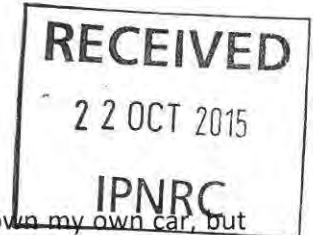


Transport Legislation (Taxi Services) Amendment Bill 2015

Name: Paramjit SINGH [REDACTED]

Contact Number: [REDACTED]

Position: Taxi Driver (Full-time)



I have been driving taxis, full-time, for most of the time since 1999. I used to own my own car, but sold it in 2005, although I returned to driving about three years later.

Whilst I support the idea introducing demerit points for the drivers of Uber and similar ride-sharing services I am sceptical as to whether it will actually work, or be enough to stop these illegal taxi services. I do not think it will be effective enough. Allegedly Uber in Brisbane currently has about 500-600 drivers registered, even if five per cent lose their licences through collection of demerit points, there are hundreds more to take their place.

I think something even stronger is needed. I would like to see illegal taxi drivers receive a criminal conviction, or something similar.

The problem with regards to the Uber issue is that it is not just a fight about taxis. It is about people also. In destroying the taxi industry, that impact is felt far beyond the cab companies, employees and drivers – even though those effects are widespread. But this also involves the families – the spouses, children and other family members – who are placed under great stress due to financial hardship and the stress that comes from that. As drivers start working longer hours (for less return) – sometimes up to 16 hours, the maximum allowed – they see families less and experience greater levels of frustration. It is a very bad situation.

Up until about 12 months ago, we would have considered taking home \$300 for a 12 hour shift an easy target. Now \$300 for that shift is rare and considered a very good day. This could be because Uber is getting most of the long fares.

My personal earnings have dropped by at least 30-40% in the past 12 months.

The wait for a first fare in the morning can now take up to three hours. This has changed dramatically in the past six months, until which time the average wait was about 30 minutes.

It also used to be that we could expect up to five or six longer fares (e.g. airport jobs) in the morning which would be our main work for the day. Now we are lucky to get one.

Currently as taxi drivers our work is only kept viable due to the work we continue to receive from business account holders and Government departments. Without these, it would be unlikely that any of us would be able to survive at all.

Pjt [Signature]

15-10-15

As a taxi driver I consider a job is a job, but you need some larger jobs to improve the returns made on the smaller ones. Currently my work depends on smaller Dept. of Social Security and similar jobs (about 50-60%); businesses account holders and Government clients (20%) and the remainder are hails and rank jobs.

Perhaps even more worrying is that this pre-Christmas period should be a really busy time for taxi drivers. A busy pre-Christmas period makes it possible for us to survive the much quieter period after Christmas and New Year. At the moment it is as quiet as it is normally after Christmas.

It is difficult to see anything working or changing. This situation that has been left to grow is ruining our life. This is our livelihood. It affects us financially, also emotionally and our relationships with our families. This is literally killing us.