

# *Submission to the competition*

## *policy review*

*submitted by mr rino parrella*

*19 webb st Margate old 4019*

*I have read the proposed reviews and the proposed changes put forward across certain industries. I wish to express my concerns with two topics in mind, first the lifting of caps on taxi licenses in qld ,and the second is about the unfair completion , and illegal operations of the uber and sidecar taxi apps which have recently arrived to our major cities . first I would like to display my position ,I am a taxi owner and operator in Brisbane qld for 25 years. I started at the age of 28 looking to start my own business, I happily purchase my taxi license, and paid the fees and taxes along the way and worked long hours and very hard , I found the industry extremely tough because you were always competing against other taxis , buses, trains ,courtesy buses , airport link ,commonwealth carpooling, and council taxis. the industry has always faced challengers over the years and has invested to keep up with state of the art technology to meet customer demand and safety standards . but in all the taxi industry has enabled me the opportunities I was looking for as young man, it provided the support I needed to raise my family, school my children ,and pay off the mortgage . your recommendation to lift license caps, is called deregulation off the taxi industry, I have read many report on this inc, Ireland , nt Australia , some usa states and nz , which I have just returned from holidays and spoke to some taxi drivers over their, and the response is the same all over . first complaint is, their are to many taxis on the road causing congestion at ranks and airports ,and everyone struggles to make a living , fares eventually increases to try and cover the drop in work ,and costumer dissatisfaction with poor vehicle standards. over time governments find they have to reregulate to a degree . I would also like to touch on the financial pain and hard ship this would bring to taxi families who have mortgaged their homes against their licenses. also, one day these people may want to retire by selling their license to new entrants into the market and roll the proceeds into their superannuation, being self-funded ,and not having to rely on the crippling welfare system or pensions at tax payers expense, I feel with deregulation it would bring licenses values down to zero like in nz . I feel the governments have a moral and ethical obligation to these people ,. we must also remember that every taxi license sold, was by the state . in which was at no cost to government , but sold them to us for full current market value ,which has contributed enormously to the state's economy , that's why I recommend regulation should remain in the hands of the state, not the federal government independent body as your recommendation. other claims put forward is that taxi fares would reduce, if taxis capes were lifted and license values to drop , I strongly disagree because fares are set by state governments just like any other public transport (busses and trains) and' that's why fares settings have no correlation between taxi numbers or license values . before any decisions are made ,I encourage the governments to look at how the qld taxi model operates , I believe we have achieved the right balance ,with bench*

marks to meet .our recent bench marks ratings have recently reached 89% customer efficiency . also qld taxi number are meet with consumer demand ,by releasing standby licenses at peak demand. I was disappointed with the Victorian inquiry out come with 400 government owned licenses released into the market i feel this is called parallel competition where governments are competing with private operators ,since the introduction I believe services haven't improved and fares have increased 20%for weekend rates .i feel Alan fells has a lot to answers for his failed recommendations, and has also failed to acknowledge the qld system when he held the Victorian inquiry let hope the same doesn't happen to qld .

In next I would like to share many of my colleagues view on the ride sharing industry , and how its portraying to be new and groovy technology ,there is nothing new here, except a lot of propaganda and media hyp . Also government should be aware that the likes of uber and sidecar are taxi bandits and pirates who gate crash into countries and think they are above the law and are unanswerable to nobody. uber and sidecar also encourage members of the public to hop in their own private car with no commercial insurance or proper driver back ground checks and no transport regulation in place and pose as unlawful taxis ,which is in clear violation of the transport passenger act . their aim is to crush the taxi industry and gain full dominance ,which I believe is not in the public interests, you only have to read of the horrific assaults and rape incidents that have occurred around the world and the bands that have been placed upon them . In finishing I recommends as a priority for competition policy reform that the Commonwealth Government, in cooperation with State and Territory Governments, develops and implements enforceable policies for dealing with the Sharing Economy. As with Disruptive Innovation, i recommends that any such policies and guidelines specifically address the issue of new market entrants ignoring or avoiding compliance with necessary regulatory requirements under the guise of Peer-to-Peer, Collaborative or Sharing Economy arrangements and thereby, through intent or result, gaining unfair cost (and/or other) advantages over incumbent competitors operating in compliance with legislative framework. Lastly, i recommends that any such policies and guidelines specifically address the issue of new market entrants enticing members of the community and small businesses to engage in unlawful activity for its reward (profit).

Thank you for listening to our concerns

From rino parrella.