

From: Jon Daley
To: [pointtopoint](#)
Subject: Point to Point Transport Regulation
Date: Sunday, 7 May 2017 11:27:54 PM

I really do not have time for this. I am currently \$8,000.00 short of last years income, so I need to have some input. I do realise it will go unheeded, as in the past.

Year 2000 was when I invested all my money plus \$100,000 of the bank's money, in the Taxi Industry, so as to provide a fund for my retirement. It was quite obvious, after operating one taxi for one year, it was a good investment.

As time went on, my wife, Kathleen, chose to invest all her savings as well. The bank also chose to back us, with another \$300,000.

We were happy in the industry, providing transport for wheel chair bound people, the elderly, and others.

Now fifteen years later, the rug has been pulled out from under us. I have received \$20,000.00, and our partnership has received \$40,000.00 as compensation for loss of income, and we have indeed have had a loss of income. During this fifteen years I stretched my finances to the limit, doubling the number of taxis in the area. I have also contributed, with my taxes, more cars for Community Transport.

I can comment, at this stage, only on two points:

Part 2: Levy - even if anyone can find any way to justify this levy on the Taxi Industry, after the way we have been ribbed, it still does not we can afford to pay it.

clause 16 Fare calculation Device (1) must be fitted - tends to cause a contradiction - (4) securely fixed - (5) not likely to cause injury to driver or passenger. Everything in the car (fitted by the manufacturer or other) is liable to cause injury to the driver or passenger, during an incident causing the vehicle to stop suddenly, especially airbags. Please think of something sensible.

There is no doubt legalising "UBER" had to happen. Uber opened up to public, and others that, which many people have been doing for many years (providing passenger transport illegally)

I suggested, some years ago that, Transport NSW should deal with this situation in a fair way. The best, I believe, would for Transport NSW to buy the Plates at seventy per cent of the original purchase price, and lease the plates back at ten per cent of your purchase price per annum.

I just have to go to bed now.

Takeiteasy

Jon C Daley