


From: 
To: [Public Works and Utilities Committee](#)
Subject: Taxi regulation reform.
Date: Sunday, 9 April 2017 3:52:56 PM

Dear committee members,

My name is Steven Logan and my wife and I own a Maxi Taxi on the Gold Coast which we purchased 5 years ago for \$300k. Being a driver for 8 years before this we thought this was a realistic entry point to the industry. We thought we had bought the rights that everyone needed to service the point to point transport industry. This has obviously changed dramatically for us with the introduction of rideshare putting our future sustainability at risk.

While I agree with and support all the submission points being made by taxi council I have some specific points I would like to make.

#1 Regarding compliance by rideshare drivers... at the moment there is virtually no enforcement being done by Queensland transport. I see uber drivers organising cash fares in carparks everywhere and touting in the gold coast. This is common practice and unsafe for passengers. Anything that makes the playing field uneven decreases the sustainability of my business.

#2 The license I own is an owner driver maxi license. The conditions of the owner driver license is that we must drive 150 shifts a year and cannot lease these licenses out. Due to the current instability in the industry these licences which were bought in good faith off the government have become virtually unsellable.

With a lot of the owner drivers approaching retirement age and this being their biggest asset I would request these conditions be removed. These are perpetual licenses (we still have nine years repayments at \$15000 per year) and bringing some stability and a light at the end of the tunnel would go a long way to alleviating some of the financial and mental stress we have been under the last couple of years.

We understand the industry has changed but are asking for a business and regulatory environment we can compete in. At the moment the only innovation we can do in our business is to drive more hours.

And at already over 60 hours a week with a driver working 72 hours just to make ends meet is certainly not sustainable in the longterm.

#3 I believe the compensation awarded to late entrants into the industry especially owner operators with bank loans has been insufficient . We bought these licenses in good faith that existing agreements would be upheld. To ensure our financial viability we need help as has been done in the fishing industry and other industries.

I thank you for your time and the opportunity to submit. I hope the recommendations you make to government help all of us who have loved being in this industry continue to service our customers and provide for our families and the families of our drivers. Regards
Steve and Ann Logan.

Sent from my Samsung G360G on the Telstra Mobile network