

From: [REDACTED]
To: [taxiinquiry](#)
Subject: New Submission to Inquiry into the Commercial Passenger Vehicle Industry Act 2017 Reforms
Date: Thursday, 30 May 2019 2:25:22 PM

Inquiry Name: Inquiry into the Commercial Passenger Vehicle Industry Act 2017 Reforms

MR Robert Heron
[REDACTED]
[REDACTED]

[REDACTED]

SUBMISSION CONTENT:

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I consent to the publication of this submission.

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Q1:no

Q2:

Q3:Many taxi license holders were adversely impacted. Eternal licenses constituted a long term and substantial investment for investors. The Victorian government legislated to violate their contracts in their favour. The sale of eternal licenses constituted a commercial contract in which investors agreed to pay a significant sum. The assertion that regulatory fees in the form of licenses should not constitute an investment is valid. But then why did the Victorian government raise licensing fees to such extreme prohibitory levels? Under the assumption that the Victorian government would act honourably, with good intentions and lawfully honour those contracts investors in the taxi industry paid the exorbitant fees asked of them.

There have been suggestions that a large proportion of eternal licenses were issued to some people who purchased them as an investment commodity but had no intention of operating a business. This seems like an administrative failure on behalf of the transport department. Although clearly they had no problem with taking the money and as such this still constitutes a legally binding contract of sale. The Victorian government must publish their data regarding the prevalence of this practice and conduct a review of how this was allowed to occur.

The response to the law abiding citizens who ran legitimate businesses within the legal framework was to promote and favor illegally operating multi-national corporations operating gypsy cab schemes. To bankrupt legitimate business owners in order to legitimise an organised criminal syndicate, namely Uber in particular that flaunted the law repeatedly. Instead of referring Uber directors to the criminal justice system and seeking the extradition of Uber directors, a decision was made to simply keep all the revenue from taxi licenses and proceed to create a system in which to derive further tax revenue by

legitimising these operations.

I must be absolutely clear that I found Transport Minister Jacinta Allan's response utterly offensive, unaustralian, unjust and demonstrably derogative of her responsibility. Given that there exists an avenue for legal remediation of the activities of the formerly criminal syndicate under Australian law, referral to the justice department, that Uber directors could have been prosecuted in order to preserve the integrity of the license system, the ABC's report that, "Given the disruption caused by Uber, she said [license values] would have continued to fall whether or not such action was taken," demonstrates her complete disregard for law and the lack of any censure action in regards to such a statement demonstrates the complicity of the parliament as a whole.

According to ABC as of the 5th of August 2018, The Victorian Hire Car and Taxi Families group claimed seven suicides related to this change in regulations. The current response by the Victorian government is entirely inadequate. I'm sure that I am not the only one who feels that its difficult to justify the legitimacy of their actions, reportedly resulting in the deaths of seven people and bankrupting many others. In the eyes of the public it is difficult to distinguish between this conduct and simply signing execution orders and seizing their assets. As such public confidence in the legitimacy of the government has taken a sharp hit.

Q4:

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File1:

File2:

File3: