

From: [REDACTED]
To: [Public Works and Utilities Committee](#)
Subject: Amendment Bill for Personalised Transport Reform 2017
Date: Monday, 10 April 2017 10:24:47 AM
Attachments: [TCQSubmission100417.pdf](#)

To whom it may concern

I am a Taxi license owner. I started in the taxi industry in 1983 as a driver for an owner in my local area. I purchased my first License in 1987 and progressed to buy another one in 1993. I actively owned and operated these 2 taxi licenses on a daily basis until 2004 when I sold one and retained the other to Lease to Yellow Cabs in Brisbane. I recognized early on that the Taxi industry provided a lot of benefits with regards to full employment, part time employment and the chance for all involved to acquire their own business like I did. I felt overall that this was a great little one man business for those happy to persevere.

I have always held high confidence in the Governments many assurances over the years that the Taxi industry would not be deregulated and so I held this license as a lease with intention to sell it on retirement. I felt very assured over a period of 25 years or so that this would be a safe and reliable way to support my retirement. No doubt many others in the industry had the very same idea having high confidence in the Governments to keep the taxi industry viable.

Of course I do not try to stand in the way of competition. I fully understand the all free societies work within the rigors of competition and I also recognize all the benefits of competition to consumers and business operators. Likewise I know that laws and regulations are put in place to best protect all. But there will always be a problem when the playing field for participants is not equal and fair.

Simply put the Government has allowed a powerful international conglomerate to move into our country with no regard for the laws in place. Indeed this company has done this in various countries all over the world with similar outcry from Taxi participants as in Queensland.

Apart from allowing this company to flout the local laws, many concerns have been raised about payment of Taxes, safety and workers protection. It seems that the Government did not want to handle the problems posed by a rich and wealthy company and so acquiesced and simply dumped the Taxi industry on the sidelines. It seems that the government felt that simply paying \$20,000 to taxi owners would make them go away and put up with losing their lifetime savings and investments. What makes these arrangements even more unpalatable is the fact that the government has made such a lot of money from the very system that they evolved and implemented. Licenses were sold by tender to the public at increasing prices due to the cap on numbers created by the government. It seems so unfair that operators have been abandoned and for the most part dumped on the centerlink program for their survival. In my personal situation, the pension system will not be able to provide for my retirement. In my own situation I have found myself confronting the reality that I will have now to work until I am physically no longer able to. I am banking on my body to take my working life to at least 70 and beyond.

The dire circumstances I find myself in along with many of my fellow operators means that the very least I can do is keep making submissions to the government for change from the present situation with regard to Taxis. This is because the Taxi industry has been badly damaged by the shortsighted and ill thought out way the government has dealt with the Taxi industry over the last couple of years.

Clearly the Government needs to apply the same rules for all in the passenger transport industry or alternatively pay a reasonable compensation to Taxi operators.

That is why I wholeheartedly support the recommendations of the Taxi

Council of Queensland as outlined in the attachment to this Email.

Sincerely

Christopher Stuart Green

