

I am writing in support of the private member's Bill, the Transport Legislation (Taxi Services) Amendment Bill 2015, presented by the Member for Mount Isa, Mr Rob Katter MP, on 16 September 2015.

I am currently an owner of a Queensland-Government legislated taxi licence. As trained carpenter I worked for over 20 years in trade. By night I would work for Queensland taxi owners as a taxi driver. After many years and frugal saving, I was able to purchase a taxi licence. This provided me with a substitute income when I was unable to pick up trade work.

Now, aged 64, this licence is my sole source of income supporting my wife and me in our retirement. I am able to allow two young and ambitious drivers the opportunity to drive on my cab as I can no longer physically do this. Thanks to this licence we have had a modest income that ensures we are not a burden on the pension or health care systems as we subsidise our own.

For the many years I have been involved in the Queensland taxi industry, I have been reassured by the public knowledge that the industry is a Government-sanctioned and regulated industry. Licences that are released are done so under the auspices of the Queensland Government via contract.

I am now faced with the prospect of owning a worthless taxi licence - the value has been eroded such that it cannot be sold or used as equity. Since the emergence of the illegal taxis in Queensland, I along with the close-knit taxi community, have been shocked by the decimation of the Queensland-regulated taxi industry.

As a legally, licenced taxi owner I am obligated to pay an endless number of state fees and charges to allow my taxi to operate in the restricted space of Brisbane City. Appendix A-C are just a small sample of the annual fees that our legal taxis attract. The list includes:

Operator accreditation fee to Queensland Government	\$165.20
Taxi service licence	\$165.60
Taxi industry security levy	\$373.95
Transport Department inspections (2 per annum)	\$145.00
GST (per annum)	\$1884.00
Public liability insurance	\$7300.00
Taxi vehicle registration	\$6754.30

There are an additional series of costs making the overheads of our taxis well over \$40,000 per year of which over \$15,500 is collected by the Queensland State Government. These expenses come with a hefty threat: "Failure to pay by the due date may result in suspension or cancellation of the taxi service licence to which it applies". Appendix C

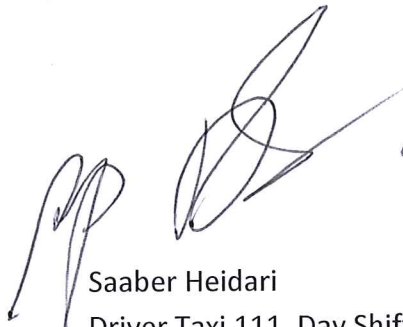
The Queensland Government maintains a policy of limited releases of taxi licence contracts based on the growth and demand for taxis. This has not been undertaken since 2013. Our

I, along with my drivers, urge the Queensland Parliament to vote in favour of this Bill. While it will not put an end to illegal taxi operations, it will be the first act that will assist to deter illegal taxi drivers from operating in an unfair and unregulated fashion.

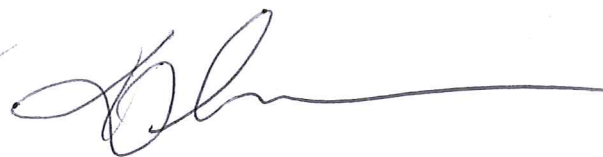
Yours sincerely,



Azar Awabdy
Licence Owner
Shift



Saaber Heidari
Driver Taxi 111, Day Shift



Kasim Alhir
Driver Taxi 111, Night