

**From:** [REDACTED]  
**To:** [Transportation & Utilities Committee](#)  
**Subject:** Submission re Amendment to the transport operations (passenger transport) Act 1994  
**Date:** Thursday, 22 September 2016 11:23:51 AM

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21/9/2016

Transportation and Utilities Committee  
 QUEENSLAND PARLIAMENTARY SERVICE  
 PARLIAMENT HOUSE  
 Cnr. George and Alice Streets  
 Brisbane Qld 4000

I am extremely disappointed by the lack of understanding displayed by the Queensland Government regarding the deregulating of the taxi industry. The Assistance Package being considered for payment of financial assistance to the taxi industry is an insult to any-one unfortunate enough to have purchased a taxi licence. Remembering that it was LAW to have to own a taxi licence before one might operate a passenger transport vehicle.

**Assistance Payments:** Many owner operators have invested in this licence in good faith that at the end of the day there would be an asset to sell for their self funded retirement. Since your Government has deregulated the industry, how many licences have been able to be sold? Our local taxi office whiteboard is overflowing with FOR SALE...TAXI LICENCE advertisements and not one sold. The licence is now a piece of paper worth nothing. To think that the Queensland Government is considering an offer of a mere \$20,000 per licence is reprehensible. The Victorian Government is considering a \$100,000 compensation which I believe to be at least somewhere in the ball park.

**The hardship fund** smells like jobs for the boys again as we will need a special department to organise and distribute the money. In my view another waste of taxpayer money.

**Business advisory** support: More money wasted. It is way to late for advice. The Government should have advised anyone in the process of purchasing a licence that the Industry was going to be deregulated. This has been on the agenda for years and the OPT Review was just a means of bringing it to a head.

**Fee Waivers:** These Government fees on taxi owners are the reason the taxi Industry has been throttled out of the market by Ridesharing Companies who get into the market for free. As a Taxi Owner Operator/ Driver, I have been stifled with Government licence fees since I purchased a licence 8 years ago. e.g.

- STAMP DUTY PAID on purchase of taxi licence.....\$7,000
- TAXI LICENCE.....Approx. \$250,000
- Taxi Rego / Third Party. annually.....\$7,000
- Owner Authorization Annually.....\$165.00 (Queensland Transport fine was \$1200 in 2012 for late payment of this licence)
- Taxi Licence and Taxi Security Levy Annually.....\$530.00
- Taxi Comprehensive Insurance and Public Liability....\$4000.00 (Ridesharing cars are

registered and Insured on standard car fees approx. \$500.00

The Government proposal to waiver a few of these fees for 12 months or so is of very little benefit.

**Incentives for Wheelchair services:** The Wheelchair Service is a most important part of the Taxi Industry and will be needing all the help it can get from the Government to remain sustainable.

In Summary, I believe the Government needs to take a serious look at the harm it has done to many small business owners of taxis in Queensland and find a way to fund a fair Industry Compensation package to right the wrong it has done to the Industry. Ride sharing drivers have been allowed to operate illegally in our state for several years without paying any regulatory fees. It is only fair to create a level playing field that they should be levied by the Qld Government per fare and that levy used to compensate the taxi industry for the negative impact regarding the de-valuation of taxi licences.

Yours faithfully,

Christine Dore

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