


From: 
To: [Infrastructure, Planning and Natural Resources Committee](#)
Subject: Fwd: Taxis in Queensland and intended legislation.
Date: Monday, 19 October 2015 2:35:14 PM
Attachments: [Uber and Taxi Qld.pdf](#)
[ATT00001.htm](#)

Hello again,

Sincere apologies. I omitted these two sentences at the end of my submission so am resending with them included at the start and end of the second last para.

Regards, Anna.

Begin forwarded message:

Dear Chairman,

Hello Jim,

Thank you for the invitation to make a submission to your committee on this matter. I have never done this before but will endeavour to explain my point of view as succinctly as possible.

My name is Anna Halpin and my husband and I purchased a taxi licence many years ago and then a second one in the following year. We had to borrow heavily for the second one as the price had increased. The reason why we put all of our savings into this industry was that it was well regulated and also the best run taxi industry in Australia. We still believe the latter to be the case. We, of course, being in our seventies have to lease out our licences but the return from the two far exceeds my husband's annual superannuation and constitutes our main income source. We made these investments for the future so that we could support ourselves and not be a burden on the taxpayer in our later years by accessing the age pension.

Now, along comes Uner which is German for "above" or "superior" and this is exactly how Uber operates. They consider themselves above our laws and behave accordingly. We don't understand why our Queensland Government is failing to enforce those laws and that very point was made rather forcefully to Minister Jackie Trad last Wednesday in front of Parliament House at noon at the taxi rally in protest against a level playing field.

Uber is a foreign company which, as far as I can ascertain, does not make any contribution to either income tax or company tax here in Australia (perhaps not anywhere?) and is trying to get out of paying GST, a tax which exists to provide funding for the states. Uber reminds me of the pirates who pillaged the Barbary Coast centuries ago, but those guys stole from the wealthy whereas Uber is taking away the livelihood and life savings of ordinary people who have trusted in the government. Minister Trad said twice last Wednesday that our superannuation is safe which, I guess, means that she will support the value of our licences? For how long?

As well as the hundreds of thousands of dollars we have invested in the

licences there are also the costs of renewal of the licences, the Operator Accreditation Renewals, the Taxi Industry Security Levies for cameras in the taxi, etc. You would by now be well aware of the annual cost of the insurance coverage for taxis being over \$7,000 or, in other words, ten times the insurance payment by an Uber driver. **THIS IS DEFINITELY NOT A LEVEL PLAYING FIELD!**

Also, taxis have to be on the road at all hours whereas I am informed that there is no such pressure on the Uber drivers who can drive when it suits them which, I would imagine, is the busy hours where there is no waiting time for a fare. The taxi driver has no such luxury as he has to be prepared to wait patiently in the quiet periods for a job to come available. **The taxi industry is not sustainable if another “taxi” cherry picks the busy times and leaves the accredited drivers only with crumbs.**

Since the government has been allowing Uber to run as many illegal “taxis” as it can, which amounts to **deregulation by stealth**, the value of my licences is rapidly eroding. Uber’s goal is to have more and more “taxis” out there but it is clearly obvious that the more Uber drivers are illegally on the road then the less viable the legitimate taxi industry becomes, and it eventually may collapse. Has the government considered this potential disaster? I am attaching a short letter published in Saturday’s Courier Mail...please refer to the second one from Michael McEvoy...I could not say it any better!

My husband and I wish to support the Transport Legislation (Taxi Services) Amendment Act 2015 which will go a very long way to restoring the level playing field.

Thanking you,

Anna Halpin
October 2015.

Paul Keating famously said if you change the government, you change the country – and this week showed that if you change the prime minister you are likely to change the government at the same time.

national politics, is being conducted in a markedly different manner.

Mr Turnbull is trying to ensure the time is used as a forum rather than a bear pit, seeking to answer questions

courtroom skills to skewer his opponent and leave them without an escape hatch.

But it is not just the PM who is exercising latitude at Question Time. Ministers are speaking from their policy

briefs, are articulate and have keen policy minds. Even some of the survivors from the Abbott cabinet, such as Immigration Minister Peter Dutton, appear reinvigorated under the less constrained and

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Insurance liability concerns put Uber in the back seat

IN YOUR story “Uber app outsmarts transport inspectors” (C-M, Oct 15), an Uber spokesman was quoted as saying, “Nobody should be penalised for providing safe and reliable rides in their own car, in their own city”.

This is slightly misleading as Uber drivers charge for providing this ride.

An important aspect of this debate is that when Uber drivers renew the registration of their car and pay third party insurance they presumably state that the car is for private use. When they provide a ride to a paying passenger this is no longer “private use”, and is a breach of the insurance policy.

Therefore the insurance company could refuse to accept liability if the passenger was injured in an accident.

That’s not really a “safe ride” in my opinion.

Barry O’Driscoll, Alexandra Hills



I AM a taxi owner who has driven for 20 years.

My wife and I purchased a licence 25 years ago and to do it we put ourselves heavily in debt.

I worked in excess of 100 hours a week for many years and with four small children it meant I didn’t see them growing up as much I would have liked. The running costs of a taxi are exorbitant so there was no choice.

Now I have to sit back and watch an illegal operation take away my retirement.

I have very little superannuation, the cab licence being my retirement fund.

How can anybody tell me that after all those years of working in a dangerous and exhausting business somebody can take it away?

The State Government sets the taxi licence price and regulations and yet sits on its hands when the best taxi industry in Australia is threatened.

Never mind the great risks the public is taking by using the other insidious business.

Michael McEvoy, Corinda

Forget label of the Smart State Queensland is in a state

THE leaked blueprint with ideas to kickstart the Queensland economy has been disowned by the Palaszczuk Government (C-M, Oct 16).

The Beattie government found a way to advertise the state with the “Smart State” number plates.

Maybe the current Government should create a new plate using the slogan “Queensland – State of Inertia”.

Tony Miles, Chermide

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Legacy Way funding be on public transport infr

LEGACY Way is the first Brisbane tunnel to reach traffic expectations (C-M, Oct 13).

Given the decline in patronage of Transurban’s other toll tunnels after the toll-free period ended, surely Legacy Way’s \$1.5 billion investment could have been better spent improving southeast Queensland’s mass public transport system rather than continuing to build underutilised grand infrastruc-

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Mind boggles at mental philosophy lessons in P

GOSH, from Prep to Year 6, our little ones will be taught philosophy by a select few teachers employed in some state schools from next year (C-M, Oct 16).

I don’t want to rock the boat, but I would like to suggest to those who have been responsible for developing such a harebrained idea that

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