

# IF ONLY THEY TOLD THE TRUTH

The following release is from the NSW Tax Council and Transport for NSW

Font changes are due to scanning from original documents provided

Comments in red added by the TOSBA Team

## NSW Taxi Licence Buyback Update:

### Terms of Reference for Point to Point Transport Independent Review 2020 Announced

On 26th September 2019, the petition for the NSW Government to buyback NSW Taxi Licences for a fair and just value in line with pre-reform prices, was unanimously accepted in NSW Parliament.

No "buyback" whatsoever at any price was accepted during the farce presented at Parliament for the petition.

With only about 5 thousand actual small owners in the State and most wanting compensation and NOT a buyback, how many **ACTUAL OWNERS** signed the claimed so called 14-thousand-member petition?

Should **NON-OWNERS** have been entitled to vote on the livelihood of those who invested in many instances their life savings in the Industry?

It was recognised that more needed to be done to assist Taxi licence owners in NSW.

Kind words and no action. Also, recognised by whom?

On the 28th October 2019, the Minister for Transport & Roads announced a review of the NSW Point to Point Transport Industry. We would like to inform our members and stakeholders of NSW Taxi Industry that Transport for NSW has recently issued Terms of Reference for Point to Point Independent Review 2020.

### Point to Point Independent Review 2020

#### Terms of reference

The safety of point to point transport customers, drivers and of the community remain the Governments' priority.

This was why the Government introduced the much-strengthened safety provisions now applying to industry participants under the Point to Point Transport (Taxis and Hire Vehicles) Act 2016 and the Point to Point Transport (Taxis and Hire Vehicles) Regulation 2017.

Much-strengthened safety provisions? Can the Minister name a single safety provision kept, let alone strengthened?

Refer the following:

Document tendered by
MR VIC HAZIR.....
Received by
ANDREW RATCHFORD.....
Date: 25 / 09 / 20
Resolved to publish Yes / No

- 1) Taxis must have four doors - Not a requirement for Uber
- 2) Taxis fitted with security cameras & audio - Not a requirement for Uber
- 3) Taxis fitted with a duress alarm system - Not a requirement for Uber
- 4) Taxis fitted with in-car GPS tracking - Not a requirement for Uber
- 5) Taxis fitted with safety release systems - Not wanted by Uber - Regulation removed
- 6) Taxi vehicles max age 6 years - Not wanted by Uber - Regulation removed
- 7) Taxi drivers to be appropriately trained - Not wanted by Uber - Regulation removed
- 8) Taxi drivers to be appropriately licensed for passenger transport -  
Not a requirement for Uber drivers (standard licence only required)
- 9) Taxi drivers to have bona fide health checks - Not a requirement for Uber drivers
- 10) Taxi drivers' requirement to provide bona fide confirmation that they may lawfully  
work in Australia - Not wanted by Uber - Regulation removed (Illegals welcome?)
- 11) The National Minimum English Standard be retained for Taxi drivers -  
Not a requirement for Uber
- 12) Taxi drivers to wear uniforms - Not wanted by Uber - Regulation removed
- 13) Taxis to display bona fide in car driver identity - Not a requirement for Uber
- 14) Taxi regulation requirements for air conditioning, driver protection and child  
restraints - Not wanted by Uber - Regulation removed
- 15) Taxi regulation to ensure that the vehicle interior, exterior & fittings to be in  
good condition, clean and undamaged - Not wanted by Uber - Regulation removed  
(does that mean dirty, smelly Ubers are OK - Particularly with coronavirus)
- 16) Taxis required to carry guide dogs for the blind - Not a requirement for Uber
- 17) Taxi fares regulated by the government - Not a requirement for Uber
- 18) Taxi drivers to have an 0.2 alcohol limit - Not a requirement for Uber  
(NOTE: This provision was eventually revised to include "rideshare drivers")

**The review will not revisit those requirements or the three schemes of the Industry**

Yes, the draconian conditions and unfair implementation of the so-called Assistance Packages will not be revisited. The deed is done and swept under the mat.

For the allocated Paltry sum of \$250 million - of which at least \$50~\$70million will be returned to the ATO, the levy will collect the full \$250 million or more regardless and see the regulation achieve the following:

See in excess of \$2 billion stripped from the value of owners' plate investment.



See pre-Uber lease values (on which many retirees depended) drop from \$30,000 p.a. to currently essentially nothing.

Note: 13 Cabs current MONTHLY lease payments indicated as an example.

April	\$ 1.00
May	\$ 9.75
June	\$17.10
July	\$23.22
August	\$25.09

A gross income for 5 months of \$ 76.10 or an average of \$3.51 per week or about what many of those who sit in judgement of us earn per minute and claim our plates are overvalued.

Seen pensions reduced or many previously self-funded retirees forced on to the pension.

Seen those in the regulated industry lose their asset, their superannuation, their income and their future.

### Adjustment Assistance Package

The review will:

1. Consider whether there is a case for further assistance in view of:

Consider whether there is a case? A few suicides should not influence their judgement.

(a) the objectives and nature of the point to point transport reforms; and

Industry members would love to know the TRUE OBJECTIVE of the Berejiklian Government.

Is it the total obliteration of the regulated Taxi industry or perhaps the release of \$1 p.w.+ GST Taxi licences like Victoria?

(b) the Governments' announced commitment to assist traditional industry members through those reforms.

Assist? After being run over by the Government, Rideshare and the Taxi Council there is not much left to pick up.

What did the so called "announced commitment" entail?

Contrary to the Taxi Council claims, no commitment was made by Parliament on the 26<sup>th</sup> September.

2. In the context of the Government's commitment to a ten-year plan for the industry and taking account of the differing circumstances in metropolitan and regional transport markets, examine the impact of the point to point reforms to date and advise if further structural adjustments are needed to ensure the long-term viability of the sector and to realize positive customer outcomes.

The Governments ten-year (or less) plan has already been revealed by the previous Commissioner, Barbara Wise who stated **"In a few years there will be no difference between Taxis and rideshare"** (Statement at a meeting between B. Wise and delegates of TOSBA at TfNSW premises).

However, it would be revealing to know what the "Official" version may be even though it would be unlikely to be believed.

3. Consider if there are regional locations at risk of losing point to point transport services, and identify:

Consider locations at risk? Every single country location is at risk now that Uber and other rideshare organizations are moving into every town in NSW.

(a) appropriate interventions to address local transport needs.

(b) any measures, including any changes to industry structure specific to the regions, that may be needed to support the continued participation of point to point transport service providers in the local transport market, especially for those providing wheelchair accessible services and other services to vulnerable communities

(c) any further support needed for wheelchair services

YES - Stop the proliferation of rideshare numbers in accord with established regulation (Point to Point Transport Act No 34 Section 73) limiting taxi numbers to population numbers and consumer demand.

### Details of review

On 11 March 2020, Transport for NSW announced details of the review of the point to point transport sector to be led by Sue Baker-Finch.

Ms. Baker-Finch, who has extensive executive and non-executive leadership experience in commercial, government and not for profit sectors, commenced the review on 18 March.

She has been a leader in the business chamber movement at both NSW and Illawarra region levels for over a decade and has a good understanding of issues and challenges impacting business in transforming economies.

Ms. Baker-Finch will consult with industry and other stakeholders from regional NSW and metropolitan centers, commencing in late March with a call for submissions.

WHO IS Sue Baker-Finch FAICD? (Fellow of the Australian Institute of Company Directors).

Sue Baker-Finch is the Associate Non-Executive Director at Peoplecare Health Limited.

Seems like the Illawarra area is a great place for recruiting people who know everything about the Taxi Industry. (Yes, the comment is facetious)

Previously, there was warning drivers if they spoke to TOSBA it would go bad for them in being considered for Transitional Assistance. even conveyed her threats to members in writing.

Similar to the warning provided by that non-members of the NSW Taxi Council may be less successful in their application for assistance.

Similar to the

warning a member as follows:

Please be aware that we will not be advocating for non-members and will not make arrangements for any "Buy Back or compensation" for anyone's taxi operator who are not on-board and financial with the Industry Association.



Now we have Sue Baker- Finch whose **credentials** (???) and apparent grass roots knowledge of the Taxi Industry at Peoplecare Health Limited obviously make her eminently suitable to adjudicate on the lives and livelihood of the entire Taxi Industry for NSW.

Perhaps it may be cynical to imagine that the good lady may be being employed to add credence to determining a pre-ordained government agenda as was achieved with the totally flawed Sturgess & Parry Point to Point Report.

But quite simply, it has happened to us since the arrival of Uber in 2012.

At least her health care expertise may be valuable to those in the taxi industry being pushed prematurely into care facilities.

The evolving situation with the coronavirus (COVID-19) means face-to- face meetings may not be possible.

Transport for NSW will support Ms Baker-Finch to develop effective and accessible alternative meeting options and keep the community informed of how it can participate.

Return frequently to this page for updates on how the review will proceed

<https://www.transport.nsw.gov.au/projects/programs/point-to>

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[Point to Point Independent Review 2020 | Transport for NSW.](https://www.transport.nsw.gov.au/projects/programs/point-to-point-independent-review-2020)

Any questions about the review may be emailed to [pointtopoint@transport.nsw.gov.au](mailto:pointtopoint@transport.nsw.gov.au).

Good luck with that!