

From: [REDACTED]
To: [Public Works and Utilities Committee](#)
Subject: Transport and Other Legislation (Personalised Transport Reform) Amendment Bill 2017
Date: Monday, 10 April 2017 2:49:05 PM

Good morning ...I am writing to you as a retired taxi plate owner owning 1 plate only(Brisbane) which was considered as my superannuation fund some 2+years ago..

With the current farcical situation within the taxi industry,allowed to occur by both the current and previous governments, I now find that my annual income has been reduced by \$25000..This reduction in income has created the situation whereby my wife and myself found it necessary to call to Centrelink Caloundra last week to obtain pension assistance..This was not pleasant with our ages of 73 and 74 and previously living on income from our taxi plate being leased...

The future is uncertain (fortunately we own the plate and our home outright) with the value of the plates dropping from \$540K to the present \$120/140K at present..

With the Government having sold the plates by tender (last price \$410K) and now having shifted the regulatory goalposts I feel that the Government should look at buying back the plates and then leasing them out to operators at a suggested \$20K per annum...This leasing scenario would offset the cost of the buyback to owners such as myself..

The Northern Territory Government chose this path some years ago...The WA Govt,now being more aware of the ramifications and downsides of allowing Uber and other to operate is now looking at a buyback for WA..

The whole introduction of ride sharing into Australia and the subsequent rush by State Governments to approve this activity was never really thought through very thoroughly with many issues now coming to light..Fortunately the Federal Govt has made the correct decision in requiring an ABN number for all ride share drivers with the resultant GST being paid.. Taxi drivers have paid GST since 2000..

I think that the Committee should look hard at the buyback scheme with plate values being averaged over 5/6 months prior to April 2014...This value would of course vary greatly in different regions..A Longreach/Goondiwindi plate value would vary significantly to a Brisbane plate value...This raises the situation and necessary query of why would a country plate owner eg Longreach/Goondiwindi ,where Uber does not exist and never will exist,receive the \$20K package made to Brisbane owners..??

In conclusion I feel the plate buyback is worthy of a good hard look and analysis..The subsequent leasing of the plates would allow the Government to create new rules/regulations and requirements for the industry in future years. This would allow the published requirements and amendments of the Bill to be more easily put into effect...

Regards

Stan McCallum

