

From: [Peter Bolton](#)
To: [Infrastructure, Planning and Natural Resources Committee](#)
Subject: Transport Legislation (Taxi Services) Amendment Bill 2015
Date: Wednesday, 21 October 2015 11:33:51 AM

14 October 2015

**Research Director
Infrastructure, Planning and Natural Resources Committee
Parliament House
George Street
Brisbane Qld 4000**

Dear Sir/Madam,

RE: Transport Legislation (Taxi Services) Amendment Bill 2015

The purpose of this submission is to register our support for the aforementioned Bill. There are several reasons for supporting this Bill, which will be outlined below and extrapolated upon.

First, the penalties imposed upon 'operators' of illegal taxi services (specifically, 'Uber', but generally all similar organisations such as 'Gocatch', 'Ingogo') are demonstrably inadequate. While the Qld Government has been vigilant in allocating resources to the compliance of the Transport Act and the fact that 'Uber' drivers have been fined a collective \$1.7 million, these drivers are still operating. Based on this evidence, the most reasonable conclusion is that further, non-monetary disincentives need to be implemented.

With this in mind, the option mentioned in this Bill (the implementation of demerit points against these 'operators' licences) seems both valid and legitimate.

Second, there appears to be a degree of vacillation from the current government regarding 'Uber'. In its interests of maintaining popularity over principle, the Government has chosen not to act decisively on this illegal business and has announced an independent inquiry which will not deliver its final report until August 2016. The interim period is only going to be one in which stakeholders in the legitimate Taxi industry will be disadvantaged, whilst the 'operators' of 'Uber' will be allowed to continue their activities with near impunity.

With this in mind, the option mentioned in this Bill (the implementation of demerit points against these 'operators' licences) seems both valid and legitimate.

Third, the legitimate taxi industry of Queensland contributes meaningfully to the treasury benches. Under the monopoly established by the Queensland Government, taxi owners and operators are required to purchase licences as issued by the Government. The cost of these licences is reflective of the limited supply, which is administered by the government of the day. Illegal 'operators', such as 'Uber' feel no compunction to adhere to these requirements, denying the government a revenue stream. Further, legitimate taxi operators are required to

obtain and maintain an ABN, submit GST payments and pay income tax based on their earnings. Again, illegal 'operators' such as 'Uber' appear to either not follow these requirements, or approach these matters on an ad hoc basis.

With this in mind, the option mentioned in this Bill (the implementation of demerit points against these 'operators' licences) seems both valid and legitimate.

As owners of a Queensland Government regulated Taxi Licence, we welcome the initiative of the Transport Legislation (Taxi Services) Amendment Bill 2015 and hope that finally some progress will be made in the upholding and enforcement of the laws of this State.

Faithfully,

Peter and Judy Bolton

