

From: [REDACTED]
To: [Infrastructure, Planning and Natural Resources Committee](#)
Subject: FW: Taxi Service Amendment 2015
Date: Monday, 12 October 2015 7:56:52 AM

To the Committee Chairman of the Transport Legislation (Taxi Service) Amendment 2015.

Dear Sir / Madam,

I have been a Taxi Operator for the past Twenty Three years. Along with my other counterparts in the industry I am very concerned about the threat UBER poses and the current lack of government action to impose any legislation against UBER and its goal of becoming an unregulated taxi service. Anyone who thinks Uber is not a Taxi, is misinformed and not in touch with the industry. Where ever UBER have started worldwide they have eaten into more than 40% of the taxi customer base. The Ridesharing service which they claim to be is a loosely used term. If they are taking payment for a service they are a taxi whether they take this view or not. They are set up for commercial gain and use loopholes to further their venture.

The taxi industry must abide by many rules and regulations, set by government. In return for Taxi operators abiding by these rules we expect the government to protect the industry and ensure any new entrants be covered under the same rules. Part of the UBER customer proposition is a cheaper service. There is little wonder how the service can be cheaper when the following is not applied to them.

1. No requirement to purchase a taxi plate.
2. No requirement to operate a vehicle less than six years old.
3. No requirement for government operator Accreditation.
4. No requirement for government Service Licence .
5. No requirement for Transport Department inspections every six months.
6. No requirement for Security cameras in Taxis.
7. No requirement for Security checks on drivers.
8. No charge for Security levy for safe Taxi ranks.
9. No requirement for Wheelchair Accessible vehicles.
10. No requirement for Fares to be done on Meter.
11. No requirement to have an ABN and be registered for GST.
12. No requirement to Display photo ID.
13. No requirement for the vehicle to Operate 24 hours a day.
14. UBER drivers have the ability to choose who, where and when they want to pick up a customer and demand how they pay.

I have personally written to the Deputy Premier, Jackie Trad. The letter I received back praised Innovation and the use of new Technology. The systems used in the Taxi industry are very sophisticated and costly. There is much more involved in ordering a Taxi than what is needed to order an UBER taxi. Technology is also irrelevant in the argument about what is a legal versus illegal service. The minister also said Uber must comply with applicable laws and maintain customer safety. To my knowledge this has not been happening.

Uber has gone from a zero to Fifty Billion Dollar Company, simply because they have relied on

spineless Governments around the world allowing them to operate. The media have also contributed to the problem due to the unfounded denigration of the Taxi Industry. If the governments were to imposed stricter penalties such as confiscation, or higher financial penalties for an illegal driver you will have more chance of shutting UBER down. Or alternatively the government could choose to buy back all the taxi plates and let the current legal drivers operate on the same terms as UBER. This no doubt would not be an option to already cash strapped governments. However the Government is happy for a taxi driver to lose hundreds of thousands of dollars due to a reduction in value of their taxi plate. Something must be done by the government to protect our industry. Inaction will ultimately drive taxi operators away from the industry and hurt who the government is trying to help, the customer.

Regards,

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