivers poorly and in a discriminatory and disrespectful way.

The year ahead will be a very challenging one for Victoria's taxi industry as the accreditation regime is specified, and the impact of DDA standards are realised.

The DDA Standards are of particular concern with the prospect of on-going litigation against taxi depots when in reality depots do not have control over taxi operators and drivers in the delivery of WAT services.

Following the State election in November, the Transport ministry was split into two, with a Minister for Public Transport and a Minister for Roads and Ports. Taxis come under the Minister for Public Transport, Lynne Kosky MP.

The VTA is looking forward to a sound working relationship with Minister Kosky and her team.

Kevin Gange
President
Victorian Taxi Association

CANBERRA TAXI INDUSTRY ASSOCIATION PRESIDENT'S REPORT

To reflect the changed composition of the taxi operator group in Canberra, the Canberra Taxi Proprietors' Association has now changed its name to the Canberra Taxi Industry Association.

The CTPA has served the interests of taxi owners for over forty years; but as licences are now leased and the Government itself has gone into the taxi leasing business, it has become obvious that taxi owners may not always share the interest of the taxi operators who are deemed responsible for the maintenance and presentation of the fleet, and who hold a more direct interest in the fare structure, the location of ranks and other day-to-day matters than most taxi owners.

The development of competing fleets within the Aerial Consolidated Transport network is still progressing and it is the intention of the CTPA to appoint some representatives of these fleets to its board.

As mentioned above, the ACT Government is now involved in the taxi leasing business. Twenty licences of a proposed forty (over four years) have been allocated. The release of the first ten saw a temporary improvement in service delivery levels and the release of half of the second ten saw a return to the previous levels.

A concern of the CTPA prior to the release was that the effectiveness of extra cabs could be adversely influenced by a shortage of drivers. At this point, this concern appears to have been justified. The unemployment rate in Canberra is the lowest in Australia and many occupations are suffering from staff shortages, the taxi industry being one of the hardest hit.

During 2006 the relationship between the taxi industry and the minister responsible for the industry was very poor. Not one meeting was able to be arranged. The relationship with the bureaucracy is also strained. One of the reasons for this revolves around Aerial's changes to the call centre to comply with the new Minimum Service Standards (MSS) call response times (90% answered within two minutes); another revolves around services to the people with

disabilities, and another around the Minister's attitude to the possible emergence of a second network in the ACT and his threat to prematurely release the balance of the forty taxi licences.

The poor relationship has been recognised, and the industry will devote a good deal of time and effort to improve the situation during 2007.

John McKeough
Chairman
Canberra Taxi Industry Association

TAXI COUNCIL OF QUEENSLAND PRESIDENT'S REPORT

During 2006, the Taxi Council of Queensland (the Council) focussed on consolidating the industry's position in respect to a number of long term objectives. Importantly, we set about establishing robust strategies for each of the key issues that we anticipate contending with over the next 3 years.

Firstly, in relation to the high cost of Compulsory Third Party (CTP) insurance the Council adopted a strategy designed to:

- reduce traffic accidents involving taxis through the creation of the Accident Watch Task Force. As a result, at-fault accidents are down around 14% per year.
- Lobbying government in respect to tort law reform. This effort contributed to the introduction by the government of the Civil Liabilities Act and the Personal Injuries Proceedings Act.
- Establishing greater competition in the CTP market. In January 2006 QBE aggressively entered the Class 3 CTP market, offering lower premiums than its competitors and the maximum set by the Motor Accident Insurance Commission (MAIC).

Despite these successful outcomes, MAIC has continued to incrementally increase the maximum premium

thresholds for Class 3 (taxi) CTP. It is an indictment on MAIC that Class 3 CTP premiums have not begun trending down - effectively confirming the view that this body no longer acts as a fair arbiter between policy holders and the insurance industry.

Improving driver safety and security has also been an important strategic objective for the Council. The Government funded rollout of security cameras in taxis continued across the State and by the end of 2006 was virtually complete. In addition to this the Council successfully argued for an additional \$2.00 flagfall increase (for late night travel between midnight and 5am) to help fund the cost of rank security and improved taxi rank infrastructure. The higher tariff and increased security has helped markedly to improve taxi availability, reduce taxi queue waiting times, and provided drivers with the confidence to service busy taxi ranks without the risk of assault or damage to vehicles. The success of these arrangements in Brisbane has allowed the Council to push for their replication in some of Queensland's major provincial centres.

The Taxi and Limousine Industry Review emanated from the National Competition Policy (NCP) Reviews and represents an opportunity for the Queensland government to address many of the inflexibilities in the current legislation which inhibit the delivery of taxi services and that create distorted competitive environments. While the Council is in accord with much of the policy direction being espoused by Queensland Transport, in terms of creating a consistent competitive environment the Council remains concerned that the proposed reforms will do little to address the problems associated with the interface between the taxi and limousine industries.

Undoubtedly one of the most significant strategic issues facing the Queensland taxi industry over the next 18 months will be the Disability Standards for Accessible Public Transport, and in particular, the target which requires wheelchair accessible taxis to operate with the same response times as other taxis by 31 December 2007. At present, few taxi companies achieve the Minimum Service Level (MSL) benchmark of 85% of customers picked up within 10 minutes and no company provides equal

response times. Initiatives advocated by the Council to address this problem include:

- The payment of a passenger assistance fee of \$5.00 payable (only) to the driver.
- More stringent regulations ensuring drivers accept WAT bookings from dispatch companies.
- Vehicle innovation.
- Mechanisms to ensure that all WAT jobs are included in the performance data, such as linking the payment of subsidy vouchers to bookings through a dispatch company.
- An examination of the way performance data is compiled to ensure that the information accurately reflects true service delivery times.
- Conducting a Disability Discrimination seminar with drivers, operators, companies, customers, representative organisations, regulators and a Human Rights and Equal Opportunity commissioner to workshop the issue.

In 2004, I flagged to delegates at our state conference that fuel pricing was likely to become a significant issue in coming years with some analysts forecasting a \$2.00 per litre unleaded price within 2 years. At the time the matter became little more than an interesting discussion point. In 2006, escalating fuel prices in regional Queensland were a very significant worry for all taxi operators. With current oil exploration only discovering 1 barrel of new oil for every 4 barrels consumed, and no major fields being found in the past 30 years, it is quite possible that fuel prices could double or triple within the next 5 years. The question for the taxi industry is how do we survive in such an environment? Clearly we cannot continue to increase fares to cover the cost without a significant loss in demand. Even with the prospect of more fuel efficient vehicles (hybrids, ultra low sulphide diesels etc), in such an environment the taxi industry may not be able to rely so heavily on its exclusive ride service and therefore may

have to develop a greater range of multi-hire products. One of the emerging challenges for the Council will be to consider strategies which position the industry to cope with such an eventuality.

Max McBride
President
Taxi Council of Queensland

TAXI COUNCIL SOUTH AUSTRALIA PRESIDENT'S REPORT

There is no doubt in my mind that the last 12 months have been the most progressive and effective in the history of the Taxi Council.

We have secured recurring funding, broadened our range of industry partnerships and sustained a professional approach to the way in which we provide advice and service to our members.

The appointment of an Executive Officer and commitment to increase administration support staff has allowed the Council to pursue the important issues that were previously marking time.

We have secured full funding to finalise the initiatives in the Proud to be a Cabbie grant. This will facilitate the introduction of our website, the continuation of our marketing strategies and the introduction of operator training. We are also working towards introducing an annual Taxi Industry awards program to recognise all stakeholders within our industry.

The range of initiatives within the package is comprehensive and concentrates heavily on extending taxi usage through partnership arrangements. It is expected that the Council will be in a position to acquit the grant by the middle of 2007.

In August the Council accepted responsibility to establish a Task Force to investigate and make appropriate recommendations regarding entry level training for drivers. This is a wonderful opportunity for the industry to identify its own needs and accept ownership and accountability for standards so important to promoting taxi services in this State. The

final report to the Minister for Transport should be available early in 2007.

I am pleased to also announce that the dispersal of a percentage of funds from the Adelaide Airport Taxi Service fees will be administered through the Taxi Council. A trust fund has been opened and is accessible for organisations, groups or individuals to apply for funding which will lead to improvement and increases in the utilisation of taxi services.

Monies from the fund are quarantined for projects that enhance or improve the standards that apply throughout the whole industry. The application process is both democratic and transparent and individuals as well as organisations are welcome to apply for funding.

Our bi-monthly magazine is now covering a wide range of relevant issues and is being distributed to all State and Local Government agencies as well as relevant media outlets.

We are in communication with about a dozen ethnic associations to ensure that we are able to not only attract people to our industry but also to make sure that information is being distributed.

Our relationship with government agencies has improved markedly and we are embarking on some exciting joint ventures. We are working closely with all sectors of the government and I am pleased to report that overall we appear to share common philosophies and objectives.

The success of the concept of safe monitored taxi ranks will be extended throughout the city in the months to come. Our concierge service, which is entirely funded by the Taxi Council, has been warmly received by drivers and the community. We will be seeking further sponsorship as this program grows.

The Taxi Council was again successful in gaining tariff increases based upon the Taxi Cost Index. A further tariff proposal has been developed through the Taxi Council to apply to people mover type vehicles that seat more than 5 passengers. This proposal is an



agenda item at the next Premier's Taxi Council meeting and we hope to see a satisfactory conclusion to this issue.

Executives of the Taxi Council are now playing effective roles in representing our industry in many portfolios. Our Executive Officer obviously is the key representative on the Hills Passenger Network Executive, Licensing Accord, Safer Adelaide Committee, Tourism Round Table and regular meetings with government and industrial groups. It is also pleasing that we appear to have struck a good accord with the media and we have now stimulated positive stories about how we are progressing the industry.

The One-Stop Shop has exceeded all expectations. Members, non-members and drivers are relishing the opportunity to discuss issues and complete business transactions in a time efficient way.

Visitors to the facility have access to all of the services provided by the Taxi Council. This includes leasing arrangements, transfer of licences and purchase of equipment. Payments for renewals, registration and all application forms can be processed next door and visitors have access to the government administrators at the same time.

We are excited about Adelaide hosting the 2007 Australian International Taxi Conference. Many people have been involved in arranging and managing the vast range of issues that make a major event like this work. Attention to detail has been the order of the day and my heartfelt thanks goes out to everyone that has contributed their time and expertise.

Finally I would like to thank the members of our Executive Committee and Full Committee. Most of these people have active roles in sub-committees addressing all of the issues our industry seems to face on a daily basis. I am really looking forward to the next 12 months as the progress we have made this year is only the tip of the iceberg as to the effectiveness and growth of the Taxi Council in South Australia.

Jim Triantafyllou
President
Taxi Council SA

TAXI COUNCIL OF WESTERN AUSTRALIA PRESIDENT'S REPORT

2006 was a record year in terms of demand for taxi services and strong economic growth was experienced in other areas of the taxi industry as with the WA economy as a whole. However, this increase in growth also presented challenges for the industry and these coupled with some destabilizing Government tax policies and adverse publicity, created a very political environment that employed a lot of the Council's resources.

Last year, I reported pursuing legal remedies to restrain the State Government from further lowering of the maximum taxi plate lease rates. This effort succeeded in as much that the Government did not attempt any reduction this year. However, the threat to the private sector this year has been in the insidious creep in the level of State Ownership allowing the Government to lease taxi plates directly to drivers at rates less than the private sector. The level of State Ownership during 2006 increased from 20% to 35%. Whilst this is still manageable, the challenge now is to curtail this level in order to protect the private sector (private owners of taxi plates).

Despite these challenges, the Taxi Council of Western Australia (TCWA) managed to maintain vital levels of industry confidence, viability and a generally, high level of service to the community. Attributable to this was the increase in demand for taxi services which negated the potential impact that a further issuance of licences could have created.

As a result of the Council's effort and activities, industry participants enjoyed economic growth and a good return for effort and investment. Drivers welcomed the increased demand for services as with a fare increase whilst taxi operators benefited from an increase in shift lease rates and growth in licence value.

In addition to lobbying activities, the TCWA worked hard throughout the year to provide essential services to

2006

members and the community and achieve some desirable outcomes for the benefit of members, namely:

- A fare increase of 4.45% and a 50% increase in the telephone call-out fee
- The introduction of a \$2 ultra peak surcharge (applying Friday and Saturday nights)
- A shift rate increase of 4.45%
- Licence values increasing by 13.8%
- Successfully negotiating with the Government to provide Multi Purpose Taxi passengers and operators a choice of taxi company
- Publication of a new service brochure for the public "Catching taxis in Perth and Fremantle"
- Public awareness and recognition for taxi drivers increased through coordinating and hosting a very successful "WA Cabbie – Proud to be" Taxi Driver of the Year Awards program and hosting the 2006 WA Cabbie Day

Such significant outcomes are directly attributable to the Council's peak industry body structure and operations as with the tireless contribution and participation of the Council's Executive, Members and Administration.

But there is still a lot of hard work ahead and challenging issues facing WA's taxi industry.

The main challenge for the TCWA entering 2007 will be to contain the level of State Ownership and to improve relations with the Government in order to achieve some sensible and sustainable policies that will benefit members and the service provided to the community.

Kevin Foley
Chairman
Taxi Council of Western Australia

TAXI COUNCIL OF NORTHERN TERRITORY PRESIDENT'S REPORT

It is my pleasure to present this report on the activities of the Taxi Council N.T. for the past twelve months. Our Board of Management has met each month and has also managed to set up regular quarterly

meetings with our Minister for Infrastructure and Transport. The original access to the Minister was established with Dr. Chris Burns and I am pleased to say is being continued with our new Minister Delia Lawrie.

These meetings are invaluable in allowing direct access to the Minister and a chance to discuss matters relating specifically to our industry.

A recent result of these meetings is the Minister's approval to the extension of the maximum commencement age for taxis in the Northern Territory. Now a vehicle registered for the first time as a taxi in the Territory must not be older than four years from the date of manufacture of the vehicle. This is in reality an extension of eighteen months from the previous time of two and a half years.

DRIVER TRAINING

After almost twelve months of hard work I am pleased to announce the Taxi Council N.T. has at long last gained formal approval to provide Commercial Passenger Vehicle (CPV) driver training in Darwin as from the 3rd of November 2006. This has been made possible by the Taxi Council going through an exhaustive examination process, entering into a partnering agreement with Network Training Australia Pty Ltd, and producing hundreds of pages of the required documentation. The Council will now actively get on with the job of encouraging new drivers into the industry and set and maintain a new high standard for those who pass our course.

COMMERCIAL VEHICLE NUMBERS IN NORTHERN TERRITORY

The following percentages represent the proportion of the taxi fleet (excluding substitute taxis) that is wheelchair accessible:

NT	10.3%
Darwin	11.2%
Alice Springs	6.5%

There has been an interesting decline in the number of Minibus operators in the Northern Territory over the last twelve months, and with the new MPT licenses



issued in August we will see a substantial percentage increase in the numbers of these vehicles by the end of this year.

COMMERCIAL PASSENGER VEHICLE BOARD

13th October 2006 saw the end of the Commercial Passenger Board as we knew it, and although this was one of the last things our previous Minister Burns did, who knows what our new Minister Lawrie intends to do about the composition of any new Board.

It appeared Minister Burns wanted to establish a new Board of just five members and this new Board was to have no powers and be purely an advisory Board. Minister Lawrie advises the Government is looking to establish a more strategically focused Advisory Board with increased consideration of whole of industry issues, and the needs of passengers for the next stage of development of the commercial passenger vehicle industry. Advertisements calling for expressions of interest for appointment as Chair and members should appear in newspapers in the near future.

COMPLAINTS TRIBUNAL

The Taxi Council continues to provide the complaints Hotline of 1800 444 304 which is responded to on a seven day a week basis by our executive officer. These matters are normally resolved in most cases by mediation. Complaints received by the department are also forwarded to the executive officer and are investigated promptly. Most common complaints still relate to rude behaviour, dangerous driving, or waiting times for taxis. It is pleasing to note the number of formal complaints has dropped dramatically over the last twelve month period. The Taxi Council has in place a formal complaints tribunal comprising of any three board members.

EXECUTIVE TAXIS

A proposal for the introduction of executive taxis is before our Minister Lawrie, and although the old CPV Board put forward an agreement in principal for the idea, there are no signs of a decision being reached in the near future.

MULTI PURPOSE TAXIS

The provision of a reliable service to this section of our industry still remains a problem. It's now nearly eighteen months since a proposal was put to Government for the introduction of a lift fee, but still no progress. A study of the provision of services to people with disability has been carried out by KPMG and is due to be presented to Minister Lawrie in the next few weeks. This may see a favourable decision towards solving the current problems.

THE FUTURE

I'm confident the Taxi Industry will continue to ride on the back of the current economic good times we are experiencing, and we will continue to lead the rest of Australia in providing a quality twenty four hour, seven day a week transport service to our many customers.

Our Board has established a close working relationship with the stakeholders in our industry, including the Government, NT Police, the Australian Hotels Association, and the Darwin City Council to name just a few.

In conclusion I would like to sincerely thank my fellow Board Members for the many hours given to the Taxi Council over the past twelve months.

Mr Terry Pachos
President
Taxi Council of Northern Territory

**AUSTRALIAN TAXI INDUSTRY ASSOCIATION LIMITED
A COMPANY LIMITED BY GUARANTEE
(incorporated in ACT)**

DIRECTORS' REPORT

The Directors of Australian Taxi Industry Association Limited present their report together with the financial statements of the company for the year ended 31 December 2006 and the auditors report thereon. In order to comply with the provisions of the Corporations Act of 2001 the directors report as follows:

The names and particulars of the directors of the company during and since the end of the financial year are:

John Lawrence Bowe	Age 70 Director Mr. Bowe attended 4 of the 4 Directors' meetings convened during the year.
John James McKeough	Age 67 Taxi Proprietor Mr. McKeough attended 4 of the 4 Directors' meetings convened during the year.
Kevin Barry Foley	Age 70 General Manager Mr. Foley attended 4 of the 4 Directors' meetings convened during the year.
Stavros Topalsavas	Age 60 Director Mr. Topalsavas attended 4 of the 4 Directors' meetings convened during the year. He resigned as from 1 January 2007
Neil Donald Sach	Age 62 Chief Executive Officer Mr. Sach attended 4 of the 4 Directors' meetings convened during the year.
Blair Davies	Age 47 Chief Executive Officer Mr. Davies attended 4 of the 4 Directors' meetings convened during the year.
Brian Wilkins	Age 68 Taxi Proprietor Mr. Wilkins attended 4 of the 4 Directors' meetings convened during the year.
Wolfgang Sievers	Age 56 Manager Mr Sievers was appointed as a Director on 8 February 2007. He attended 0 of the 4 Directors' meetings convened during the year.



**AUSTRALIAN TAXI INDUSTRY ASSOCIATION LIMITED
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DIRECTORS' REPORT (continued)

PRINCIPAL ACTIVITY

The principal activity of the association in the course of the financial year was the provision of advisory services on federal transport issues to the members.

During the year there was no significant change in the nature of those activities.

REVIEW OF OPERATIONS

The net profit of the company for the year after income tax expense was \$142,049 (2005: \$144,164).

DIVIDENDS

No dividends have been paid or declared since the commencement of the financial year. As the company is limited by guarantee, payments of dividends are prohibited by the Corporations Act 2001.

CHANGES IN STATE OF AFFAIRS

During the financial year there was no significant change in the state of affairs of the company other than referred to in the accounts or notes thereto.

SUBSEQUENT EVENTS

There has not been any matter or circumstance, other than as referred to in the financial statements or notes thereto, that has arisen since the end of the financial year, that has significantly affected or may significantly affect, the operations of the company in the financial years subsequent to this financial year.

FUTURE DEVELOPMENTS

In the opinion of the directors, disclosure of information regarding likely development in the operations of the company and the expected results of those operations in subsequent financial years would prejudice the interests of the company. Accordingly, this information has not been included in the report.

DIRECTORS' BENEFITS

During or since the financial year, no director of the company has received or become entitled to receive a benefit because of a contract that the director, a firm of which the director is a member, or an entity in which the director has a substantial financial interest made with the company or an entity that the company controlled, or a body corporate that was related to the company when the contract was made or when the director received, or became entitled to receive the benefit.

The President, Secretary/Treasurer and Assistant Secretary each receive an Honorarium, the quantum of which is approved at the Annual General Meeting of the company. The Honoraria, approved for 2006 was President \$12,000 plus CPI increases from 2004 (2005: \$12,000 + CPI), Secretary/Treasurer \$12,000 plus CPI increases from 2004 (2005: \$12,000 + CPI), Assistant Secretary \$7,000 plus CPI increases from 2004 (2005: \$7,000 + CPI).

2006

**AUSTRALIAN TAXI INDUSTRY ASSOCIATION LIMITED
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DIRECTORS' REPORT (continued)

INDEMNIFICATION OF OFFICERS AND AUDITORS

During the financial year the company paid a premium in respect of a contract insuring the directors of the company, against a liability incurred by such a director to the extent permitted by the Corporations Act 2001. The contract of the insurance prohibits disclosure of the nature of the liability and the amount of the premium.

The company has not otherwise, during or since the financial year, indemnified or agreed to indemnify an officer or an auditor of the company against a liability incurred as such an officer or auditor.

AUDITORS INDEPENDENCE DECLARATION

The auditors independence declaration has been provided by Deloitte Touche Tohmatsu.

Signed in accordance with the resolution of directors made pursuant to Section 298(2) of the Corporations Act 2001.

On behalf of the Directors

J L Bowe
Director

SYDNEY
Dated: 19 February

K B Foley
Director

PERTH
Dated: 19 February 2007



**AUSTRALIAN TAXI INDUSTRY ASSOCIATION LIMITED
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DIRECTORS' DECLARATION

As detailed in Note 1 to the accounts, the company is not a reporting entity because in the opinion of the directors there are unlikely to exist users of the accounts who are unable to command the preparation of accounts tailored so as to satisfy specifically all of their information needs. Accordingly, this "special purpose financial report" has been prepared to satisfy the directors reporting requirements under the Corporations Act 2001.

The directors declare that:

- (a) the attached financial statements and notes thereto comply with Accounting Standards.
- (b) the attached financial statements and notes thereto give a true and fair view of the financial position and performance of the company.
- (c) in the directors opinion the attached financial statements and notes thereto are in accordance with the Corporations Act 2001, and
- (d) in the directors opinion, there are reasonable grounds to believe that the company will be able to pay its debts as and when they fall due.

Signed in accordance with the resolution of directors made pursuant to Section 295(5) of the Corporations Act 2001.

On behalf of the Directors

J L Bowe
Director

SYDNEY
Dated: 19 February

K B Foley
Director

PERTH
Dated: 19 February 2007