

**Submission  
No 18**

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

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## Submission to the Upper House inquiry into the Point to Point Transport

### **TAXIS:**

First of all, I wasn't here when the taxis plates were first issued. Had I been, I would have objected to making them a saleable item.

So now, we have change them to that, which they should have been:

1. We must follow through with the buy back scheme, at 100% of the purchase price.
2. Then we lease the plates back to operators, who will be driving their car, registered with that plate.
3. Then we stop robbing the public, and take off the levy.

There you are 1,2,3, simple as A,B,C.

We will expect owner operators to take up a lease initially for a minimum of three years. There are currently plates being leased by an operator/driver, from an owner.

We will expect these lessees to initially take up the lease of the plate they are currently leasing, for a minimum of three years.

There are plates owned by individuals, with bailee drivers. These drivers will be given first opportunity to take up a lease of one of these plates.

Any plates not taken up, at this stage, will then be offered to the general public.

The lease fee will be fixed between \$5,000.00, and \$20,000.00 per year, depending upon the area of operation.

There will be no fare increase for at least three years, as the income will not be shared between owners, operators, and drivers.

So you can see there was no need to impose a levy upon the public, as the lease fees pay for the buy back. Though, now that we have so many million, or is it billion now, in the levy fund, this buy back scheme can be implemented immediately.