

Infrastructure, Planning and Natural Resources Committee

From: Hutcheon [REDACTED]
Sent: Monday, 5 October 2015 8:02 PM
To: Infrastructure, Planning and Natural Resources Committee
Subject: TRANSPORT LEGISLATION (TAXI SERVICES) AMENDMENT BILL
Attachments: taxi submission october 2015.docx

Submitted by:
Michael Hutcheon
[REDACTED]
Taxi Owner

TRANSPORT LEGISLATION (TAXI SERVICES) AMENDMENT BILL

In 1982 I purchased a Queensland Taxi Service Licence for the equivalent of a Brisbane house price at that time, and that's exactly its value today..the price of a Brisbane house. For the last 30 years, I have driven a taxi, made an income, brought up and educated three children and provided jobs for other taxi drivers, contributed to the GDP of this state, and paid GST and taxes. I am currently a self-funded retiree, but I feel that the continued inaction of the Queensland Government in regard to the illegal operations of Uber (Google) will force me to become reliant on a government pension. There will be a financial crisis for Queensland taxi owners, caused by Uber and the inaction of the Government.

When I purchased the taxi licence, it was in accordance with Queensland legislation, and gave me the legal right to invest in a business that would provide me and others with an income. These same laws are still in place, but are being treated with disdain by a foreign controlled entity named Uber.

The laws were devised mainly to protect the public from unsafe vehicles,drivers, and to promote a level playing field for taxi fares. Taxis, limousines and other like vehicles are required to have Q numbers, special licence plates and signs in Braille, so that the general public can distinguish regulated vehicles, but these illegal hire vehicles operate under a cloak of anonymity. The drivers of these vehicles could obtain the necessary taxi operator licences, and work for a legal taxi company, but they choose to operate outside the laws of this state. These people have no commitment to the industry and are transient in nature unlike the taxi owners, who have a financial investment in the industry. Allowing this to continue would mean everyone could become an illegal cab driver, picking and choosing the high demand times and ignoring the pensioners and the disabled.

The public transport pie in this state is not large. Current, legal and licensed operators have had a downturn in income, while still paying licence fees, special public liability rates, high insurance premiums and security camera charges. Uber may have a lesser impact in the huge market places of London and New York, but in Queensland and Australia, there has been a considerable impact on current taxi owners and operators working within the laws of this state.