



20th October 22015

To the Committee Members:

I am a 68-year-old grandmother and Qld taxi licence owner, and this is my submission supporting the introduction of the Transport Legislation (Taxi Services) Amendment Bill.

My late husband and I bought our cab in 1973 and operated it for nearly 30 years until his death in 2002, so I know a bit about the rigid requirements of the Qld Transport Dept, the fees paid to them and the expenses in running a taxi. Of course the costs have sky-rocketed since then.

Yellow Cabs now lease my licence from me, and this lease payment is my income. It was always my husband and my intention to have a self-funded retirement and we worked really hard to this end. Over the years our business has contributed to the local economy through the extensive fees we pay to the department and through GST collection. I have never drawn a pension or asked for any type of support from the government. Yet now this is all under threat thanks to an overseas company who can come here and make their own rules and so far have not been forced to toe the line like the rest of us.

Here are some of the yearly expenses of running a taxi, at the moment:

Vehicle comprehensive insurance, approx	\$6700
Registration, approx	\$5000
Transport Dept – Taxi Service Licence fee	\$ 160
Transport Dept – Driver Accreditation fee	\$ 160
Transport Dept – Taxi Security Levy	\$ 374
Cost of security camera system, which is to be replaced by an updated version next year	\$3500
Motor vehicle replacement mandatory every six years	

All these fees rise yearly.

All drivers pay 10% GST on each fare..

All taxi vehicles are subjected to six-monthly Transport Dept inspections (which include licence and identity checks), LPG system safety inspections and meter inspections when there is a change in fare pricing.

Operators are warned by the Transport Dept to abide by all these fees and/or regulations or else face having their Taxi licences suspended or cancelled. The taxi industry follows all the lawful requirements set by the government, whereas Illegal share-riding companies/drivers such as Uber abide by none of these rules, with seeming impunity. I'm sure there is nothing wrong with market competition, provided that the goal posts of fair play and the established business criteria apply to all players. In my opinion, demerit points need to be introduced as soon as possible for these illegal taxi operators because any fines they incur simply get paid by the company which illegally employs them. I also feel there needs to be urgent action taken by the Government, because the longer these changes take, the more entrenched these illegal operators will become.

I believe that bringing in demerit points for illegal taxi operators will discourage their operation and bring some order back into our Taxi industry.

My livelihood is entirely dependent on the viability of the taxi industry , and the emergence of Uber and the government's reluctance to act has caused me significant anxiety and stress. As an honest, hardworking business owner I ask that the very least the government does is level the playing field to give taxi licence owners like myself some reassurance about our future.

Yours faithfully

(Mrs) Tamara Golobocov

