

From: [REDACTED]
 To: <ipnrc@parliament.qld.gov.au>
 Sent: Friday, October 16, 2015 12:34 PM
 Subject: Fw: Transport Legislation (Taxi Services) Amendment Bill. 2015.

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 #160



Research Director,
 Infrastructure, Planning and Natural Resources Committee,
 Parliament House,
 George Street,
 BRISBANE, Qld.

I am a Brisbane Taxi Licence Owner and I write in support of the implementation of this abovementioned Bill by the Katter's Australian Party. I, and the people involved/employed in the Legal Taxi Services in Queensland, have to abide by the laws and regulations the Government enforces upon us.

1. I am staggered that any anarchanist organization can ride in to our State or Country and openly flaunt our Laws and Regulations.
2. For the first time in my life I wonder at people who possess the ego to stand for public office then, upon election, do not have the strength of character and commitment to enforce our laws. I thought they swore an oath of office to do so.
3. Uber, or ride-sharing's claim, and only claim, is that it has an app and is therefore "new technology". Brisbane Taxi Companies have operated "apps" well before Uber's arrival. Uber uses this feeble excuse to bypass all of our laws and regulations, thus cost cutting and undermining the existing taxi industry.
4. The cost of Compulsory Third Party Insurance for a taxi was \$6908.40 per annum from QBE Insurance (Australia) Limited. I have spoken to Dept of Transport Officers who advise that Uber drivers are advised of this when registering their vehicles **and they knowingly decline it. Legal Taxi Operators have to pay this and so they should.** We then pay a further \$4800 per annum Comprehensive Insurance because the cab is classed as a commercial vehicle. Uber drivers only pay normal private vehicle insurance. **Just ridiculous!!!**
5. Legal Taxi Operators pay for Cab Rank Supervision fees. Uber do not. Should we abolish this and allow drunks and queue jumpers to take over the cab ranks in busy periods? Is this in the interests of the General Public?
6. As a Legal Cab Licence Owner, I have to pay Operator Accreditation Fees annually stating whether or not I have had a criminal conviction recorded against me. Will Uber car owners be able to be criminals and also not have to incur this cost also? Does this serve the interests of the General Public?
7. A Legal Taxi has to be off the road **on the day** it becomes six years old. Uber cars can be up to ten years old. Some of the public complain that taxis are dirty - what will Uber cars look

like by the time they are ten years old? Should we change this for Uber? Will this benefit the general public? *Buy an ex taxi or a second hand seven, eight or nine year old car from a used car yard and become an Uber driver and help to destroy the taxi industry in our State. Are our politicians this gullible and commercially naive??? Maybe they are!!!

8. Legal Taxis undergo stringent six monthly mechanical and safety checks. In fact they are virtually monitored daily when they return to depot. Uber doesn't have to pay for this. Will this benefit the safety of the General Public?

9. Taxi fares are regulated by Government. Uber operators can charge what they like and profiteer by surge pricing in busy periods. Is this a benefit to the General Public? Taxi movements are monitored by their Head Office staff. A large monitoring screen traces the movements of every cab displaying its location, its destination, whether or not it is taking the shortest route - to prevent overcharging - and the identity of the driver. Very tightly regulated and administered.

10. An Uber driver can be at a party, having a party or few drinks at home, down the pub etc. etc. when he receives the call. He or she can be drunk/half drunk or drugged when they pick up a young family. What happens if he/she then hits another vehicle and injures or kills the occupants of that vehicle as well? **And no Third Party Insurance!!!!** Just wonderful. Is this a benefit to the General Public?

11. What percentage of Uber drivers will not disclose their true incomes so they can still claim Government Benefits?

12. Each year the Government is happy to pocket Taxi Licence Renewal Fees. Surely this should entitle Taxi Licence holders to some protection - indeed loyalty - from Government. The Government also receives very substantial Stamp Duty upon the sale/transfer of Taxi Licences.

13. Taxi operators also have to paint and decal their cabs to assist the public to readily identify them. Uber don't have this cost. Will we be a city without identifiable taxis? We will be a joke. Is abolishing this a benefit to the General Public?

14. Legal Taxis have to be equipped with a radio, meter, GPS system, dispatch gear, eftpos and camera. Are these now unnecessary?

15. Where do illegal Uber cars pick up and drop off their passengers? Can they do this with gay abandon in heavy traffic causing a substantial safety issue and chaos?

16. Will people frequently get in to the wrong car - as how do you identify an illegal Uber vehicle? It will require a lot of explanation here, so I shall not try, but doesn't the Uber model present a very significant safety issue for women? A calculating, evil mind would surely find ways to circumvent the Uber screening methods.

17. Ill informed radio and television personalities, and journalists seem to be falling all over themselves in support of Uber. In utter ignorance, they state that Brisbane taxis are a duopoly. **Not true.** The taxi industry is wide open to competition. Anybody can start up a legal cab company in any part of Queensland. Like any business/industry their are laws to abide by. **Uber is free to enter the market - they must not be free to flaunt our laws.** They can enter the market and lobby to change the laws if they can prove them unfair or not in the Public

Interest, That's the way it's done - **SIMPLE!!!!**

18. While I support this Bill, Uber should be closed down and their Executive and Staff charged for failing to abide by an Order to Cease and Desist operations. The Uber drivers are simply the "Drug Mules". Closing Uber down will save us a fortune in funds wasted paying Transport Department Officers to police their illegal operation and progressing matters through the Courts. However, as the Government does not seem willing to close down Uber, the penalizing of Uber Drivers through heavy fines and points penalties is the only option and it carries my strongest endorsement.

19. Unlike legal taxis, Uber cars don't have to be equipped with a camera. Therefore they can be assaulted (by an accompanying passenger other than the credit card holder) without any recording of evidence.

Uber is a charade that has many of our politicians conned. It reminds me of the "Holiday Magic" scheme of the late 60's that bluffed so many people. Gullible and naive people are prone to fall for these schemes in the same manner as they fall for pyramid selling schemes and dubious investment advisers.

E.D.Hansen.



18th October, 2015.

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10/17/2015