

From: Laurie Stewart
To: [pointtopoint](#)
Subject: Comments on New Regulations
Date: Sunday, 23 April 2017 5:36:32 PM
Attachments: [image001.gif](#)
[image002.gif](#)

Hello Point to Point

I have read with interest the Overview & the Point to Point Transport (Taxis and Hire Vehicles) Bill 2016 & make the following comments which hopefully will be accepted in the same spirit as intended & perhaps at the appropriate time could be seriously considered for implementation.

I appreciate that the taxi industry had “dropped the ball” on customer service in various parts of the state & that there was a need for change in order to provide a proper & efficient service to the consumer. This being said there are some aspects of the new Bill, which do concern me as a taxi owner/operator of 17 years.

The first is in the area of Safety, which is very important to most stake holders & I believe that to provide proper safety to the public, vehicles other than taxis must have fitted to their number plates medallions advising that they are a licensed Point to Point vehicle. I have heard of cases where drivers have pretended to be Uber drivers & have unsuspecting females board their vehicles. Identifiable Point to Point vehicles would also assist Police & Point to Point officers in identifying those unlicensed vehicles.

To further support the above comments, we have just purchased a new people mover however as our two HC plates are on other vehicles this additional one, whilst registered as a Hire Car (& at HC costs) has been issued only with normal private number plates thereby making it impossible to identify as a public passenger vehicle. This does not seem to be in the best interests of public safety.

The second point that I would like to make is in the collection of GST, which would represent a significant amount from the taxi industry, which is identifiable & traceable in its activities both for the operator & the taxi driver. Ridesharing vehicles such as Uber do not appear to be in a position to assist government in identifying their drivers & just how both Uber & other Ridesharing drivers will be audited is unclear. It would be wrong for the government to lose this revenue.

My final concern is the fact that in August 2015 the Government introduced a requirement for all non-taxis in Country NSW to comply with a 30 minute pre-booking period. This was greatly appreciated by the NSW Country Taxi industry as many rogue hire car operators were advertising & operating as taxis. It is appreciated that rank & hail work is being preserved for taxis however unlike Sydney city & metropolitan the rank & hail work in Country NSW is minimal, with some country operators reporting none whatsoever & in our case it is just 7.5% compared to city/metro which is over 70%. It would appear that in the interests of fairness that the 30 minute pre-booking rule be re-introduced, particularly since the increase in Ridesharing vehicles will automatically affect the Country Taxi industries number of phone bookings

Again, I hope that my comments are accepted & I am sure that my many country industry colleagues would be totally supportive.

With best wishes for the introduction of the new regulations.

Regards

Laurie Stewart

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