



Research Director  
Infrastructure, Planning and Natural Resources Committee  
Parliament House  
George Street  
Brisbane, Qld 4000

**Submission to Support**  
**Transport Legislation (Taxi Services) Amendment Bill 2015**

Dear Research Director,

I fully support the above Bill to be introduced into Parliament; the reasons for my support are listed below.

My husband and I purchased a Maxi Taxi Licence in the Brisbane Taxi Area being hopeful of using this as part of our Superannuation, but with the onset of Uber, an Illegal Taxi Service, seemingly tolerated by the past LNP government as well and the incumbent Labor Government our plans of a retirement have been dashed.

My husband drives the taxi and getting drivers to assist with the income from our Small Business is becoming increasingly harder as no Bailee Drivers has confidence in this industry as the government is not backing the rhetoric with making Uber Illegal. They are plainly out on the streets in unfair competition with the Legal Taxis and have been for 2 years or very close to it. The fines being imposed on the drivers are being paid by the parent company, Uber so are no deterrent.

Furthermore, the bullet points below are more evidence that the Bill should be supported and passed by the government.

- Uber Drivers are not paying GST. Certainly not at the same rate as Taxi Drivers who are required to pay from the first dollar earned.
- It is likely that Uber Drivers are not paying Income Tax as well as GST. This gives them an unfair advantage over hard working Taxi Drivers to the level of 25% of income.
- CTP Insurance is another area of discrepancy. Uber drivers are paying only a Class 1 CTP of approximately \$700 per annum. A taxi incurs a CTP class 3 costing \$6,500 per annum.
- Personal Accident Insurances are a further insurance area of problem. Queensland Taxis are required by law to hold a \$20,000,000 cover for Public Liability. Uber has openly stated that their drivers are covered by a \$50,000 cover, but is based in San Francisco. They set the standard very low and then, will fail to achieve it when pressed. This is, after all, for the protection of Queenslanders, something that the government is elected to maintain a high standard of but since Uber started has fallen down on.

- Queensland Taxis have an average age across the fleet of 2.3 years of age and a maximum of 6 years. Uber has a limit of 10 years and then fails to check the vehicles after starting service so vehicles could be up to 12 years of age. So the standards that Uber says are higher than the Taxi Fleet is pure rubbish.
- Surge Pricing with Uber can take a figure quoted during slow periods and multiply that figure by 500%, so a regular fare of \$30 can become \$150 for many unsuspecting passengers of Uber in time of high need. This is just plain "Price Gouging," nothing else can explain it. Surge Pricing can be manipulated by the Uber Drivers themselves to their gain, certainly not for the gain of the customers. Queensland Taxi fares are set by the meter and cannot be gouged in any manner.
- Uber does not have any Disabled Services and have no vision to move into this area as opposed to the Queensland Taxis where 20% of the Legal taxi Fleet here. Uber is "Cherry Picking" the more profitable services and ignoring the less profitable areas.
- Queensland Taxis cross subsidise the unprofitable with more profitable areas building the less profitable areas loss into the profitability of the total business. This is fair to all passengers. Uber has no intention of picking up passengers in less profitable areas making sure that the profitability of their business is at the expense of passengers who wish to go from their home to the local shops etc.
- Taxi Companies in Queensland have the best communications systems available at their disposal. This has many benefits such as a passenger can call and book a taxi on a phone and speaking to a telephonist, SMS, the Internet and by the Company Apps. Additionally, Taxis can be accessed by Hailing on the street, as well as standing on a Rank. Uber have one way of booking a car. That is by their App and the App only.
- Queensland Taxi Companies go to great lengths to train their drivers many through Registered Training Organisations. During the 2 weeks of training many use as training, the Trainees are Police checked for criminal history as well as driving history. This is in line with Queensland Law as Children, Women and Aged People are carried by Legal Taxis and the drivers have to be thoroughly checked by the necessary authority. Uber on the other hand has a woeful history of driver security problems but they state that the drivers are also checked, once. Taxi drivers are checked every time they log onto the in taxi computer system.
- Queensland taxis are required to undergo compliance audits and 6 monthly mechanical inspections by DTMR as part of the Taxi self-regulation conditions. Uber has never been made to comply to these conditions.
- Uber has no In Car Security Camera System as is required by law or GPS tracking 24 hours a day. In fact if the operator of an Uber Vehicle wishes to NOT be tracked, all they have to do is switch off the phone and they are for all intents and purposes gone.

Taxis are a very low margin business and with the cross subsidization of the non profitable areas, can be problematic, but with a business like Uber setting up in Queensland and allowed, or tolerated by the government, stealing fares from Queensland Taxis, it can become unprofitable very quickly.

The introduction of Demerit Points for this Illegal Taxi Enterprise, Uber, it will dissuade any person thinking that there is a quick profit to be made.

This Transport Legislation (Taxi Services) Amendment Bill 2015 should be taken to Parliament as soon as able with a view to debate passing into the Transport Operations Passenger Transportation Act.

Yours Sincerely,



Jenne Walter