

8 February 2018

Taxi Review  
Independent Pricing and regulatory Tribunal  
PO Box K35  
HAYMARKET POST SHOP NSW 1240

We would like to state our opposition to the draft IPART report: *Review of taxi fares in NSW and taxi licences outside Sydney*.

The recommendations in this draft report will not deliver better or cheaper country taxi services, rather they will force out of the industry, long-time reliable local taxi operators.

A number of taxis businesses have closed down throughout rural and regional NSW. The recommendations in this report will only ensure more closures in the future.

If country taxis close down it will have a significant negative impact on our local community, from the local vehicle repairer, car dealerships, pubs, clubs, doctor surgeries and hospitals who rely on transport business that taxis provide to the elderly, school children and those with disabilities.

Hardworking Australians and long-time residents in the bush are being let down because of a failure to understand that the taxi industry is different in the country to the city.

There aren't many ridesharing apps in country NSW and the ones that do operate do so at their own convenience, to cherry pick busy times with no commitment to servicing the community as a whole, as this is done by the taxi industry 24 hours per day 7 days per week.

Taxis are the only transport service to operate on a 24 hour, 7 days a week basis. From midnight to dawn emergencies pop-up such as picking up victims of domestic violence or people needing emergency trips to the hospital as well as helping to keep drink drivers off the roads.

The draft recommendations must be abandoned. There is a need to gather reliable trip and response time data for IPART to properly evaluate before it makes any recommendations regarding country taxi operations.

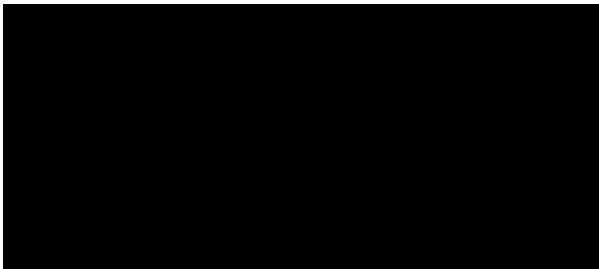
It is clear our country taxis just cannot keep up with the inequities that exist across our industry in NSW, we are not city taxi operators, and we are local small businesses doing a vital service to our local communities.

Country taxis need to remain viable. We ask the review be put on hold until reliable data can be supplied to IPART to allow them to make informed recommendations to government.

If the government accepts this report as it is, it will be the big corporations or foreign investors who will buy up the licences, pushing out the little guys, which means country NSW will lose local business and more local jobs and the involvement of local people in local business.

Competition is not opposed by our industry, but competition exists already between taxi drivers and owners as well as between the taxi industry and ride share operators, community transport operators and pub and club courtesy buses.

To provide customers with the best possible service, country taxis need to survive and will not be able to provide a better service to their communities by closing up businesses due to lack of a viable revenue.



Geoff Ferris  
Chairman

**DEPOT**

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