

1. Did the reserve prices for OOTLs reflect their value in Hobart, in those other areas where some OOTLs have been sold and in those areas where no OOTLs have been sold?

OOTLs reserve price seems to be declining due to ride share and uncertainty due to Covid19.

2. Why have so few OOTLs been sold outside Hobart?

OOYLs are still sitting with the department as taxi industry was given tough competition by the unregulated ride share companies. Current OOTLs are losing their value as operators are uncertain about the future of taxi industry.

3. What are the key factors that operators, especially new operators, consider in assessing whether to purchase OOTLs and how significant is the OOTL reserve price?

It would be appreciated if government or Department can assure that these OOTLs won't be diminished and their value would be maintained.

4. Would changes in OOTL reserve prices, with no other changes, encourage more purchases of OOTLs by new operators?

There is uncertainty in market. When we are losing the value of existing licenses, how come someone will be confident to buy a taxi license. Apart from the return a person looks for a resale value. OOTL and PTLs have lost their resale value after the entry of ride share. I was offered \$30,000 (Thirty thousand dollars) for my OOTL by 13cabs when the reserve price is \$60,000.

5. Can changes in OOTL reserve prices encourage more competition for the purchase of PTLs?

Increased price may boost confidence in investing into OOTLs and PTLs.

6. If the reserve price of OOTLs in a taxi area is increased or decreased, how might this lead to changes in the market value of PTLs and OOTLs in that area?

If the OOTL and PTLs reserve price is increased it would build confidence of operators. It would encourage more buyers. The market price would stabilise. Decreased prices means less taxis and operators as drivers are already struggling to make daily living. If there would be decreased price, it means less service.

7. How do banks and other financial institutions value PTLs and OOTLs and what impact can changes in these valuations have on holders of PTLs and OOTLs?

Currently, OOTLs and PTLs have no capital/asset value to banks and financial institutions. I had a first hand experience of it. I was applying for a home loan. I went to major banks like Commonwealth, ANZ, Nab and Westpac. None of these banks considered my OOTL licence as an asset or having any capital value. The only asset in a Taxi is the car and you can get loan against it.

If the OOTLs and PTLs have departmental or government assurance about maintaining the value of these licences banks might consider it as an asset.

8. How have the recent decreases in taxi licence values in Hobart and Launceston affected taxi licence holders?

It did effect. Personally I have sold one of my licence at a far lower price than its original price to save myself from accruing bigger loss. The purchaser was aware of the facts and still purchased the licence as he was retired and wanted to drive taxi for keeping himself busy.

When I purchased these OOTLs, I provided a better service and in the back of my head I always had a feeling that In case anything happens to me my 2 children and wife would be able to survive with the income generated by the taxis. But now due to declining licence prices, I don't feel confident at all.

9. How should the Regulator take into account safety-related factors in determining OOTL reserve prices?

Shortage of Taxi ranks . A taxi either waits at a taxi rank or it is busy transporting customers. In Hobart, we have lost clientele to rideshare companies. Ranks are limited and if you park in any parking spot other than taxi rank, council officers will issue a ticket. Please consider about the number of taxi ranks while deciding the number of taxi licences. There is no other specified safe parking spot.

Double security cameras along with voice recording to be considered for safety.

10. If the reserve prices of OOTLs are increased or decreased, how might this affect safety standards in Tasmania's taxi industry?

If the price is decreased, we will have more taxis and drivers would struggle to make living. Industry has already been hit by Covid-19 and ride share. More cars on Tassie roads would be contributing to more traffic. Increased price will maintain confidence and reliability.

11. How might increased levels of competition affect safety in Tasmania's taxi industry?

As we have competition with ride share and other taxis. Both ride share and taxi drivers are struggling to make minimum wages. To make a minimum wage drivers have to drive for more than 10-12 hours shifts or sometimes working with both taxis and ride share. It leads to unsafe driving.

12. In Tasmania's taxi areas, especially the urban taxi areas, what is the capacity of the taxi industry at current taxi numbers to respond to any growth in demand for taxi services?

I live in Sorell. I drove Taxi in this area for a while but due to less demand I always ended up going to Eastlands or Airport for work. In case a job comes up in Sorell or Tasman area we are able to drive from Airport to cover it.

13. In taxi areas where there are few, or no taxis operating, would lower reserve prices for OOTLs attract operators into the taxi industry?

The reason for not operating is not enough work. If there would be lower price there would be more OOTLs and after a while there will be more taxis off the road.

14. Has the modest uptake of OOTLS constrained opportunities for innovation in Tasmania's taxi industry?

It would be beneficial to have a taxi app like ride share. Where persons ID and credit card is attached to it for safety of driver and passengers. There will be no unpaid fares and passengers will get a better service.

15. Are there any impacts on existing holders of taxi licences, taxi operators and drivers, or on potential entrants to the taxi industry or on customers arising from the level of OOTL reserve prices that you consider are of special importance?

Thanks to pandemic for ruining the taxi industry. Now we don't have many tourists' income has decreased significantly. On the top Cabcharge started charging monthly fee for their service if you don't make a certain amount of transactions per month. Department has only given authority to Cabcharge to process Taxi subsidy scheme (TSS) card. Even Cabcharge doesn't count TSS amount as the part of their fixed monthly transactions.

16. Are there any other issues not covered in this Issues Paper that the Regulator should consider in setting OOTL reserve prices?

It would be much appreciated if regulator can explain the difference between a taxi and a ride share. The only difference we see is that ride share does not accept cash and Taxi subsidy card. Apart from these factors ride share provides the same service as a taxi, transporting passengers.

Taxi and Hire Vehicle Industries Act 2008

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9A. *What is a taxi service?*

For the purposes of this Act, a taxi service is a passenger transport service under which the motor vehicle used to operate the service is able to be hired on demand in each of the following ways:

(a) from a taxi zone;

(b) by being hailed;

(c) by being booked or ordered.