

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

**Name:** Name suppressed

**Date Received:** 25 May 2020

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Partially  
Confidential

I own a Sydney Taxi Plate , obviously hoping it would be a good investment for my retirement, I am 74 year old. Due to the Government allowing Uber (unregulated) to operate in October 2012, at which time I was receiving approx. \$28,000 per year and the Plates were worth around \$430,000, gradually after that time the lease amount started to lessen.

The government then made Uber legal in December, 2015, By February 2019 I was receiving some \$11,808 per year. The Transport Department was also in that time releasing Sydney Taxi Plates for 12 month leases at a much reduced rate, this also made the private plates reduce the lease payments under the amount the Government was charging for their leased plates. They were controlling the lease market at this time, In October 2019 it was hard to sell your Taxi Plate and I believe some sold for \$77,000, this went up a little to around \$100,000 and then along came Covid 19.

The Hardship panel initiated in September 2018 was a farce, as nobody knew the criteria, I found it very hard to obtain the information on criteria, and finally was included in a letter which also refused my application for Hardship. I know some 1200 applicants, applied and would like to know how many were successful. Transparency was not a Hallmark with this process. Criteria included:-

- Unable to raise \$1000 in a week for something important
- Not able to afford Gas, electricity or other utility bill
- Not able to pay Car Registration or Insurance on time
- Have pawned or sold something to raise cash to pay bills
- Have sought help from a welfare/community organisation.

I really doubt whether anyone with a Sydney Taxi Plate would come under that incredible criteria Covid 19 came along in March 2020 and now I am lucky to receive \$50.00 per month, obviously this situation in nothing to do with this Inquiry.