

**INQUIRY INTO OPERATION OF THE POINT TO POINT
TRANSPORT (TAXIS AND HIRE VEHICLES) ACT 2016**

Name: Mr Mike Burrage

Date Received: 8 May 2020

Partially
Confidential

The UPPER HOUSE INQUIRY INTO

THE POINT TO POINT TRANSPORT (TAXI AND HIRE VEHICLE) ACT 2016

TO WHOM IT MAY CONCERN

I am 78 years old and bought on 1st September 1972. In the ensuing 47 years I have driven my taxi and operated others with drivers. Today, I would still be driving if covid-19 had not occurred. My business model has always been to operate the taxi seven days a week/24 hours a day to service the public. Although this has been my choice to operate in this manner - it often impacted on my family life.

I was a migrant from the UK and like many of my colleagues, who were also migrants from various other countries, bought taxis. I entered the taxi business to be self-employed – hoping to secure my future. I include two attachments from the Ministry of Transport, era 1988 and 1989, which advertised the auction of Taxi Licences. This reinforced my decision that the taxi plate I bought, would help me to secure my family's future.

However, the auction of taxi places ceased in later years and Government authorities started leasing plates. With my extensive experience of the taxi market, I feel that this was a wrong decision. An operator can now, lease a plate (the lease fee is rent) against an operator who is career-minded who buys a plate using the equivalent money to pay for the loan. What we need is career-minded owner-operators who run their business on a day-to-day basis.

Over the years, the Government has taken the advice of IPART in issuing leased taxi licenses. However, on two occasions this advice has been proved wrong (eg Lockout Laws and IPART wishing to lower the value of taxi plates).

This means that right up to the present time, the taxi industry has too many plates to service a dwindling market – due to ride sharing. In the last four years, TfNSW has continually retendered plates that have been handed back. This does not make sense in a dwindling market.

I feel that the present system of bailment is the best way for the Taxi Industry to proceed in the future as long as the operator (owner) drives as well. In the past this used to be the only option, which was compulsory.

At age 78 and after 47 years' service, it is not unreasonable for me to expect to be able to retire. The impact of the legislation on the diminishing value of my asset (taxi plate), is greater than the loss during the Global Financial Crisis.

I would like to see the following changes to ensure the viability of the taxi industry for the future.

1. Greater control on the number of taxi plates needed in the Hail/Rank market. This should be done by the Point-to-Point Transport Commissioner, whose staff at least visit the ranks to see them completely full of waiting taxis. These visits used to be carried out by TfNSW.
2. Encouragement for more owner/drivers in the market. This I am sure will provide a better service.

3. It is necessary for the Taxi Industry to have a universal despatch system and a Universal App to compete with Ride Sharing.

I am willing to have my submission published with my name and would be prepared to attend any meeting with the Committee.

A LICENCE TO MAKE MONEY.

Public auction of taxi licences.



Here's your chance to own a taxi licence for the Sydney Metropolitan Area.

Fifty licences will be offered at public auction at 7.30 pm on 30th November 1988, at 2 Victoria Street, Lidcombe.

The licences are for night time operation (2 pm to 6 am Monday to Friday and noon Saturday to 6 am Monday excluding Public Holidays) and will not be eligible for conversion to 24-hour operation at any further date.

Interested? Then make sure you're eligible to bid by bringing along proof of finance. Successful bidders will need a bank cheque or cash deposit of \$5,000.

Balance of payment
48 hours.

Conditions of operation of the licences can be obtained from Urban Transit, Public Vehicles Division, Level 6, 99 Mount Street, North Sydney 2060. For further information phone 963 0364.

Auctioneers: P.L. Pickles & Co. Pty. Ltd., 2 Victoria Street, LIDCOMBE 2141. Telephone: 649 1200.

 **Urban Transit**
The crowd pleasers

TM 74814

2/28/2019

Sydney Morning Herald | Saturday, July 08, 1989

(To be registered as station wagons only)

**FOR OPERATION IN
THE SYDNEY METROPOLITAN AREA**

- 25 UNRESTRICTED PLATES
- 25 NIGHT-TIME PLATES (9200 Series)
- 25 RESTRICTED PLATES (Peak Demand Times Only)

**Public Auction to be held
7 p.m. on 19th July, 1989
at 2 Victoria Street, Lidcombe**

INTERESTED PARTIES should contact the Passenger Transport
Division of the MINISTRY OF TRANSPORT on (02) 963 0364 for
further details

Brochures are available from Ministry of Transport Offices at:

- Level 3, 263-273 King Street, MASCOT
- Level 3, 203-209 Northumberland Street, LIVERPOOL
- Level 6, 99 Mount Street, NORTH SYDNEY

Night-time plates and Restricted plates WILL NOT be converted.

PAYMENT — Deposit of \$5,000 cash or bank cheque at fall of
hammer. Balance within 48 hours.

Auctioneers: P L Pickles & Co Pty Ltd.
2 Victoria Street, Lidcombe 2141 — Tel. (02) 649 1200

Ministry of Transport



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