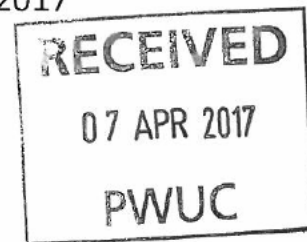


John & Mary-Rose TSE

5th April 2017

Research Director
Public works and Utilities Committee
Parliament House
Cnr George & Alice Streets
Brisbane Qld 4000



Dear Sir/Madam

We are senior citizens of ages 82 and 74. We arrived Australia from H.K. in September 1975 with two young sons. John started driving taxi for B & W Cabs and we saved hard to establish ourselves from scratch. With full **FAITH and TRUST** in the Queensland Government, we borrowed money from the Bank to buy our two taxi licences one by one and became owner- driver until John retired. We have now leased our two licences to B & W Cabs, relying solely on the rental income each month for our household expenses. For 42 years in this country, we have never applied for assistance from Social Security /Centrelink and have always been self-supported. We are proud to have played a role in developing this great State.

Since the illegal introduction of Uber, our income from B & W Cab has dropped to only \$800.00 per cab per month as of January this year. Our savings are quickly running out and we are living in hardship with Centrelink ruling our two licences as assets over the limit to apply for pension.

We don't want to reiterate the emotion and anger the illegal introduction of Uber in our State has stirred with taxi licence owners. We are sure you are well aware of our frustrations. Our concern is around how Uber has managed to operate in the public transport industry in Queensland. As law-abiding citizens we have followed the Government's process and regulation to purchase our taxi licences. We paid market value, stamp duty and legitimately invested in the future of our retirement and in the State of Queensland. Uber, as you are aware, by-passed the laws. They did not comply and from our perspective, are not playing on a level playing field. Are we going to throw up our arms in despair to see our State Government passing the legislation to support Uber? Please have some considerations for us, the honest and loyal developers in the Qld Transport industry!

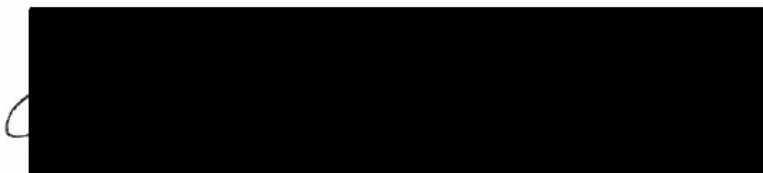
There have been instances where the Government have paid out private operators when they made decisions that affected their livelihood. What comes to mind is the Great Barrier Reef Marine Park Structural Adjustment in July 2004 whereby fishing licence holders and fishing related businesses were compensated on average between \$270k for a licence buyout, \$374k for business restructuring assistance and \$444k exit assistance for a fishing related business.

While the payout amounts reached with fishing operators were specific to the circumstances of the fishing businesses, the fact that the Government recognised economic loss to both licence holders and those businesses that are dependent upon the fishing industry should also apply to the Taxi Industry.

Owners and operators have invested in vehicle replacements, taxi metre installations, security camera installations, dispatch system installations and livery changes – all at considerable costs – none of this has been flagged for compensation discussion. All these issues are driving the market for the capital value of licences to plummet which resulted in our fast declining monthly income from the operators.

The viability of the industry in this State is in doubt. Taxis provide a legitimate service to our community and to this State. We beg of you and the Queensland Government to take a stand and ensure that rules and laws for operating are followed and complied. Please give us back our confidence in the Queensland Government.

Yours sincerely

A large black rectangular redaction box covering the signature area. A small handwritten mark, possibly a 'C', is visible to the left of the box.

John Tse

Mary-Rose Tse