

From: 
To: [taxiinquiry](#)
Subject: OFFICIAL SUBMISSION
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Inquiry into the Commercial Passenger Vehicle Industry Act 2017 Reforms

This inquiry fails to ask a passengers view on the new reforms, therefore is one sided.

the Act: [Commercial Passenger Vehicle Industry Act 2017](#)

does not let passengers know what fares to expect, therefore one driver can charge \$2 per km another \$20 per km and if hailed they can not determine fee structure until the cab is at their feet.

There is very little passenger protection from unsavory operators or drivers

There is no way to monitor drivers by ATO, POLICE, or for alleged crimes by drivers against passengers

There is no mention that all cars must have current camera systems

ILLEGAL MARKETS

Glenroy / Broadmeadows for example has a shady local component, where I have seen people use private cars with no license as a cab, indeed even buying cheap online roof cab signs and cab stickers and could be rapists or whatever and no system to track and trace them, and a good valid argument in taxi class actions by ex license holders.

TAX and INCOME EVASION

The new current system as witnessed personally, has seen many using private cars as a taxi, hand out details for regular locals, pull in the fare income whilst also getting welfare and not declare that income, therefore income and taxation evasion. Whereby govt may say the new license is cheap, it is still a fraud opening for many on welfare as a carrot to earn extra cash.

The regulator needs far stronger guidelines and powers

the Act must also take account that a taxi high court challenge may even change or vary the current systems, therefore this inquiry can fine tune with anticipation of either outcome of that challenge

BRAND NAMES

names like 13 cabs, yellow cabs etc have a big market advantage but are a separate property to any licenses, for example myself I would look up such brands being the most well known and written on most cabs, but can be a market share advantage a counter claim by the more private new drivers, where it can not easily be said, hey, go create your own new brand and market it, as it will be like company versus non company.

CAN THE OLD CAB DRIVERS RE-EMERGE BY TAKING OVER THE NEW MARKET, For example yellow cabs company taking all private drivers under its wing on agreements offering industry protections and fare referrals under their established booking market share but now far cheaper licenses and more cabs.

Mass more extra cabs but fares had rises not falls. this has not worked for consumers

It is my view, the system is a business, it can be removed from government and sold as a business to a sole private entity example united cab company with a business structure and legislated responsibilities and full onus for wrongs, able to be sued or sue. drivers pay them a fee which united cabs remits to govt for cab license, a united cabs license for example,

*AS PER: **Authorised Version No.004 Commercial Passenger Vehicle Industry Regulations 2018 S.R. No. 84/2018 Authorised Version incorporating amendments as at 25 June 2019** It is my view, this is a very loose model, a model which an average business would never operate upon and has failed to give much consideration to passengers the main stakeholder. I think the current needs a full review and done so in a manner as if the industry was one big sole company or industry. In its current form, it is like allowing any state citizen a power to grow and sell pot without thinking of the implications.*

***HIGH COURT SAYS LICENSE IS A PROPERTY?** how so? as one can be revoked, cancelled, or they can expire duration. or can have a wind-up clause or entity transfer clause. A license is property of the state but only a consent to those it is issued to, no different to a license to drive. I can not find such high court case anywhere but would like to examine it.*

Sincerely

Brian Woods

Glenroy

DETAILS BELOW

[REDACTED]

[REDACTED]

[REDACTED]