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Research Director  
 Infrastructure, Planning and Natural Resources Committee  
 Parliament House  
 George Street, BRISBANE 4r000

**Subject: Transport Legislation (Taxi Services) Amendment Bill 2015**

Dear Sir/Madam

My husband holds four taxi licences and I have acted as his secretary/bookkeeper for the past 17 years. There is no doubt that the government's inaction on illegal car hire has put him and all others connected with the taxi industry under extreme stress.

I wish to highlight some of the concerns and discrepancies in the government's dealings with illegal uber operators and with legally accredited members of the taxi industry.

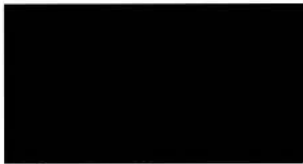
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| There are taxi licence holders who hold from one to 100 licences. The value of a taxi licence pre-uber was at least \$520,000. Today licences are likely to become valueless. Owners of multiple licenses stand to lose many millions of dollars. | Post-uber there has been a rapid disinterest in sales of taxi licences. So far as we know, none has changed hands since uber operations have expanded unhindered.   |
| The original licences released by the Qld govt. incurred a fee. Recent releases undergo a govt. tender process.   | Uber makes no such contribution to the government coffers.  |
| Other charges and requirements include:   |   |
| Annual security levy payable to govt.   | Uber -nil   |
| Regular machinery inspections by govt. inspectors   | None required – vehicles can be in any unsafe condition   |
| Annual licence fee to govt.   | Uber - nil  |
| Annual operator accreditation fee to govt.  | Uber- nill  |
| Qld government requires a percentage of taxi vehicles to be wheel chair accessible  | Uber – nil requirement  |
| Vehicles required by law to be replaced 6 years after compliance plate date – regardless of condition.  | Uber cars are any age and condition. We hear passengers have been picked up by ex -taxis (ie vehicles no longer legal in the taxi industry)   |
| Before employment a taxi driver must undergo a mandatory police record/character check.   | Rapists, thieves, paedophiles, violent and insane people can drive uber cars as no police check is required. There is no protection for passengers.   |
| Drivers must have had a clean driving licence for at least 3 years before being eligible to apply for work as a taxi driver.  | There is no check that a uber driver, owns a driving licence, whether it has been revoked for serious traffic violations, or he/she has adequate driving experience.  |
| Taxi drivers undergo specialised training   | Uber – none required to our knowledge.  |
| Registration of a taxi costs approx. \$7000 which includes special CTP for the safety of passengers and the public.   | Uber drivers need only have standard registration – if they even have that. In the case of a traffic accident passengers might find themselves unable to claim compensation from the driver of the vehicle. |

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|---|--|
| Taxi operators must carry comprehensive Insurance on their vehicles   | Uber – may not even have insurance.  |
| The taxi industry and drivers are required to complete paperwork that can be audited to ensure a correct amount of tax is paid to government. | How much does the government get from uber in terms of tax and GST contributions for income generated by operating an illegal taxi? Nil? |

In summary, the Queensland taxi industry operates within a totally legal umbrella, with the safety of and service to the public its foremost responsibilities.

While the Taxi Services Amendment Bill has its merits, the problem is that uber operates illegally and without adequate regard for passenger safety or Queensland's laws and is as much a police matter as a policy matter. Do you think this Amendment goes far enough to stop this blatant disregard for Queensland's laws and public safety?

Yours faithfully



Anita Morrison