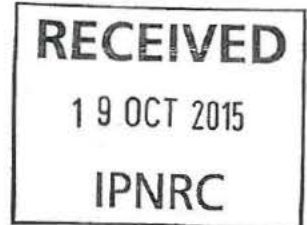


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To: Infrastructure, Planning and Natural Resources Committee
Subject: Transport Amendment Bill
Date: 14 th October 15.



To Infrastructure, Planning and Natural Resources Committee

We write in support of The Transport Legislation (Taxi Services) Amendment Bill 2015, initiated by the Katter Australia Party.

We are the Owner Operators of a Silver Service Taxi. We have operated this business for the past 18 years. We invested in this industry in good faith given that government had clearly indicated that all service providers would be subject to similar controls and that the ability to offer taxi services would be restricted to properly licensed persons. The incursion of unregulated Uber X, since April 2014, has impacted our income and continues to threaten our livelihood.

We were planning to retire in 2014 and were counting on the sale of our licence to be our superannuation. We are both 68 years of age. We have received no offers for the licence since we listed it on the market in July 2014. We have had to delay our retirement in spite of declining health. We have grave concerns for our financial future. We were eagerly awaiting the outcome of the Taxi Strategic Plan so that we could find a solution. Unfortunately, this has been delayed until August 2016.

We have taken pride in the provision of a high quality passenger service. It is inconceivable to us that a multinational corporation that does not pay Australian taxes and was told to cease and desist, has openly disregarded the law and continues to operate without any regard to legislated regulations and social responsibility.

Uber X operates without regard for legislated safety measures for the protection of the passengers and drivers, not implementing the standards that apply to every taxi:

- Standardised surveillance cameras in all vehicles and GPS monitoring.
- Mandated commercial vehicle inspections
- Mandated retirement of standard passenger vehicles after 6 years
- Full Commercial Vehicle Third Party Insurance.

Uber has made **no** provision for vulnerable elderly & disabled Queenslanders. This in combination with their lack of respect for regulations highlights their commitment to growth at the expense of social responsibilities. There is a reason why Uber is facing an international backlash regarding its business ethics.

We are not against competition in the industry, and are aware that if used ethically, technology can enhance the provision of quality transport services. The current situation where one illegal player is not adhering to regulations puts law abiding taxi owner operators at a huge disadvantage. It also puts uninformed consumers at risk. **This is not ethical competition.** We believe it is grossly unfair and unethical that those of us who have loyally followed Queensland laws and rules should be expected to continue to operate in this lawless environment.

Until implementation of the proposed Strategic Taxi plan we implore the government to support the Transport Legislation (Taxi Services) Amendment Bill 2015, and enforce the existing laws and regulations with due diligence. If transport inspectors are incapable, police should be directed to undertake the enforcement.

In developing the Strategic Taxi Plan for Queensland we ask that policy ensures that any competition be played on a level playing field where **all** stakeholders are required to abide by legislated regulations, particularly those relating to safety, insurance, licensing and taxes.

The government needs to ensure that the purchase of a taxi licence remains viable, for example through the buy back of a percentage of taxi service licenses to reflect the loss of work due to Uber X's incursion.

In the event that the government should choose to relax licensing requirements, we submit that the government has a moral and ethical responsibility to compensate all the existing taxi owners who were clearly misled when tendering or purchasing their licenses.

Your Sincerely



Russell and Patricia Caldwell