

Oct 18th 2015

To The Infrastructure, Planning and Resources Committee,

Dear Jim Pearce MP,

The following submission is a result of ongoing frustration felt by myself and the entire taxi industry, as comprised by many thousands of family-owned-and-operated small businesses which are an integral part of the Queensland and National economy. Our Taxi services have been established via a well-regulated and legislated legal framework, designed to provide a safe reliable affordable transport service for the public. The professionalism and necessarily-high safety standards evident throughout our industry domain, as well as our focus on public welfare and equitability (e.g., wheel chair access), have therefore been the result of decades of innovation and cooperation between industry and government. The culmination of such measures is now under threat of destruction by a billion dollar multinational company (Uber). For this reason we ask for your support of the Transport Legislation Taxi Service Amendment Bill introduced recently by Mr Katter MP, as well as any further regulatory or legal action required to safeguard the public and the livelihoods of those within the Queensland Taxi industry. It is sincerely hoped that your support of the Amendment Bill will assist to ensure that corporate terrorists like Uber cannot bulldoze their way into local industry on the premise that they, unlike other companies, are not obligated to obey current State law because of their foreign status and endless resources. Although they (Uber) publicise auspicious undertakings locally; over time in other developed countries they have collectively ignored local laws and regulations and have actively encouraged and enabled their driver partners to operate illegally, thereby causing turmoil for local industry, the public, and government and regulatory bodies. The reality is that Uber have accomplished nothing more than the development of an app to connect illegal transport providers (Uber Driver Partners) with customers at artificially deflated prices by way of avoiding compliance costs and tax obligations. Surely, the underlying intention of any business that operates from such a platform is profit at any cost; the finishing point being that all parties other than Uber lose: that is, Taxi drivers by way of reduced earnings, Taxi owners by way of business devaluation and reduced earnings, the public by way of reduced service standards and reduced equitability, and the Government by way of lost taxation revenue and financial and legal burden incurred in response to contending with a fleet of uncontrolled illegal taxis. To reiterate, we ask for swift action to oppose illegal Taxis. Your support of Mr Katter's Bill will send a clear message that illegal and immoral corporate behaviour will not be tolerated. Your support will assist to provide fairness and certainty for the existing Taxi industry so that we may continue our partnership with the Queensland Government for the benefit of all.

Yours sincerely,

Nicholas Aird



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