

**This is a submission from Shaun Gribbin (Owner Operator of Licence pertaining to Maxi Taxi and Daniel GRIBBIN (Owner Operator of Licence pertaining to Maxi. Taxi . Our concerns relate to Uber and its illegal practice in the defined (Ipswich Taxi District) where we are licenced to operate.**

- Some nine (9) and (10) years ago we both purchased Service Licences from the Department of Transport and Main Roads and at the relevant time signed off on all the requirements of the Act and all the Rules and Regulations associated with the holding of such a licence.
- Approximately eighteen (18) months ago we both invested another \$70,000 plus for the replacement of our wheelchair accessible vehicles as we have a long term commitment to the industry that supports the Act and its Rules and Regulations
- Our Licence values like any other small business which is well constructed and managed have appreciated over time and we are aware that a person by the name of \_\_\_\_\_ who was the Owner/Operator of an Ipswich Licence the same as ours \_\_\_\_\_ sold his licence a couple of years ago for \$240,000 plus \$28,000 for his vehicle that had some time left to run.
- Our lifetime savings are invested in the Industry. Our income is purely derived from our involvement. Our young families are totally dependant on our legal involvement. This is our Superannuation and our legacy to our children.
- Our signed off commitment to our Service Licence is on a 24/7.yearly basis. This is of course a necessity, which in recent years has been made more difficult through the added involvement of community/courtesy buses. These are heavily subsidised and exist largely through all of our tax dollars. These dollars could have been spent much more wisely by utilising our existing services, which suffer a lot of downtime. This work could have been completed successfully at hugely reduced cost.
- Our expensive CTP Insurance Category; Comprehensive Insurance Category; Public Liability; Driver Personal Accident Insurance Cover along with Levies to support Security at major Taxi Ranks are all mandatory and have to be met from income derived. We know that this is absolutely necessary in support of the Act and its Rules and Regulations.

- As an owner/operator we meet all the requirements such as Annual Service Licence Fees; Annual Operator Accreditation Fees and Driver Authorisation. We pay monthly base fees to a despatch company, which is required by regulation. We have our vehicles inspected via regulation every (6) six months and we are advised when the vehicle must be replaced. We are told what equipment we must have on board and are advised when it must be replaced or updated, for safety purposes, at our own cost.. We have a Medical mandated for every five (5) years or sooner depending on health risks and our driver traffic/criminal history is checked on a daily basis with action taken immediately if required. We are subject to audit on notice from the Department of Transport and Main Roads to ensure that we are following all relevant procedure with respect to vehicle safety and driver suitability.
- For G.S.T. and PAYG we manage all requirements for our Drivers and ourselves and submit Quarterly BAS Statement.

All of the above we support wholeheartedly as it protects ourselves and the drivers of our vehicles. Most importantly it protects the travelling public in all aspects of our operation.

The advent of the illegal taxi operation of Uber has put huge stress on our signed off 24/7 yearly operation. All of the above requirements are simply not met by the operatives in their family cars. taking an 80% cut of cream jobs paid on credit card with the other 20% going to Uber who also pays no tax and treats the Act and its Rules and Regulations with contempt.

The previous and present governments have issued (Cease and Desist) orders which must be code for (Keep Going) as Uber has stepped up its diatribe via what can only be described as paid advertisements through the mouths of media and government that it is okay to break the laws which are enforced , and should be enforced, on the taxi industry.

Uber should be completely outlawed whilst not complying with the Act and Rules and Regulations. It would appear that although the Department has fined. and Uber has paid a few fines, they need to step up to the mark and be much more aggressive. As for the Police with whom we have had a family involvement for a long time- they simply admit that it is not on their priority list. So it would seem there are rules for some to obey while the rabble runs its course.

The presence of the illegal operation of Uber in the Ipswich Taxi district has put a huge strain on all forms of safety procedure. It has put a strain on the value of our Licences and the opportunity for others who may wish to sell, in an environment brought about by our last two State Governments. Both have been obnoxious and appalling in respect to their attitude to the rights and obligations of thousands of small businesses who are meeting the requirements of the laws of our State.

Because of the intrusion of these illegal practices within the Ipswich Taxi District, it is becoming harder and harder to have Drivers participating legitimately on a 24/7 basis as a consequences of the erosion of returns. To try and get a driver to do the shifts that we can't do, is becoming more and more difficult as prospective drivers are looking more and more for a set shift payment for their survival but at a huge risk to our own. Best practice and customer service dictates that we must be available 24/7-

one only has to do the sums.

As a Dual Wheelchair Accessible Maxi Taxi Operatives we find that without the lifting fee promised by the Bligh Government, and reneged on by the Newman Government, a lot of the M50 jobs that we perform are profit negative and thus we rely on normal taxi work and other categories that sedans cannot do to help make up the shortfalls in income generated. The illegal Uber involvement takes the easy cream work away that greatly accommodated the shortfalls.

There are a lot of anecdotal reports of Drivers in the Ipswich Taxi District moonlighting with Uber to regather work they should be getting legitimately. There are also numerous reports of wives of drivers taking out the family car and doing pretend Uber work whilst handing out cards for repeat business. This is the sort of gutter garbage that the inaction of the present Government has caused. It is no worse or more dangerous than the Uber scenario but at least their ill-gotten gains are most likely spent in the community.

To do nothing before August 2016 is simply just not good enough. There will be serious repercussions long before then and I do not only mean for the thousands of small businesses like ourselves but the millions of customers we take care of at anytime of the day or night on a 24/7 basis. If the illegal taxis are allowed to continue, their surge pricing will become more frequent until it becomes the norm. There are more illegal taxi services operating in other countries waiting on this outcome to move in as well. If this happens the market will be flooded and we will lose lots of good operators and drivers in the industry and it will become the mess it is in other parts of the world.

We support the ('KAP') Bill re the loss of demerit points for illegal taxi operators as this would be a good start in repairing the damage to the industry that respects the Act and its Rules and Regulations which after all exist for the health and safety of the industries customers as well as owners and drivers. We sincerely hope that the demerit system is put in place post haste and that repetitive infringements result in confiscation of vehicles.

We know that it is in the DNA of youth to challenge the norm but it is the norm that has been put in place via the Act and its Rules and Regulations for the safety of all. Any circumstance arising outside of the norm and involving an illegal operation such as Uber can only have serious consequences with no protection whatsoever.

We look forward to this present State Government showing some intestinal fortitude, as they suggested they would do in opposition, and standing up for the laws of the land, which we have trusted them to protect without fear or favour

Yours Sincerely;

Shaun Gribbin and Daniel Gribbin.

Shaun Gribbin,

Daniel Gribbin