

From: [Glenn Jones](#)
To: [Infrastructure, Planning and Natural Resources Committee](#)
Subject: Support for Transport Legislation (Taxi Services) Amendment Bill 2015
Date: Wednesday, 21 October 2015 4:42:46 PM

Dear Committee Members,

I wish to express my strong support for the Transport Legislation (Taxi Services) Amendment Bill 2015.

My wife and I are a small business owners living in the Burleigh electorate and have invested in a Government Regulated Industry since 2011. The business was purchased with funds provided from a Self- Managed Super Fund and did so with the intention of one day passing the business onto family members.

In recent months the prospect and protection of our stable future has been compromised with the operation of an overseas illegal Taxi Service operating under the pretence of a “ridesharing company”.

As a taxi operator on the Gold Coast I have to comply with regulations and laws that apply to the Act that we operate under. This means my vehicle is subject to large number of legislative requirements to operate such taxi licence. They include a tamperproof GPS Tracking facility, the payment of Government licence fees and charges, vehicle inspections every six months (costs associated with these inspections), having the vehicle available for hire 24 hours a day, seven days a week, complying with minimum service levels which are required by the Transport Department. I have to maintain records for my vehicle, drivers, and business. I have to ensure drivers are fully trained and update with competencies and charges within the Industry. I have to ensure the vehicle is fitted out with the appropriate signage and equipment and ensure that only Government gazetted charges are applied for hire. I am sure there are further costs and requirements but this highlights to some extent requirements for such operation.

I am of the belief that Uber does not have these costs to pass onto customers and can offer discounted fares compared to taxis when services are low in demand. It has been well documented that Uber in peak demand periods in Australia and other countries have operated in the past with “surge pricing” or “gouging”. There is nothing in place to expect that this will not occur in the future.

Evidence was given at the committee hearing into the proposed amendments that several Cease and Desist Orders have been given for Uber to stop operating illegally. These Orders have simply been ignored and some \$1.486 million dollars in infringement notices issued with NO demerit points attached. This situation allows Uber and it’s drivers to operate with no regard for the law whatsoever. This is the reason why the Bill must pass through Parliament.

If this current situation is allowed to continue into the future, the taxi industry will collapse. A major casualty of the collapse of the taxi industry would be the provision of wheelchair accessible taxi services which is what my business operates predominately under. I have a special licence that requires that my vehicle must accept and complete any wheelchair work within the service area at all times. These taxis are costly to operate and are currently operating without any Government Subsidy. Their operation is cross subsidised by the carrying of taxi

passengers when they are not required for wheelchair work. The loss of work and income in these areas could have the potential to put me out of business. Uber does not provide wheelchair accessible services and I believe the disabled community would be severely disadvantaged.

I respectfully request that the above facts are taken into consideration when any decision is made. I ask that the law be upheld to prevent illegal taxi services from operating and common sense prevails.

Yours sincerely

Glenn Jones
GC Maxitaxi Pty Ltd.