

To: Ipart

I would like to state my opposition to the draft review Taxi Fares and Licences from July 2018 by document Draft Report – Taxi Fares in NSW and Taxi Licences outside Sydney from 1 July 2018 – December 2017

With regard to the your comments that taxi licence prices remain high in some country areas and so you would like to increase the number of taxi licences in some country areas, in the past the NSW government set the prices of plates to ensure that the NSW government received the highest possible price. Indeed, a friend of mine paid \$466666.66 in March 2014 for a 50 year plate. Through no fault of his own, the very same government that sold him the plate now wants to devalue what could be his superannuation. There is no means of depreciation on taxi plates so he would have to take a capital loss which can only be offset by a capital gain. The paltry \$20000 recently handed out to some owners is actually treated as income so once more no help in writing down value of highly priced plates.

Many taxi bases are currently holding unused plates. It would be a better idea if the NSW government were to buy back these unused plates at cost and then resell or auction them so ensure that all plates are working if you are certain that there are not enough taxis working.

Regarding pricing of fares, given that competitors of taxi plates have much lower costs such as greenslips and you also have community transport providers actually subsidised by the same government that wants to set fares, then taxi plate holders should be able to set their own fares. As it stands, a lot of customers who have a small fare such as \$10 will be faced with a more than 10% increase in prices due to a government fee of \$1.10. In the end, you need to decide whether you are going to regulate or deregulate the market.

Julie Berne
Taxi Owner

