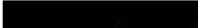


From: [COLIN DOCKERY](#)
To: [Infrastructure, Planning and Natural Resources Committee](#)
Subject: Submissions to the Transport Legislation (Taxi Services) Amendment 2015
Date: Sunday, 18 October 2015 7:43:19 AM
Attachments: 

Members

I have attached my submission in support of the above Bill.

Thank you for your consideration.

I am writing in support of the Transport Legislation (taxi Services) Amendment Bill 2015, and seek your support in making the necessary legislative amendments to control the illegal operations of Uber.

My partner and I are the owners of a Townsville Taxi Licence. The licence was purchased for a twofold purpose; -

1. An investment to provide income at retirement and not have to rely on the public purse.
2. "Job Insurance" in the event of redundancy. This eventuality occurred and I am now working in our business, and 2 other people rely on our business for income.

I can't think of too many businesses that can operate in Australia without holding Licences, Accreditations, meet Local Government requirements, OH&S, ongoing Professional Development etc. In addition, copy-write, patents, intellectual property etc protect numerous businesses. Without these requirements public safety would be at obvious risk, businesses would not invest, there would be no employment, and our society would sink to anarchy.

What Uber have done is disgraceful, Uber were issued a cease and desist notice in May 2014. Uber ignored the notice and effectively gave the Qld Government the 2 finger salute, and commenced operations illegally. That the Queensland Governments took no action is shameful.

The uncertainty of the industry has seen the values of Taxi licences plummet

Numerous small business operators both young and old mortgaged their homes to buy a job, buy a business or buy an investment. The taxi industry was sanctioned by the various State Governments who controlled the number of licences, set pricing, regulated and oversaw the industry generally. Many of these older people who drove their cabs for years have since retired, leasing their licences from which they derived income/superannuation. The younger operators whom mortgaged their homes to buy a licence now face the real prospect of the Banks foreclosing on their loans.

No doubt you will have received numerous submissions highlighting the irregularities the Taxi industry faces, the main issues being; -

1. Disparity in CTP and 3rd Party Insurance.
2. Public Liability.
3. Industry Authority Licences.
4. Price gouging / surge pricing.
5. Cameras and GPS tracking.
6. Investment.
7. GST and Tax.

Viz, a level playing field does not exist, and of course taxi operators cannot compete.

I wish to expand on 2 issues; -

1. Insurance
2. Taxation

1. Insurance.

There has been significant speculation about the legality of Uber's insurance. Do they have it, or don't they? A simple solution would be for them to provide a copy of their policy. If the policy is freely provided, good. If they refuse to provide policy details, I would suggest cover does not exist. If they have no cover, they should be banned immediately.

2. Taxation

My assessment of the taxation issue, is based on the following assumptions, given Uber have not formally disclosed information.

Uber marked one year of operations on the Gold Coast recently, claiming it had provided more than 327,000 trips in the city over the past 12 months.

Uber have therefore conceded to having facilitated breaking the law 327,000 times.

Assuming an average fare of \$15.00, Gross Income would therefore be in the vicinity \$4.9M of which; -

1. Uber transferred a minimum of \$980,000 to it's own account in Amsterdam Tax Free.
2. Queensland lost \$446,000 in GST revenue.
3. How much tax was paid on the residual \$4.0 m paid to the drivers is questionable. Given they are not GST registered, probably not much.

Based on this Uber admission of 327,000 fares, we can assume Uber trips in Brisbane would be at least double those of the Gold Coast. On this basis ; -

1. Uber transferred a minimum of \$2.9M to it's own account in Amsterdam Tax Free.
2. Queensland would have lost \$1,338,000 in GST revenue.
3. Tax on the residual \$12M is anybody's guess.

Every Queenslanders is therefore currently subsidizing every Uber passenger.

This rort must cease.

The point I'm trying to make here, is that Uber must be made to toe the line and discontinue their expansion until such time as the review of taxi, limousine and rideshare services in Queensland is completed.

On past form I will not hold my breath, and this is another reason this legislation must be supported. The State Government's continued tolerance of the blatantly illegal Uber taxi service is disgraceful.

I urge you to support this Legislation.

Thank you for your time and consideration.