

METERD TAXI PRESENTATION FOR THE COMPETITION COMMISSION

By Oupa Magano: 0820395156

Date :08 June 2018

Time: 8h30

Manhattan Hotel Pretoria

1.INTRODUCTION

BACKGROUND

Metered taxi is a mode of transport recognised internationally charge on km's rate, which is the oldest mode of transport supported by the section 66A of the NATIONAL LAND TRANSPORT AMENDMENT BILL [B7B – 2016]

Metered taxi service was solely under the White South African until 1980 under companies their cars driven by Blacks. It was the only transport services which operated without any regulation. It was working professionally better than now. That's where we were making some living but now there are crisis, owners and drivers are no longer making money.

During Minister of Transport Mr. Maharaj under former President Nelson Mandela formalised the metered taxi by applying NTTT. The formalisation lead to the establishment of the first council in Gauteng. During that period there were leadership in the Regions and Province which participate in meeting and discussion with the government. In that process we had a high hope to be recognised by the government and make income. Our permits were indefinite similar to our title deed, but now is the opposite. Our industry is in disarray, people are fighting and killing each other.

2. OPERARATION

Metered Taxi Service is not route base but pick up and drop anywhere in the South African boundaries. Its cars were graded according to Gauteng Provincial act 2006 no 8.2

- 1.A – Cars less than 5yrs
- 2.B – Cars more than 5yrs
- 3.C – Cars more than 10yrs

With clients demand the metered taxi council came with car specification adding to the grading

- 1.5xseaters car
- 2.9x seaters car

Metered Taxi services were professionalised and reliable even to transport tourists.

The adventurer like e-hailing services, the like of Uber and Taxify disrupted the smooth running operation of metered taxi.

The Gauteng Metered Taxi requested a moratorium to the issuing of all the permits on the 29th/May /2018 and to comply with the current public transport.

3. BUSINESS OPPORTUNITIES AND PROFIT

Metered taxi is no longer in viable operation. In any businesses the tariffs increase annually in line with the inflation. In metered taxi the tariff was R12.50 since in 2010 and negotiated to R15.00 with R10 flat fare for world cup event and present.

4. IMPACT/DISRUPTION

Regarding the operation caused by the e-hailing services the metered taxi operator is bringing less home. Italy and other countries banned the operation completely because of illegal operation and disorder caused in their countries. Only the app owners are benefiting and the partners are losing

5. RECOMMENDATION

Enforcement of regulation.

