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Just a little intro about Our family business.

My Mother and Father (Lorraine & Ray Clark-Smith) moved to Casino from Sydney in 1977 after owning 2 Taxis on the Cumberland Cabs Network, they then sold them to buy these 13 Cabs in Casino. There were 3 Cab Company's including theirs, so in under 10 years, my parents had purchased the other existing 2 taxi companies. They did this with the intention of, in the future one day, either selling or leasing these plates, this was going to be their retirement plan, but in 2004 my father passed away in the offices of Casino Cabs after suffering a massive heart attack, my wife and I took over the day to day running's of the business with my mother Lorraine.

After 10 years of running the Business, my wife and I purchased the business from Lorraine with the same intention they had, being able to one day use this business as our retirement plan, we have a young family as well, hopefully our thoughts were one day, they might buy the business off of us, if not, we would put it on the market when we decide to retire. I must add, that the business was not gifted to Sharla & I. We paid the market value for the business at the time so we are quite a few millions in debt.

This intro isn't meant to be a 'poor us' by any stretch of the imagination, I just wanted to explain the commitment both families have in the Taxi industry. My Late Father, Ray Clark Smith was the original person that set up ALL of the country regions including the Taxi Council that represents the Country Regions. Like he, I am President of the North Coast Taxi Council and thoroughly enjoy the challenges that come by us daily, and this brings me to my concerns.

Proposed Point to Point Transport Regulation.

Thank you for allowing us to send in our feedback on your Proposed Point to Point Regulations

I guess the first thing I noticed before getting into this Proposal was that it was singling out the Taxi & Hire car Vehicles, I was under the understanding from your department that this was for ALL point to Point Vehicles being and not limited to Courtesy Buses, Community Transport, Courtesy Transport Operators and Uber like Point to Point Vehicles, so I don't understand why we received this letter singling out the Taxi & Hire Car Industry ONLY. I would assume and hope that the other Point To Point Providers have the same letter with their Organisations on it and I'm sure this would be the

case as ALL discussions in the past has had ALL Point To Point providers mentioned in ALL Communications & Discussions by your Department in the Past.

1-We Object To Collecting The \$1.00 Levy On Behalf Of Government.

This will be a REAL Deal Breaker for our Taxi Business, especially here in Casino, as it is now, we have some drivers that drop the \$1.20 Booking fee off the fare that a passenger would normally pay. The Drivers do this so they can keep the Passengers using our Taxis, instead of receiving FREE travel from Organisation like Community Transports and Organisations alike that ask their Passengers for a \$\$ DONATION (that the Government and ourselves as Tax payers, have to tip \$\$ in for) or use the Buses red card where they can get dropped to their door as well, It seems that all these other Service Providers can and have had in the past, financial help to keep them going, but in our case, trying to take from us to pay for the Government Deregulation of our Taxi Industry, just doesn't seem like the Australian way as I know it or was brought up with.

Drivers are Bailees, so they work for themselves, for the Drivers to collect this money, they will want to take a % from the collection, then there's the Tax implications for the Bailees, collecting on Behalf of the Government. But the BIGGEST issue is collecting this from the Passengers, as I said earlier, some of our Drivers don't even collect the \$1.20 Booking fee to keep our passengers in our Cabs.

Our average Fare in Casino is around \$11.00 this including the Booking fee , (I think the City Boys & Girls have an average fare around \$30-\$40 Dollars, this might be ok for them, but detrimental to us) and as I said earlier, if the driver/s deducts the Booking fee \$1.20 and now \$9.80 would be our average fare, I can assure you, their business and ours will decline even further if we TRY and collect this extra \$1.00 and I'm sure you wouldn't like to see a Family Business like this go out the Door. The only Happy people would be A Current Affair or 60 Minutes for a news story on how Government who helps Kill Local Family Business just trying to have a go and who supports over 20 Drivers and their Families.

2-We Object to Collecting or Being Charged 0.03cents Per Job (Network Fees)

Not sure where this one come from, I've been going to all the meetings with all of these Regulations, I can assure you, I don't miss much, can you explain to me where this was mentioned? I could of honestly overlooked this, not sure how, but I am human. We are happy to pay a Network Fee that is reasonable, we have always paid one, but I don't think this is justified at all. The ONLY thing that comes to mind is that you could be using this as a negotiation tool. Drop the \$0.03 per job fee & keep the \$1 Levy, But I'm VERY disappointed that this one has been thrown on the table at the last minute, just makes me think, what's next.

3-We Object To Our Industry Paying Any Extra For Anything That We Have To Pay For To Run Our Business, we need REDUCTIONS not COSTS.

To survive in any Business, you look at reducing your overheads, now I can see some reductions with these new regulations, but I don't understand why for somethings, like taking away the 6 month ATIS, this is a safety issue, we will continue, but this shouldn't have been dropped. Things that don't have to work in your Cab now like Air-conditioning and Damage to vehicles, WOW, this stuff just blows me away. I just don't get this, again, we will strive to have our fleet on the old ways and even better if possible. I do understand we can now make our own standards, anyway.

When ALL we thought we had to do is go over what has been discussed in the past and finalise this drawn out saga from December 2015, I thought this Proposed Point To Point letter would outline when the CTPs would be reasonable again (they are going to be the price I assume they were 3 to 4 years ago), that's why they kept going up so they can come back to where they used to be and we would think we were being looked after, if the Government wants to look after us and put us in the fair playing field, DROP our CTPs to start with, to normal Business CTPs like other business people pay, now that's fair.

The part that is a little hard to understand, we, Casino Cabs put in an application to have the Interest Free loan from the Government for the WATs vehicles incentive, only to be declined as we were not financially fit to take on a loan from the Government. I also am to believe that there were a total of around 30 applications put in for this loan and ONLY 4 where successful, and you want to add \$1.03 per job to collect on behalf of the Government to pay for our deregulation. Sorry, I just don't get it.

At the end of the day the Government heavily regulated our businesses for decades. We knew what we had to pay for if we came into this Industry. Plates had a figure what they were worth, each town was different, fares were set by Government, I didn't have a problem with that, I knew this before I bought into this business. But now, NO bank will let you borrow for a Taxi Plate, they used to be like commercial property at one stage.

Regards

Ashley Clark-Smith

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