

From: [REDACTED]
To: [Public Works and Utilities Committee](#)
Subject: Public Works and Utilities Submission for industry changes
Date: Tuesday, 11 April 2017 4:43:27 PM

To whom it may concern,

I write this email to voice my concerns in relation to proposed changes that directly affect my industry, my business and ultimately my life.

I focus on 3 points that I would like to see addressed as part of the proposed changes to legislation

1. The proposed ride booking annual fee be increased.

Currently \$2480.80 per annum. The Special Purpose Limousines are effectively the same as the proposed ride booking licence, so I see no reason why the government would drop this fee to less than a 10th. The government has a requirement to make money off the lease of these licences and I for one can not see how the fee of \$237/year would substantiate the paperwork and extra staff costs associated with the introduction of potentially thousands of these licences.

2000 users at \$2480.80 totals \$4,961,600.
2000 users at \$237.00 totals \$ 474,000

Take into the fact that special purpose limousine fees will be lost, the financial gap will further widen and I would imagine that the current government financial situation could do with the assistance of close to \$4.5 million extra funds.

2. Limousines to remain in CTP 4 and Ride-booking to have its own class

Currently, limousines enjoy a separate class to that of taxis which enables CTP to be kept to a minimum due to the lower number of incidents. Already, comprehensive insurance for our vehicles has risen due to insurance companies insuring ride-share vehicles in our category. This has led to further unnecessary cost increases, reduced profitability and increased strain on our business. This is simply due to the fact that part-time drivers are operating as drivers for hire and have less experience than limousine drivers. It would be impossible to not have this comprehensive insurance increase filter through to CTP once the class includes limousine and rideshare.

3. Only "L" Plate vehicles act and look like a Limousine.

Limousine licence sales both off the open market and sold directly from government have cost owners upwards of \$100,000 to purchase. The average rental is approximately \$6000/year inc GST. As a result of the current scenario, these leases have dropped to the point where they are almost worthless and if there is nothing to distinguish a limousine from a ride-share service then they are worth no more than the \$237/year annual ride booking fee.

We paid directly to the government \$70,000 for a licence as there were none for sale on the general market at the time and now it appears that licence has been made worthless by a government decision to allow a foreign entity that pays no tax here to operate, essentially cost free.

The financial strain associated with a loss of \$70,00 in capital when the licence was a guaranteed requirement to operate our business is not imaginable and as a result of this, my health suffers when I lay awake at night thinking of the financial strain these industry changes are placing on myself and my family.

I reference a photo I submitted to the Limousine Action Group of a white Chrysler 300c sedan with LIM017 as the number plate. This vehicle, whilst not a L Plated vehicle is behaving as it it was and if this is allowed , then again my Limousine licence is now worth the same as an annual ridebooking fee of \$237

I am concerned about legislation changes that change a currently functional system and places the financial future of many involved at risk when the changes do not actually change the way a passenger is transported....

Essentially, there is nothing new as we still have a driver, a car and a passenger. Technology changes how this can be booked, however this does not mean legislation changes are needed

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regards

Adrian Bonanno