

## **Point to Point Transport (Taxi and Hire Vehicles) Regulation 2017**

### **Passenger Service Levy**

This is total shambles, the practicality of trying to collect this is very time consuming (more labour hours paid by the Co-Op?) The reason UBER has popped up is due to the Taxi service being too expensive. This is another add on. The small country co-ops will go under with the added costs.

The levy should be paid by UBER & Co as they have very little running costs compared to Taxi's. Also, the no levy payments for jobs under 150 pa is a joke due to UBER taking the longer trips, this should be paid on all trips and UBER can pay \$2 per trip. How is it fair to add \$1 to Taxi fares to compensate the taxi industry for the government's decision to legalise a foreign owned ride share company. The little old pensioner lady will pay most when she uses a Taxi 3 or 4 times a week for a 10-dollar fare 10 % paid. The business man from the airport with a casual Uber driver will pay nothing more than likely, is this fair NO. The levy in its current form disadvantages taxi users ,the people using UBER on longer trips will more than likely pay nothing, as UBER is set up for drivers to pick the eyes out of the jobs on a casual basis.

### **Safety Management Systems**

- Do they get audited and approved for use? Again more cost involved for small Co-ops.
- Hire cars have no extra safety standards other than a normal family car? Why are they cheaper? It appears that a part time hire car which will probably be the case in the country will have minimal insurance costs from normal family car, also no levy paid, no extra inspection or safety standards and the availability of 93% of our jobs (the percentage of country taxi fares are booked over the phone) will result in the end of country taxi services.

This document adds a lot of extra costs to run a legal taxi co-op. It doesn't change the running cost of a hire car as much due to the running costs are lower to begin with.

- UBER have broken the law for 3-4 yrs with no regard or consequences so why would this document make any impact on them?

- How are we going to control the illegal operators -eg (this problem exists now in our local area since the Government approved Uber)

- the average Joe in a family car (not part of UBER)
- Buses doing taxi work
- Courtesy buses running as taxi's
- Tour buses running as taxis
- Community service vehicles running as taxis

As this stands now most country taxi co-ops will be forced to wind operations back or close. If the government want this to happen then all the owners are asking is to be paid their plate price in compensation and we will happily step back and let UBER provide a 24 hr/7 day a week service for the aged, the disabled and other members of the local community.

# Please note the Government has given away for free 93% of our work due to only 7% rank and hail, no reduction in costs maybe a decrease in insurance but remember a \$1000 increase when Uber was announced over a year ago.

All that has been done with this document is added more cost to running a Taxi co-op and more than likely sounded the death knell around country NSW for most Taxi Services , it seems more practical for all country taxi owners & co-ops to maybe just hand back their taxi plates, considering they are now worthless & start our own ride share companies, a lot less regulated, No wats vehicles required, No 24 hr coverage, just work on demand ,with less restrictions & cheaper running costs.

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