

Response by the **Tasmanian Taxi Council** to the Preliminary Submission from the Motor Accident Insurance Board to the Economic Regulatory Authority in regard to pricing, Dated 21st February 2017.

This submission is dated the 13th of March 2017.

The Tasmanian Taxi Council wishes to respond to the submission by the Motor Accident Insurance Board to clarify some of the analysis and justification expressed in assessing the classification decided upon by the Board for the “disruptive economies” (Uber).

The statement that no history of risk to the MAIB is available for Ride-Sourcing Services – therefore allow them to be classified as a class 1 user until some history is attained.

The Federal Court in Sydney on the 17th of February 2017 following a challenge by Uber (Google), ruled in favour of the ATO that Ride-Sourcing Services were required to pay GST on fares as they were a Taxi Service.

Taxi meant “ A vehicle available for hire by the public and which transports a passenger at his or her direction for the payment of a fare, that will often, but not always, be calculated by reference to a taxi meter”. A Luxury Hire Car doesn’t have a taxi meter, by regulation, but is still classified as a class 6 vehicle for MAIB purposes. We ask what is different for Uber?

The submission also states phone app platforms such as Uber and Go-Catch as being in the same category. Go-Catch is a phone app used by Taxi Drivers to expand options for work. Along with Go-Catch ,- Ingogo, My Taxi and V-Tom are other phone apps in use by Taxi Drivers. But to register with these apps, unlike Uber, you are required to be a registered, accredited Taxi. All these users are then classified as Class 6 for MAIB purposes.

The statement made in the MAIB submission that until a “risk” history is achieved these users should be supported, so as to encourage and support these new businesses. Does Google require this type of support from the MAIB.

What recognition is given to a “new business operator” who takes on a regulated, accredited Taxi – nothing, they are just classified as a Class 6 risk category.

To state that the decision to allow these “ride-Sourcing” (taxi service) to attain a Class 1 rating just doesn’t ring true in any logical assessment.

We say “very tongue in cheek” but is this assessment less risk than confronting a court challenge by Google to continue the “disruptive economies” program. These global Companies focus on challenging the world to comply with their wishes so as to force or eliminate any authority or control over any money making initiative “dreamed up” by the “disruptive Economies”.

We realise that as a compliant industry we have little hope of cutting through the marketing spin and hype surrounding “ride-Sourcing” Services. But feel it is important to at least make these points on behalf of the compliant section of the point to point Transport Industry in this State. We certainly don’t have the financial backing of Google to put our case.

I trust that these clarifications of the assessment and statements made in the MAIB Submission can at least allow consideration to be made with a better understanding of the actual situation.

Thank You

A.J. (Tony) Dilger. (Secretary/Treasurer- Tasmanian Taxi Council)