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Submission to Parliamentary Committee

Taxi Industry

I have been in the taxi industry since 1967 and recall the industry having rogue drivers who would use their private cars and work as taxis on weekends. The government then decided to introduce T plates for taxis and registration of these vehicles changed to commercial use. Today's registration form still has a penalty of \$6000 if the owner ticks the private use box, but still operates a vehicle for paying passengers.

The cost of a taxi license has no bearing on the fare structure, but we still have to submit operating costs such as fuel, repair costs, registration, insurance, security cameras, supervisors on weekend taxi ranks and machinery inspections by the transport dept. Any increase in fares can only be approved by the government. Uber can charge whatever they want. They can charge higher fares when the demand increases. There is no government control on what Uber can charge.

The taxi industry is similar to a plumber or an electrician, who have to have a license to provide a service when dealing with the public. They are liable if something goes wrong. Over the year the safety of both passengers and drivers is of primary concern and the government is constantly updating any new ideas to help the taxi industry stay safe.

I am only one of many owners who have been in the industry for more than forty years. We received no superannuation during this period so we depend on the value of the taxi license to be a self funded retiree. We are costing the government nothing in our retirement, but are still paying GST and TAX. The taxi industry is on its knees. It is requiring urgent intervention by governments so we can have an industry that is a full time service to the public and not an operation dependent on part time drivers.

Yours Faithfully

George Kaluza