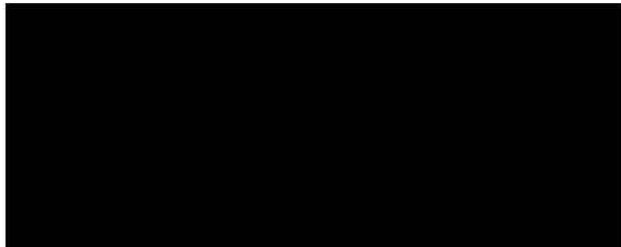


RECEIVED  
21 OCT 2015  
IPNRC



The Infrastructure, Planning and Natural Resources Committee

**Submission on the Transport Legislation (Taxi Services) Amendment Bill 2015.**

I am making a submission in support of the proposed change to legislation, the *Transport Legislation (Taxi Services) Amendment Bill 2015*.

In Queensland, legislation requires that a person must not provide a taxi service unless the person has a taxi service licence. It is illegal for anyone to just take paying passengers in their car, as Uber drivers are doing.

As part of the regulation of the taxi industry in Queensland, as well as the requirement to hold a taxi licence, taxis also must meet all government licensing requirements such as the installation and updating of security equipment, meeting standards for drivers and vehicles (eg 6 monthly Department of Transport and Main Roads (TMR) inspections), use of meters, and affiliation with a taxi company. Taxis must have the level of comprehensive insurance and CTP applicable for a passenger transport vehicle. Taxi fares are set by government. All taxi drivers, no matter how little they work must have an ABN and pay GST.

Uber decided to disregard Queensland laws, to go ahead and use private vehicles and drivers, and operate as it wishes with no restrictions on fares and without meeting any of the above requirements. Clearly this is not fair to taxis that have significantly higher overheads from meeting the regulatory requirements. There is no doubt some Uber drivers are making significant amounts of money from their illegal operation (see attached news item). Whether Uber drivers pay GST and tax on their earnings is not clear. Uber itself does not pay any tax in Australia and all profits go overseas.

Uber has been given a "Cease and Desist" order by the Queensland government but has refused to stop. Instead, Uber openly recruits drivers and advertises on radio and the internet, without mentioning the illegality of the operation. Uber drivers themselves also advertise and in one case (example attached) state they are fully insured – I doubt that means they are paying the higher level of CTP and comprehensive insurance required for vehicles taking paying passengers. Uber itself and Uber drivers offer various enticements to people to use the service – such as vouchers for reduced fares.

As an illegal operation, Uber should not be allowed to advertise in this way. Radio stations should be prevented from accepting advertisements for an illegal service. There should be counter ads run by TMR advising the public that Uber is illegal, not covered by CTP and does not meet safety standards. Taxi operators who are working within the law should be supported.

The government has put legislation in place to regulate the taxi industry so must act strongly to uphold the legislation and the integrity of the taxi licensing system. Uber should not be allowed to operate until it meets all requirements. The current fines are inadequate and have no effect on the driver as Uber pays the fine. Currently it is the legal taxi operators who are at a financial disadvantage compared with Uber drivers. This legislation amendment is needed to increase the penalties to include demerit points.



Browser window showing the Facebook homepage. The address bar contains <https://www.facebook.com/>. The page title is "Facebook". The browser toolbar includes "www.facebo", "Google", "Search", "Share", and "More >>". The Facebook navigation bar includes a search box labeled "Search Facebook", a "Home" button, and a "Find Friends" button. The page content area is obscured by a large black rectangle.

Windows taskbar showing the Start button and several open application icons, including Internet Explorer and a folder named "Documents".



# A driving need to save

**SOPHIE ELSWORTH**

NEWLY-married couple Amanda and Tyson Langer scrimped and saved to pay for their wedding – which included getting behind the wheel.

The Gold Coast pair's recent walk down the aisle and their month-long honeymoon cost them about \$30,000.

This huge sum caused the savvy lovebirds to look to alternative means other than their fulltime jobs to help pay for their big day.

Langer says the pair decided to sign up to controversial ride-sharing company service Uber to help make some extra cash on the weekends and remove the need to borrow money for a wedding.

"We wouldn't have been able to pay for our wedding without Uber, we would definitely not have got to where we got without it," she says.

"We saved about \$15,000 to \$20,000 in the nine months before our wedding earlier this year."

Forking out about \$60 a week on a tank of petrol, she says the pair, who alternate driving their car on Saturdays and Sundays, are still miles in front with their earnings.

The average ride costs passengers anywhere between \$6 to \$30 from which the pair receive a significant cut.

While the newlyweds are yet to calculate all the costs of running their vehicle as a ride share, Langer says they are continuing as drivers to help save for a home.

The diligent couple are tucking away their savings in an online high-interest bearing account to maximise the returns on the money they've earned.

WHEEL DEAL: Amanda and Tyson Langer, both 33, began working as drivers for Uber to help pay for their wedding.  
Picture: Supplied