



Minvell Corporation PTY LTD trading as: Port Macquarie Taxis
5 Uralla Road, Port Macquarie NSW 2444
T 6581 0181 F 6581 1808 E info@porttaxi.com.au

2 May 2017

Kelly Miller
Director – Point to Point Implementation
Transport for NSW
PO Box K659
HAYMARKET NSW 1249

Proposed Point to Point Transport Regulation

Thank you for the opportunity to provide feedback as requested in relation to the proposed Point to Point Transport Regulation.

Following the birth of Uber in San Francisco USA in 2011/12 The NSW Government sought to establish a taskforce to look into regulating Uber, noting that the existing regulatory framework was “difficult to enforce”. From this time forward Uber, a company birthed in the United States which transfers funds collected from Australians to the Netherlands bypassing Australian Taxation requirements, has flourished mostly due to the absolute inaction from regulators and politicians within NSW and Australia. Metropolitan and Regional Taxi Networks in NSW and Australia who had traditionally employed large numbers of Call Centre staff to field calls from clients met competition from the new competitor Uber, who did NOT have Call Centre staff as their business model was APP based and circumvented the need for staff.

Uber thumbed their nose at well placed and considered law yet were never ever challenged or called to account. Uber also invented “Dynamic Pricing” whereby their unchallenged flouting and ignorance of laws and regulations enabled them to implement, at their call, surge pricing structures for their greed and the extortion of the NSW and Australian public, again this went unchallenged by the regulatory process from State and Federal Governments.

I have attended numerous presentations and industry briefings on your proposals over the preceding two years prior to your release of these regulations, on many of these occasions I have been accompanied by members of my Board of Directors and our Network’s Operator partners. We had been of the belief that the process would encompass each and every mode of Point to Point Transportation service provision including Taxis, Hire Cars, Community Transport and Courtesy Transport Operators. It has now become quite apparent that your considerations, commensurate legislation and now associated regulations solely focus and regulate just Taxis and Hire Cars (Uber type start-up disruptive businesses)

On behalf of my Board of Directors and Operators within the Port Macquarie Taxis Network I comment in response to your consultation process as follows:

1 We object to the imposition of a \$1 per trip levy

We object to Regulations requiring us to collect, on your behalf, a \$1 levy (price increase) from our loyal clientele to fund an industry Compensation and/or Hardship reimbursement fund most specifically in that your Government regulated the tendering of Taxi Licences, the frequency of tenders for issue of new licences, the number of new licences, the Price of new licences whilst you reaped the financial spoils of these actions, yet when YOU amend the regulations you require US to be the collectors of funds. Hardship Funds and commensurate compensation should come from Consolidated Revenue as you have been benefitting from this income for two to three generations. Your Regulations have provided no clarity of how Networks will address financial issues relating to Bailee drivers/Leasing drivers collecting the \$1 as agents for you and their entitlement to retention of a percentage of funds collected as well as GST implications.

2 We object to being the means to collect “Hardship Funds” when our industry was not the instigator of the ‘Hardship’

The NSW Taxi Industry did not cause the problem leading to collection of Hardship Funds. We believe that compensation sprang from the Government’s total inaction to enforce pre-existing regulations thereby placing the Taxi Industry into ‘Hardship’.

3 We object to the inequity of flat rate collection of hardship funds when comparing average Metropolitan fares to country fares

We object to regional NSW being regulated to collect a \$1 levy on every trip when you consider that Regional Networks average trip value is most likely \$17 compared to Metropolitan fares where the average is most likely \$30. When taken as a percentage rate Regional Networks and their clientele will be remitting a much higher percentage contribution to Point to Point reforms than Metropolitan Networks. This is totally unacceptable to Port Macquarie Taxis.

4 We object to the proposed three cents per job levy charge proposed within the regulations

This proposed collection of three cents per completed job is unjustified and must be deleted most particularly as it has never been discussed at Industry Level and smacks of cashing in on opportunities to generate further Government income streams.

5 We seek your clarification of the term of your proposed \$1 per trip levy

We cannot find within the Regulations a ‘term’ to which the obligation for Networks to collect and remit the levy will apply. All of your Fact Sheets refer to a “Temporary Passenger Service Levy”, please confirm timeframes.

6 We respectfully request that a \$1 per trip levy be imposed on Community Transport trips

We were led to believe that Community Transport operations were included in your deliberations on formulation of the Point to Point Regulations. We see no references to their operations and respectfully request that, as they provide Point to Point Services, that they also collect and remit a \$1 per trip levy.

Steve Read
GENERAL MANAGER