

**Draft Minutes**  
**Advisory Committee on SPSVs**  
*Remote Meeting, MS Teams*  
*Thursday, 24<sup>th</sup> November 2022*  
*9.00am*

**Present:**

Chairperson	Mr. Cornelius O'Donohue
Representing SPSV and driver interests	Mr. John Murphy, Mr. Shajedul Chowdhury, Mr. Francis Doheny
Special interest or expertise	Mr. Noel Ebbs, Mr. James O'Brien
Representing the interests of tourism	Mr. Al Ryan
Representing the interests of business	Ms. Ann Campbell
An Garda Síochána	Superintendent Tom Murphy
Representing the interests of Local Authorities	Mr. Brendan O'Brien

**Apologies:**

Special interest or expertise	Mr. Paul Gregan
Representing the interests of consumers	Ms. Michelle Reid, James Cawley
Representing the interests of persons with disabilities	Ms. Joan Carthy
Special interest or expertise	Ms. Fiona Brady
Representing the interests of older persons	Ms. Mai Quaid

**NTA Staff in Attendance:**

Ms. Sonia Whyte (minutes)

---

**1. Minutes and Matters Arising.**

The minutes of the meeting held on the 27<sup>th</sup> October 2022 were approved without amendment.

**2. Traffic changes in Dublin (Brendan O'Brien)**

Operation Open City commencing 1<sup>st</sup> December. An update on what is happening over the Christmas period was given. The normal things will apply over the Christmas period, emphases on public transport, trying to keep routes clear etc. In order to facilitate some of the carpark access, around Jervis Street in particular, there is a section of two way running on Jervis Street to Strand Street over Christmas that will incorporate, on a temporary basis, a two way running up to the Jervis Street Shopping Centre carpark.

It was agreed to put this item back on the agenda for the next meeting so a full briefing on proposed traffic changes which might impact on the SPSV industry can be given.

### **3. Draft advises – (i) Transferability (ii) Taxi roof signs.**

- Transferability

The rationale behind the Committee's consideration of the issue of transferability of licences is to increase numbers in the industry. The draft document on transferability was discussed, with the arguments that allowing licences to be transferred could be a blocker to entry and that licences would gain a high value considered. It was noted that the various campaigns by NTA appear to be having the desired outcome with the statistics showing the retention of existing members in the industry and the number of new entrants increasing.

The

It was agreed that the Chair would amend the draft advises to the NTA highlighting further the NTA option to licence saloon vehicles and that should the current actions of NTA to increase numbers not have the desired effect, NTA could consider opening up the licensing of new saloon vehicles.

The Advisory Committee is not in favour of amending current legislation in order to reintroduce the transferability of SPSV licences and believes it would be preferable for the NTA to consider allowing for the licensing of saloon vehicles. The Advisory Committee also believes any change to the current licencing arrangements should line up with the green agenda and there should incentivise a move to e-SPSVs/e-Wavs.

- Taxi roof signs

The draft document on roof signs was discussed. No concerns were raised. The importance of the phased approach was discussed and welcomed due to the current economic climate, raising costs etc. The Chair will forward advises as agreed to the NTA.

### **4. NTA Update**

The NTA update which was provided in advance of the meeting was discussed. No concerns were raised.

### **5. Data Capture / Technology**

It was agreed that it is important that the NTA have sight of real time information for the industry such as is available with other methods of public transport. This information would be of benefit to everyone, the industry and public. It was clarified that this is not about tracking drivers, the rationale behind this is to identify supply and demand and that technology could benefit this. As such all information gathered should be anonymized as it is not about collecting data on individual drivers.

Various methods of how to collect the data were discussed and how the most accurate data could be captured. The issue around false readings were discussed, for instance if a driver drops off a fare to the airport but can't pick up on return, but it appears that they are still working, how this

and similar scenarios can be captured correctly. There needs to be some way to show a driver is working but also a mechanism to validate they are working to reduce any false readings.

It was agreed that this issue links in with roof signs, both items are extremely complex so they have been separated, so as not to hold up the roof signs, but they will be considered in tandem.

There was some discussion around using telematics/smart meters and the benefits/barriers to using same. It was also suggested that looking at how data collection is done in other jurisdictions may be beneficial.

It was agreed that a list of all suggestions put forward would be drawn up for further discussion at the next meeting.

## **6. AOB**

The query around pre-booked taxis was raised again. If a driver drops a pre-booked fare to the airport are they permitted to pick up a fare at the airport and drop to another location. This will be clarified for the next meeting.

Al Ryan was attending his last Committee meeting. The Committee acknowledged and thanked him for his time, effort and dedication in providing advises and for his long service.

The next meeting of the Committee will take place on 26<sup>th</sup> January.

**Signed:**

**Dated:**