



Cole Kevin
[REDACTED]

Have your say on the proposed Point to Point Transport Regulation

I am pleased to advise that the proposed Point to Point Transport (Taxis and Hire Vehicles) Regulation 2017 has now been released for public consultation.

You can view a copy of the proposed regulation and the Regulatory Impact Statement at www.transport.nsw.gov.au/pointtopoint. Details on how to make a submission are available on the webpage.

We value your insights and formal feedback on the proposed regulation during the 28-day public consultation, especially when it comes to key aspects of the proposed new regulatory framework, including safety responsibilities, fare estimates and the temporary NSW Passenger Service Levy.

If you have any queries about the proposed regulation or the public consultation process, please email pointtopoint@transport.nsw.gov.au in the first instance. Alternatively, please call Point to Point Information – our dedicated contact centre for industry stakeholders – on 1300 767 923. If you need a printed copy of the proposed regulation posted to you, Point to Point Information will be able to assist.

As the proposed regulation contains safety obligations specific to point to point transport drivers, it is important that taxi networks and taxi operators pass this information along to drivers.

Once we have received feedback, we will finalise the regulation as soon as possible. The introduction of the regulation is planned to coincide with the upcoming commencement of the *Point to Point Transport (Taxis and Hire Vehicles) Act 2016* and the powers of the new regulator for the industry, the NSW Point to Point Transport Commissioner.

Transport for NSW will write to you again with an update on when the new regulatory framework is due to start and some of the things you may need to do to prepare.

For the time being Roads and Maritime Services remains the industry regulator, with the provisions relating to taxis in the *Passenger Transport Act 1990* and *Passenger Transport Regulation 2007* in force.

Wheelchair Accessible Taxi (WAT) interest-free loans scheme

The second round of the expanded WAT interest-free loans scheme is due to open in the coming months. On 1 July 2016, the interest-free loans scheme was expanded from \$800,000 to \$5 million. The loan can now fund the full cost of putting a new WAT on the road, or retrofitting an existing one with loans of up to \$100,000 available. To register your interest in applying for the next round of loans, please email pointtopoint@transport.nsw.gov.au, or for more information, visit the Roads and Maritime Services' website.

NSW Point to Point Transport Commissioner

Ahead of the *Point to Point Transport Act 2016* commencing, the NSW Point to Point Transport Commissioner has been meeting with industry stakeholders, to help them understand what their obligations will be. The Commissioner will continue to work with the industry on this transition, during and after the finalisation of the Point to Point Transport Regulation.

Business Connect

Business Connect is a dedicated and personalised NSW Government program that provides trusted business advice. Business Connect has dedicated point to point transport advisors, workshops and events to provide you with business advice and information to help you adapt to the point to point transport industry reforms. Please see the enclosed flyer for more information, or call 1300 661 539 or visit www.industry.nsw.gov.au/businessconnect.

A number of free financial counselling services are also offered for people in hardship at the Financial Counsellors' Association of NSW's website, including help from the National Debt Hotline. Visit <http://financialrights.org.au/>.

For the latest updates on the reforms, please visit www.transport.nsw.gov.au/pointtopoint.

Regards,



Kelly Miller

Director

Point to Point Implementation

Transport for NSW

POINT TO POINT TRANSPORT (TAXIS AND HIRE CARS) REGULATION 2017
POINT TO POINT IMPLEMENTATION
FREIGHT, STRATEGY AND PLANNING
TRANSPORT FOR NSW

POINT TO POINT DRAFT LEGISLATION REVIEW

- TAXI OPERATIONS, REGULATIONS AND SAFETY STANDARDS
- HIRE CARS AND SHARE RIDING GROUPS
- TRANSITIONAL ASSISTANCE AND HARDSHIP PACKAGE

TAXI OPERATIONS, REGULATIONS AND SAFETY STANDARDS

In 2013 share riding appeared as an option to using the booking systems that taxi services provided with the growth of mobile phone technology.

Governments reacted by introducing some regulations to cover the event of further growth of these new service provider, hence the growth of mobile phone apps being more efficient than going through a booking system provided by taxi networks.

Networks thought that this would go away and that they would carry on business as usual , how wrong were they.

I submit this record of information on behalf of myself , Kevin Bernard Cole , Taxi Operator in the Newcastle Transport District , plate [REDACTED].

The commission of Professor Gary Sturgess and Dr Tom Parry has pointed out the short cummings of taxi services in general and have paved the way to overcome some transport solutions for moving people from one place to another.

Looking at the draft regulations I would agree that this covers a lot of the so called black spots of the taxi industry , especially high demand periods as displayed in the Newcastle Morning Herald 20/04/2017 with the number one uber driver being a 62 old grandmother only working peak times. According to the article there are 500 registered uber drivers in Newcastle but only one was available last Sunday afternoon with a 30 minute wait and three times the price of a taxi fare. At least this does give the public an option.

Focus on the task force of November 2015 which stated that there will be a diverse range of both booked and rank and hail services available and industry participants will strive much harder to provide quality customer service, as a means of attracting repeat business.

A level playing field for all point to point participants has been the catch cry for the past two years, has this been achieved ,I don't think this was achievable from the start.

Generally taxis will pay the less the same or more for their greenslips, an average of \$10,000 will charged to taxi operators via network collections, and a 30 % loss of income with a business loss of \$100,000- \$300,000. Although this will be offset by savings to the industry by vehicle and regulation red tape savings.

I personally have spent 40 years in the Newcastle Taxi industry and have seen digital identification of taxis through to computer dispatch system, the industry has obeyed all government wishes and regulations .

We need to think these regulations through with some wisdom and try to see the final results

Lets start with what makes a business viable ie profit and losses, I bet you had know idea that the average operator leasing a plate in Newcastle takes till midday Friday before he or her turns a profit .

Add a \$1.00 per hiring levy and the operation will take till midday Saturday before a profit is realised even with lease prices dropping from \$400.00 + gst to \$200.00 + gst. I know the regulations state that this will be passed on to the networks and booking services but really in Newcastles case, can they absorb another \$1,000,000, to \$1,800,000 in hiring fees.

This leads me to believe that the hardship fund in Newcastles case should be cancelled as the result of this funding would make operating a taxi in Newcastle not viable.

Savings on Greenslips and general taxi Operations

My taxi does approximately 80,000 ks a year and under new greenslip costing that may mean that my \$9,200 current may cost me \$4,700 under the costing of 5 cents per kilometre travelled .

But most operators don't have this luxury of driving only 60 hours a week with a couple of part time driver, and 9 shifts covered per week.

I would hazard a guess and say the average kilometres travelled by a taxi would be between 140,000 and 160,000 ks and at 5 cents a kilometre their costing would be around the \$7,700 to \$8700 compared to a current \$7200 if your taxi is under 4 years old . maybe not an average savings of \$4000 dollars for all against a shared ride vehicle greenslip of an average of \$1200 as stated by uber.

To add a dollar to our current costs would see most leased plate returned to the licence holders and with a network that has not seen growth in 8 years under current administration and base fees of \$10943.00 with a 30 % decline in patronage with 500 registered Uber drivers in Newcastle, we do have a challenge. To be honest with a passenger surcharge and a network that only serves as a finance company and tries to look like a service provider we have no future as a taxi industry, the hill is just too steep. Most taxis have their own personal bookings because their passengers are fed up with poor service and an unreliable phone system with operators that don't recognise suburbs let alone streets .As the new regulations suggest they must become booking agents or suffer the fines, as stated before we cannot afford any more costs.

The regulations covering safety and passenger comfort are well covered although the description of a share riding vehicle leaves me to believe that you only need a vehicle 4 wheels and four doors. Panel damage and cleanliness of taxis in Newcastle is becoming more evident as customers complain consistently about some operators and the phone service and app service.

The aim of the introduction of a more flexible service to allow the public a more open and wide ranging source of service is to be commended , although I am still coming to terms with statements like facilitator of an affiliated service means the provider of a taxi service that facilitates the provision of the affiliated service by the affiliated provider.

I propose the following ,

- All plates be placed in a buy back plan with December 2015 prices as a guideline
- No hardship pay out for Newcastle Taxis as we cannot afford the costing
- A \$1,000,000 grant to Newcastle Taxi Association to allow them to set up a functional booking service.
- Payout costing of \$2.1 billion dollars to industry stake holders with government to release plates for \$ 200.00 / week .
- A collection of \$1.00 per hiring will return a profit of \$ 250 million over 5 years if there is any one left to collect from .
- Rank and Hail available to all point to point participants 2018 .
- The networks or booking agents that survive will be dysfunctional unless well supported by good business models .
- Botique networks with services to major business clients and with varied operations will survive .
- Cabcharge /13CABS will be broken up into small groups and become non existing by 2025
- NSW Liberal government will be decimated at the next election.
- Taxi industry will have its own political party 2019 .
- Taxis as we know them will also take a new format as self driving cars arrive .

The taxi industry has always only asked for fair and reasonable outcomes on its dealings with governments and at the moment we have been treated poorly by a government swept of its feet by promises of we will solve all your transport needs by a company that provides not one cent to the betterment of society . The new regulations will have some impact on share riding and if proper scrutiny is applied they seem to be destined to go the same way the taxi industry has gone. All in all within 5 years share riding will have run its course and my personal view is that you will be asking yourself what happened to taxi industry and a new set of regulations will be needed to return back to a similar format that you once had, venture capitalists come and go.

My last comment is that with 180 Taxis and 500 Uber drivers in Newcastle the public is well served and not to mention the other 35 providers of transport in our area we are all ecstatic.

- A summary of your legislation is that I have one year to retirement age and although I have seen the best and worst years of taxi life, this has turned some one that was trying to be a self funded retiree to the the old age pension with many others. And one more item please do not make Newcastle your scape goat as been on previous occasions remember that we have not had a fare increase for 3 years and that was for being 99% efficient in our work practice, although no mention of any network fines when 123000 trips were lost in 2008 2009 2010 compared to corresponding years.
- Kind Regards
- Kevin Bernard Cole
23/04/2017
[REDACTED]

Red tape slashed in Point to Point reform package

To prepare the point to point transport industry for the new customer focussed reforms we have removed more than 50 regulations that were holding the industry back.

Safety is still the priority and removing these regulations will allow services to focus on providing safe and more innovative services customers want.

We estimate this equates to a red tape saving of \$30 million each year to industry

REDUCTION IN OPERATING COSTS

Taxi operators

- Removal of the requirement to complete a course: \$1,000
- Thousands of dollars in removing vehicle standards. For example, a Hyundai i45, which meets the old specifications, costs about \$28,000. A Hyundai i30, which could now be used, costs about \$23,000.
- Application fee reduced from \$100 to \$45. Accreditation renewal fees of \$260 per vehicle have been removed, with operator accreditations automatically extending until December 2016.
- Driver uniform costs: \$400 per fulltime driver.
- From early 2016, Wheelchair Accessible Taxi Operators in Sydney will no longer have to pay \$2130 for connecting to the centralised booking service for wheelchair accessible taxis.
- Can also expect reductions in licence rent costs.

Hire car operators

- Licence fees: Sydney \$8235, per year. Country \$3000 per year
- Savings of tens of thousands of dollars in removing vehicle standards. For example, a Holden Caprice costs \$60 thousand dollars. A Mazda 3, which can now be used costs around \$25,000.

Taxi drivers

- Training course \$1,400
- Authority application fee reduced from \$100 to \$45, with existing authorities extended to December 2016, so renewal not required.

AMENDMENTS TO THE PASSENGER TRANSPORT REGULATION 2007 TO IMPLEMENT STURGESS REPORT RECOMMENDATIONS INCLUDE

How services can operate:

- Removes restrictions on where booked taxis and hire car trips can be taken (any booked trip can be taken anywhere in the state now)

- Removes the requirement to hold a hire car licence
- Permits hire car drivers to meet safety obligations of an operator (allowing them not to hold operator accreditation, however, if they fail to do so, then the exemption is void and they can be fined and could have their driver authority suspended or cancelled)
- Removes restrictions on when WATs are available for hire (allows for double shifting)
- Allows the extension of prepaid taxi fares to other places by notice in the Government Gazette

Requirements for taxi drivers (some of these have also been changed for hire car drivers):

- Automatically extends existing taxi driver authorities until 31 December 2016
- Automatically extends existing hire car driver authorities until 31 December 2016
- Lowers the application fee for a taxi driver authority to \$45
- Simplifies application requirements for taxi authorities including removing:
 - i. testing relating to the geographic knowledge and the regulation by the driver
 - ii. training courses for taxi drivers, except for training for wheelchair accessible taxi drivers and the English language testing requirement
 - iii. evidence of visa status (immigration laws cover this)
 - iv. lower age limit for driver (NSW driver licensing law covers this already)
- Removes regulations relating to the presentation and conduct of drivers, including:
 - i. dress (uniform) standards,
 - ii. eating and drinking in the vehicle,
 - iii. ensuring the vehicle is clean,
 - iv. how lost property is handled
 - v. the use of air conditioning
 - vi. use of network equipment (and prohibited communications devices) in the vehicles
 - vii. remaining within 3 metres of the taxi, except for at airports
 - viii. referring a person to someone other than an authorised network
 - ix. waiting for 15 minutes for a customer, unless a different time is agreed
 - x. the use of destination signs
 - xi. other requirements relating to how the hiring is undertaken

Requirements for taxi operators (some of these have also been changed for hire car operators)

- automatically extends operator current accreditations to 31 December 2016
- lowers the application fee for taxi operator accreditation to \$45
- simplifies requirements to become a taxi operator, including removing:
 - i. operator training,

- ii. a letter from an accountant about financial viability,
- iii. personal references
- iv. removing the requirements relating to corporations law
- removes redundant requirements about reporting information to RMS about the vehicle

Requirements for vehicles

- Simplifies specifications for hire cars
- Simplifies specifications for taxis
- Removes vehicle age limits for taxis
- Simplifies maintenance requirements while maintaining safety standards
- Removes vehicle quality and comfort standards, but maintains ATIS inspections (eg for meters and safety equipment)
- removes redundant requirements relating to vehicle fixtures such as:
 - i. driver protections screens
 - ii. anchorage bolts for child seats
- removes restrictions on advertising in or on a taxi, as long as a potential customer is able to easily identify that the vehicle is a taxi and the name and contact details of the taxi company. Digital or advertising with moving images is not permitted on the vehicle
- simplifies network decal requirements
- simplifies requirements relating to the information that must be provided in a taxi
- simplifies requirements relating to standby taxis

Taxi networks

- simplifying application requirements to become a taxi network, including:
 - i. removing the need for personal references
 - ii. removing the requirements relating to corporations law
 - iii. simplifies the requirements relating to technical competence to providing information about security systems (inc duress alarms)
 - iv. removing the requirements for a letter from an accountant
 - v. removing the need to provide annual reports for five years,
 - vi. removing the requirement to provide statements from a bank with a credit assessment
- removes reporting of key performance indicators by taxi networks
- removes requirements about the management of lost property by networks
- removes the requirement for a taxi network to have baby capsules in 10% of its fleet, but requires all WATs to have them
- removes regulation relating to communication procedures

Some clauses have been deleted which were driver-specific but are dealt with elsewhere in the regulation for example, smoking, or interfering with equipment.

For more information go to www.transport.nsw.gov.au/pointtopoint

- [> TAXI LICENCE PRICES](#)

Taxi Owners

Fair and equitable competition. Compensation for ALL AUSTRALIAN TAXI PLATE OWNERS.



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A REPORT TO ADDRESS THE CURRENT STATUS OF THE REGULATED TAXI INDUSTRY

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The Passenger Transport Act requires Transport for NSW (TfNSW) to determine prior to the 31st March the number of annual licences to be released in Sydney in the following financial year.

The matters scheduled to be taken into account are listed below with comment provided for perusal as invited by Lisa Braid, Executive Director, Transport Policy. You can also download [TAXI INDUSTRY REPORT pdf](#) document.

a) likely passenger demand and latent demand for taxi services.

Current demand for the regulated services is in serious decline primarily due to the impost of “ridesharing” (ie. “unregulated” taxi services)

The Act called for rank & hail to be the exclusive domain of the regulated industry but the practical reality is that the “rideshare partners” are thumbing their noses at the regulation with no discouragement from their employers or control by authorities.

The “App happy” society are using their call App to hail from the street thus negating any “control”

regarding rank & hail.

“Rideshare” drivers are hanging about in the vicinity of, or even picking up from, ranks, stations, entertainment venues and shopping strips.

Being “unidentifiable” their activities are essentially going unpoliced, particularly by RMS “inspectors” more intent on hounding taxis and ignoring rideshare activities.

Friday & Saturday evening times (once traditional “good nights”) are being saturated with “rideshare” services to the point where regulated drivers are giving up & going home.

In consequence, shifts are becoming difficult to fill.

It is self evident that latent demand for services will continue to follow this pattern and result in serious decline until a great deal of change is made to the current situation.

b) the performance of existing taxi services.

Taxi services have always been resilient and have suffered several setbacks since the year 2000, with times of market saturation of plate releases and other imposts instigated by IPART. Government impost resulted in plate values dropping by \$50,000 in the 5 year period between 2009 and the beginning of Ubers entry in 2014.

The regulated industry have finally been allowed in the booked service arena to offer a booking and invoicing system similar to Uber but without the iniquitous “surge pricing” impost so favoured by that avaricious corporation. (up to tenfold normal rate in circumstances & “fares” exceeding \$1,000 have been recorded)

Obviously, the regulated industry could have, and attempted to, introduce an identical or better booking & invoicing method to Uber right from the onset of Uber’s illegal activities.

However, the industry was prevented from doing so by the ACCC on the grounds that it would, in the words of Rod Sims of the ACCC “have significant impact on competition” and “produce significant public detriments”

The hypocrisy of so called “fair competition” in making it OK for Uber but not the regulated industry was clearly demonstrated by the ACCC.

Also, it would have been difficult for our Transport Minister Andrew Constance to claim that the demise of the Taxi Industry is “their own fault” for “failing to embrace modern technology”.

Currently, with the easing of requirements to become a taxi driver, there has been an increase in authorities issued, however, there has been a corresponding cancelling of taxi authority cards (apparently as many as 250 per month) as drivers find it is not a viable way to make a living.

In essence, the easing of regulation has achieved nothing other than to downgrade the quality of new drivers in the industry and drive out more experience ones.

Drivers are survivors and unfortunately many, in an effort to survive, are carrying multiple phones and making “rideshare” type bookings as well.

The practice is eroding the regulated industry & will eventually destroy their own jobs. This situation occurring was even foreshadowed in the point to point report.

(one of the very few things correctly foreseen in that most biased “independent” report)

In essence, the regulated industry has performed remarkably under the unbelievable imposts placed upon its function.

That does not mean that it is not on its knees. Nor does it mean that Owners, Lease holders, Drivers, some Co operatives and many members of the public who previously earned a living in support industries are happy. On the contrary, they are furious.

Promised administration and enforcement of the Act has not been forthcoming. Promised “fairer” insurance premiums have not been introduced.

The Government appears to set its agenda on the inanities of the social media. – a media so cleverly manipulated by Uber from the outset of their activities.

c) the demand for new taxi licences.

Following the introduction of the Point to Point Transport Act, the Government guaranteed that there would be no issue of new plates for a period of four years. However, the regulation allows for annual taxi licences returned to the government may be re released if demand for new plates indicate it would be appropriate.

The preceding would indicate that the demand for new plates to be released in the current & foreseeable future circumstances would be zero.

There is however vested interest by various networks who believe that like Uber, there be an unlimited supply of taxis.

Of note is that Cabcharge has recently resigned from the NSW Taxi Industry Association & the NSW Taxi Council as well as the Victorian Taxi Industry Association.

In Sydney, Combined Communications Network are metamorphosing into 13CABS. Many see this as a precursor for the network to introduce any number of private vehicles to their fleet to operate under the “rideshare” guidelines. (called 13RIDE or whatever)

The networks have the ability and infrastructure already in place to run such an enterprise. It has also become evident that many networks (originally established to serve owners, drivers and the public) have become self serving entities.

Network fees have not decreased and many have little regard to the welfare of owners or lease holders who have become little better than milking cows for their activities. Drivers have also become “expendable”

It would be an abject disaster for the small stakeholders in the industry if the Government allow themselves to be influenced by the rhetoric of self serving enterprises.

The release of further plates in the coming year will only exacerbate an already barely sustainable situation and the general public will not be better served in the circumstance.

Have the Owners, Lease holders, and Career Drivers not been damaged enough already?

d) the viability and sustainability of the taxi industry.

The viability and sustainability of the taxi industry under the current regime is precarious.

Owners have seen the value of their investment in the industry decimated to the point where current taxi licences are now some **\$60,000 less than they were seventeen years ago**.

Lending institutions are now regarding taxis as having no asset value in terms of providing finance and are beginning to foreclose on loans. Particularly the larger ones.

Many in the circumstance will not only lose their life savings, their superannuation and a retirement income, but their homes as well. Many potential self funded retirees will be driven on to the pension at great cost to the nation.

Networks (currently multiplying in great number) have become an industry unto themselves manipulating returns to investors and feeding off the work of others – be it drivers, lease holders or owners.

Lease values have dropped \$200 per week below what they were several years ago. In many instances lease payments are below loan repayments committed to lenders.

Tax obligations then further compound the loss.

Lease holders, owners and even networks are having difficulty in filling shifts as permanent drivers shift to part time or leave the industry altogether.

Driver earnings have dropped to the point where even with the influx of new drivers to the industry due to the lowering of driver standards and qualifications, as many are leaving the industry as the number joining.

The so called \$30 million “reduction” in red tape seems to have defeated its purpose. It appears to have not made one iota of benefit to the public as standards have been substantially lowered and other rising costs to the industry have negated any advantage.

Fares are “frozen” for the regulated industry regardless of wildly fluctuating fuel prices and continuing increases in CTP (over \$1500 in the past 12 months)

By comparison, “rideshare” with virtually no commensurate overheads are free to charge whatever they want & unscrupulously gouge the public with their iniquitous “surge pricing”

The “**promised review**” into the cost of insurance was mooted to be established on a basis of “fairness to all”. Not only has it not been established, it has been “**put on hold**” with no indication whether it will ever come into being.

Evidently any fairness in the regime would see a reduction in the “gravy train” currently enjoyed by the legal profession and the insurance industry. The obvious conflict of interest has apparently left Treasurer Perrottet perplexed regarding a course of action.

An example of how inequitable the situation has become. (documented evidence available). Two vehicles – same brand – same year model – same body style – same premium start date youngest driver almost identical 60 & 65 – same no “at fault” collisions status – same period of cover – same insurance company

actually been fined (to give the impression that RMS inspectors are actually doing something) the “fines” have apparently been in the vicinity of \$175 & paid by Uber anyway.

“Under the current rules the penalty carries a maximum fine of \$110,000”

Someone should tip off the Minister that there is a “nice little earner” here available to the government if they could pull the magistrates into line and actually administer the law for a change.

“As you may be aware, compliance and enforcement of the point to point transport industry will be transitioned from RMS to the new Point to Point Commissioner”

A logical step when considering that during the period that Uber were operating “illegally” it took 70 RMS inspectors over a year to catch 24 illegal Uber drivers.

For “operational reasons” that A Wells of the RMS refused to divulge, none of the offenders proceeded to Court.

Significant that RMS “Inspectors” are still continuing their regulatory activity with the same zeal of hounding the taxi industry with random inspections usually at busy venues like the Airport or the Casino while Uber drivers a few metres away remain untouched.

“The Commissioner will hold all point to point transport operators to account with significant new powers.”

Previously, the new Commissioner Ms Barbara Wise, was the Director for Point to Point Implementation at Transport for NSW – responsible for reforms to the taxi, hire car & rideshare industry announced in late 2015.

That information should give the Taxi industry little confidence after the draconian imposts and utterly demonstrable lies perpetrated in the Point to Point “report” were never queried and virtually every single “recommendation” adopted into the legislation without any care regarding the devastating consequences that have befallen investors and workers in the industry.

The new “taskforce “ to replace the useless RMS inspectors has not eventuated 15 months after Uber were “legalised”

The new Commissioner appears to be invisible and the “significant new powers” are yet to be announced.

Whether the significant new powers actually come into being or are ever enforced is yet to be seen.

Particularly with Ubers record of ignoring or breaking every regulation it dislikes to date.

Industry Adjustment Assistance.

\$250 million allocated with \$98 million for initial assistance & \$142 million for “hardship”

Immediate compensation

Initially termed “immediate compensation” the terminology was rapidly changed to “Industry Adjustment Assistance” as the word “compensation” incurs legal responsibility & restitution for loss or suffering. (an issue unacceptable to the Government for its actions)

As the government has legislated to make itself immune from prosecution under the law of tort (a new

first for any country operating under the rules of British law) it need not have bothered with the precaution.

The Reality

“Immediate” became over 7 months later for its initial introduction and the regimen for “claims” were made demonstrably difficult and protracted for the most minute reasons. It is easy to assume that many eligible recipients “missed out” under the implementation methods.

Transitional Assistance Allocation

\$98 million to be allocated to 4,900 eligible plate holders @ \$20,000 for 2 plates maximum. Hard luck for those who had invested in more than two plates.

The Reality

4,900 eligible recipients mysteriously became 4,100 eligible recipients with no accounting for what happened to the missing 800. Claims closed on the 13 January with **no accounting advised** on how many were actually paid.

(a month prior to the closing date it was rumoured that some 600 were still outstanding)

\$98 million to be allocated became \$84 million with possibly many more \$millions unallocated.

Verbal guarantees were provided that the total \$250 million allocation was to be maintained and moneys not distributed in the initial Assistance would transfer to the \$142 million additional Assistance (termed Hardship package.)

However,

No official confirmation has been provided on actual outlays to date.

No official confirmation on whether moneys not distributed initially are actually to be allocated to the “hardship” fund.

- In real terms what does the \$20,000 dollar (non compensation) represent for those who have paid off or are still paying off substantial loans. Many running for up to 15 or 20 years.
- It represents less than 5% of a “sell value” for plates established in 2009.
- It represents over \$1500 less than one days wage for the boss of Australia Post.
- It represents about 3 days pay for the majority of the “fat cats in the current government.
- It represents **less than 10% of the actual loss in plate value** since the “legalising” of Uber.
- To add insult to injury the \$20,000 allocation is deemed to be taxable income added to the top dollar of any additional earnings.

Additional Assistance or “hardship” package.

Initially announced as \$142 million to be allocated for “hardship” for those detrimentally affected. (Logically & essentially every person who invested in the industry)

Additional Assistance or “hardship” package. A panel was to be formed to determine the eligibility and criteria procedures for the payment of funds.

The commencement date to begin the process was scheduled for November 2016 and the closing date is scheduled to be July 2017.

The Reality

As at the end of February 2017 – 4 months after the scheduled commencement date.

- No confirmation has been forthcoming as to whether the panel has been formed or not
- No information has been provided on the criteria to be established to determine the eligibility of those deemed to be detrimentally affected.
- No information has been provided for the procedures to be followed for applicants.
- No confirmation has been provided regarding the amount in the fund to be allocated in lieu of the issue raised regarding the fact that a substantial amount allocated for the initial \$98 million fund has not been expended.

The passenger service Levy.

To pay for the assistance package a levy of \$1 per customer is to be imposed on the regulated industry as well as “rideshare” services (to the cries of unfair, unfair by UBER)

As it has only been the rideshare industry that has benefited by the governments largess in providing them an “unlimited” license to trade for free at the extreme expense to the regulated industry then surely by any sense of moral decency or fair trading, the levy should have been bestowed on the rideshare industry alone.

In essence, the Assistance package will be little different to a personal loan to be paid off over a long period of time. (originally nominated as 5 years)

In addition to annoying the public and providing further fuel for Uber and their like to denigrate and blame the regulated industry for its impost, owners, drivers & networks will have to collect it at their own expense and pay tax on it – presumably at their top dollar rate.

The ability to date of Uber to be able to avoid rules, regulations and taxes would suggest that for them it will simply be another inconvenience to disregard and the major impost will fall on the regulated industry.

Of note is that if the government collect the levy for the five year period as stated, they will collect well in excess of a \$100 million more than the original payout.

FOOTNOTE

Some of the “other issues” noted above are not necessarily in the domain of or under the control of Transport for NSW TfNSW.

They are however issues of significant importance to the Taxi Industry.

The social effect of this draconian legislation has not been addressed with this report.