



Subject:

private ride-sharing cars or illegal taxi service

Date:

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Good Day Sir et al.

I would like to make a submission to your esteemed committee in relation to the Bill tabled in Parliament; and as my subject line indicates, the insistence on calling the illegal activities of uber ride-sharing is a major problem and form the basis of the legal challenge of uber. As I am not a qualified lawyer, I am going to summarise my submission in dot points form.

Regarding safety: (most if not all the following points are mandated by Queensland transport and the relevant legislation which governs the machinations of the taxi and hire care industries because they provide a public service, and they significantly add to the cost of operating a taxi)

- Uber cars do not have security cameras
- Uber drivers do not need Medical certificates
- Uber drivers do not need to hold an open license for 12 months in the state they are driving
- Uber drivers can drive with a P Plate
- Uber drivers do not require zero blood alcohol reading
- Uber cars do not have the correct CTP (Green Slip) insurance (which is a substantial expense for all taxi owners and operators)
- Uber drivers are not checked daily (if at all) for Traffic & Criminal offences
- Uber cars do not have mechanical inspections by Transport twice a year.

The above mentioned points are by no means exhaustive and are just a sample which paints a real picture of the sort of chaos which could rein on our streets if uber is not stopped and allowed to transport people for A to B without adhering to the current legislation.

Regarding economy:

- Uber don't have a dispatch room for phone calls (which cost hundreds of thousands and employ real Australians who are not only voters but also taxpayers and their money is part and parcel of the economical cycle of the country)
- Uber don't have to pay correct registration currently Qld , NSW & ACT in excess of \$7,000.00 per year (they pay the 600\$ or so per year - the amount mandated for private cars - so they offer a public service for the private fee; why then we pay 7000\$!!!?)
- Uber don't pay the correct car insurance as they are commercial vehicles but only pay standard insurance if they are insured at all. There is no compulsion to comprehensively insure your car. Many people do not, and uber drivers will not even take the private insurance (which could be as low as 600\$ per year) because the greed of uber had rubbed on its drivers as well, so they are out there to keep every dollar. But what happens when one of them have one of those multi-vehicle accidents and few people die !!!
- Uber don't pay radio fees (also a substantial amount 11000\$ per year)
- Uber don't pay for security cameras (hard to give expense estimation because of so many things that could go wrong with the system)
- Uber don't pay for security staff at ranks (this feeds into the logic of providing more assurance to customers especially when they are not in full command of their intellectual faculties)
- Uber don't pay to have cars painted decaled as per Government requirements

Governments across Australia regulated our industry to be compliant for all these measures because in theory governments legislate to protect the public. Therefore, the government should have the interest of the public as a priority and not play politics with something as sensitive as public safety. I personally will align my vote in the next election with the party who will protect the public, stand its ground and amend the legislation to help us keep the industry safe, effective and for all. There will be voices claiming that we should open up the market the embrace technology (unfortunate comments by some politicians), whereas the reality is the only reason uber wants to operate here is because they know for a fact that they can ship off billions of dollars every years offshore. This is Australian money which should cycle and be recycled in the Australian economy and no one should be allowed to drain wealth from Australians. I would like to echo the words said in the parliament

regarding the imminent existential threat facing the industry, and at the same time reject the notion that the government is protecting a monopoly or the like. At the contrary, the government set the rules and regulations as part of its duty towards its people and private citizens, like myself, agreed to invest and partake in the operation of the industry. Like so many individual operators, I reject the notion of a cabal or cartel, we are individual operators, voters and tax payers and do not condone any form of monopoly over any industry because we believe in the free market. But free market does not mean drain the wealth of Australians for overseas investors could amass wealth and this country become inferior in economic power. This Bill is important not only because it puts an end to an illegal venture which economic and otherwise consequences can be very dire, but also because it provides the law-abiding taxi operators and owners with a chance, a clear stipulation from the government that legislation and regulations are for all and everyone is subject to the rule of law.

At a time where developing countries are in the process of emulating our regulations, which protect the public and organise the industry, it is shameful and suicidal for a developed country to capitulate to a MNC whose all objective is to ship our wealth offshore and if they are allowed to do so, governments will find themselves begging MNC for a fraction of justice which will then be denied; and this will mark the beginning of national and societal disintegration, where private citizens lose confidence in their government.

Regards

Haytham Younes
Taxi owner and operator.

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