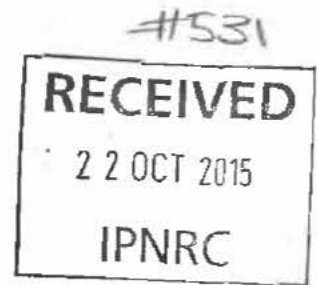


Antony & Judith Hay



Submission to the Infrastructure, Planning and Natural Resources Committee.

Re: Transport Legislation (Taxi Services) Amendment Bill 2015

On behalf of my wife and myself I would like to take this opportunity to thank Mr R Katter MP for the initiative he has shown in supporting the Queensland Taxi Industry through his ongoing support of the Transport Legislation (Taxi Services) Amendment Bill 2015.

If enacted, the loss of demerit points would go some way towards curbing the activities of those involved in the operation of illegal taxi services such as Uber and Uber X.

We have two taxi licences in Townsville which are managed on our behalf.

Our intention at the time that we purchased the licences was to hold them for the long term as I thought they would provide a degree of financial security once I had retired from full time employment. Unfortunately, this is now under threat from the operations of illegal taxi services.

To my knowledge the operators and promoters of Uber / Uber X have already been issued with a "cease and desist " notice by the Queensland Government and which Uber chose to ignore and continued to operate as they had been prior to the issuing of the notice.

Uber has shown itself to be very adept at avoiding and hindering the efforts of the Department of Transport and Main Roads inspectors trying to identify and prosecute the operatives of this illegal service.

This, I believe, shows the contempt that Uber / Uber X, its promoters and backers, which to my knowledge is a multinational company have for the laws and regulations governing the Queensland Taxi Industry.

The Queensland Taxi Industry is a highly regulated business, Licences to operate a taxi are purchased "on market" or through a ballot system and as such the number of plates available is controlled by the Government and further plates are made available as demand dictates.

Other costs associated with the fitting out of a taxi include such things as –

- *The fitting of an approved taxi meter
- *GPS tracking capability

- * Radio and approved security cameras
- * Mandatory six monthly vehicle inspections
- * Hail lights
- * Brail identification tags on car door handles
- * Mandated maximum age of vehicle

Other conditions and regulations relating to the operation of a taxi in Queensland include, but are not limited to –

- * Minimum service conditions
- * Compulsory third party insurance
- * Driver training provided by an approved RTO. This includes such things as English speaking , driving and location tests. The driver must then obtain a “ Drivers Authorisation ” and have a criminal check before driving a taxi.
- * The owner must hold “ Operator Accreditation ” and “Service Licence ” certificates.
- * The owner is required to pay an annual security levy for each licence held.

Uber / Uber X being an illegal activity are not required and do not pay many of the costs associated with the operation of a legal taxi service, the high regulatory costs makes it very difficult for the taxi industry to compete with a low cost business model such as Uber /UberX, which at this point of time is unregulated.

I thank the committee for the opportunity to raise my concerns regarding the future of the Queensland Taxi Industry if the activities of Uber/ UberX are not curtailed.

A.F. Hay.