

TAXI
council

QUEENSLAND

council
QUEENSLAND

2016/2017
ANNUAL REPORT



VISION

To be the unified voice of the taxi industry in Queensland, with the necessary direction, resources and political and community profile to lead the industry proactively on issues of strategic importance to Taxi Council Queensland.

MISSION

Taxi Council Queensland exists to expand the total market for taxi services by:

- securing a beneficial legislative framework;
- building a positive community profile and awareness of the taxi industry; and
- improving the responsiveness of the industry to market demands and changes for the well-being of all taxi industry participants in Queensland.

VALUES

PROFESSIONALISM

To act in a manner that enhances the reputation of the taxi industry in Queensland at all times.

INTEGRITY

To honestly and consistently act in the best interest of taxi patrons and providers.

PROACTIVITY

To provide leadership to members on strategic issues impacting across the taxi industry in Queensland.

ACCOUNTABILITY

To be accountable to members on the performance of the Council and its officers against agreed benchmarks.

TEAM WORK

To work co-operatively in the interest of the taxi industry in Queensland while encouraging mutual concern and respect for each other.

TAXI COUNCIL OF QUEENSLAND INCORPORATED

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2017 ANNUAL GENERAL MEETING AGENDA

Date: Tuesday 15 August 2017
Commencing: 10.00 am
Chair: M McBride
Venue: Easts Leagues Club, 40 Main Avenue, Coorparoo QLD 4151

Number	Item	Action
1	Confirmation of the minutes of the last AGM	Resolution Required
2	Consideration of the Annual Report <ul style="list-style-type: none"> • Receiving adoption in the financial statements for the year ending 30 June 2016 • Receiving adoption in the auditor's report for the year ending 30 June 2016 	Resolution Required Resolution Required
3	Election of Councillors (Nominations are as per Attachment 1)	Resolution Required
4	Election of President (Nominations are as per Attachment 1)	Resolution Required
5	Election of Vice Presidents	Resolution Required
6	Appointment of the Auditor <ul style="list-style-type: none"> • Mark O'Shea (with Enmark Chartered Accountants) 	Resolution Required
7	Consideration of Notices of Motion (Notices are as per Attachment 2)	Resolution Required
8	General Business	Discussion

Agenda Attachment 1

NOMINATIONS FOR POSITIONS OF COUNCILLOR

Region	Nominees
1 Metropolitan (Y)	Bill Parker
2 Metropolitan (Y)	Stephen Lacaze
3 Metropolitan (Y)	David Hooke
4 Metropolitan (Y)	Shane Holley
5 Metropolitan (Y)	Gary Walter
6 Metropolitan (B&W)	Ronnie Woods
7 Metropolitan (B&W)	Per Dinesen
8 Metropolitan (B&W)	Michael Christ
9 Metropolitan (B&W)	Len Martin
10 Metropolitan (B&W)	Larry Finn
11 Gold Coast	Sacha Moore
12 Gold Coast	Kristina McKinnon
13 Gold Coast	Shane Smith
14 Far North Qld	Layne Gardiner
15 North Qld	Angela Rheeders
16 Central Qld	Max McBride
17 Capricornia	Donna-Maree Donoghue
18 Wide Bay	Allan Bond
19 Sunshine Coast	Clark Chappel
20 South West Qld	Noel Spain

NOMINATIONS FOR POSITION OF PRESIDENT

1 Max McBride

Agenda Attachment 2

NOTICES OF MOTION – 2017 TCQ AGM

No. 1

“That TCQ actively pursue a policy of ongoing government financial support for license owners”

Moved: Arthur Wood re Wood Superannuation Fund (owner of TSL 0016884)

Seconded: Taxi Fleet Managers Pty Ltd (owner of TSL 0004587)

No. 2

“That TCQ actively pursue a policy of ongoing government financial support for all Qld Taxi Licence owners (eg annual income top-up to compensate for lost earnings due to industry de-regulation) (as per Recommendation 9 of the TCQ Submission to Qld Parliament regarding the Heavy Vehicle National Law and Other Legislation Amendment Bill 2016 “Recommendation 9: Provide adjustment support over an 8-year period in line with international experience on the duration of taxi de-regulation adjustment.”)

Moved: Andrew Francis

Seconded: John Detsikas

No. 3

“That TCQ actively lobby government for 0% interest loans to finance replacement vehicles to be used as Wheelchair Accessible Taxis”

Moved by: Andrew Francis

Seconded: John Detsikas

No. 4

“Repeal of ride share legislation and fair and proper compensation paid to QLD taxi licence holders.”

Moved by: Larry Finn

Seconded: -

No.5

“Proper Police checks for ride share operators and vehicles be fitted with security cameras the same as taxis”

Moved by: Larry Finn

Seconded: -

PRESIDENT'S REPORT By Max McBride

Introduction

The past 12 months has been one of the most difficult periods in the history of the Queensland Taxi Industry, with the Industry suffering from a competitive environment that heavily favours the ride sourcing sector. In addition, taxi licence values across the state have suffered substantial falls resulting from a loss of revenue and uncertainty within the finance sector and potential investors, which in turn, has been caused by there being no legislative or regulatory framework being in place encompassing ride sourcing.

As a consequence, Taxi Council Queensland (TCQ) has focused our energy and resources on addressing the unfair market conditions created by the Government's changes to personalised transportation legislation; addressing the devaluation of licence prices and the meagre amounts paid to licence holders; in engaging with industry participants in our endeavour to build political pressure to support fair and reasonable legislative and regulatory changes.

Key areas of activities of TCQ are presented below.

Legal Advice

TCQ sought comprehensive legal advice to explore potential legal remedies, with the result being reported to our members at a Special General Meeting held in January 2017.

TCQ continues to explore viable legal strategies.

Special General Meeting (SGM)

In January 2017, TCQ held a SGM at the Brisbane Convention Centre, with more than 760 members registering. The meeting was briefed by TCQ's legal advisers.

The members also adopted the political strategy presented by our CEO, Benjamin Wash. In so doing, the members committed their personal effort to the personnel requirements and political lobbying needed for an effective campaign. With the election now drawing nearer I urge all Industry participants to join one of the campaign committees which have been set up in each state seat, in accordance to the unanimous resolution passed by members at the SGM. Achieving a high level of involvement from the industry is far and away the most important ingredient in achieving success with our election strategy.

The members present also voted to move forward the two remaining tranches of the levy sanctioned by the previous SGM held in November 2016 into this year. These funds are to be used to finance the state-wide political campaign agreed for the next election. A substantial portion of these funds have been collected.

Legislative and Regulatory changes

In terms of the changes to transport legislation and regulation that passed through Parliament on 24 May 2017, once again the Palaszczuk Government failed to fulfil the promise they made to the Queensland community and to the Queensland Taxi Industry to "level the playing field". Despite this, the industry was able to have some favourable outcomes passed by the Parliament.

Security Cameras

The new legislation requires that government approved, high integrity security cameras are to be installed in all vehicles, including ride sourcing vehicles, that accept cash transactions. While this is not everything that we argued for, it does move this part of the legislation closer to the consistent standard advocated for by TCQ.

TCQ lobbying has also ensured that non-approved cameras are not permitted to be installed in any ride sourcing vehicle. In terms of this issue, the ride sourcing sector argued that security cameras are unaffordable and that no legislative or regulatory requirement should be put in place that increases costs. This requirement is to be reviewed in 18 months time, when it is hoped that the Government will finally put the safety of community ahead of maintaining an unfair competitive advantage for the ride sourcing sector.

Licensing Structure for Ride Sourcing

The industry has successfully argued for a licence structure for ride sourcing to be put in place. While the licence fee intended to be charged is only \$237.00 per annum, the framework will be in place to enable a future Government to easily increase the annual fee. The licence structure and annual fee strategy was proposed to government with the intent of creating a revenue stream to fund an effective enforcement program and used to increase ex gratia payments to taxi licence holders.

TCQ has continued to argue that the Government should buy back taxi licences at a fair market value. However, the complete deregulation of taxi licences in Victoria and the proposed compensation package of \$100,000.00 for the first licence and \$50,000.00 for up to three more licences is very concerning. This policy is proving to be an unmitigated disaster for the Victorian taxi licence holders. With taxi licence sale prices in Brisbane averaging \$200,000.00 over the last 18 months and recent sales reported to settle around \$150,000.00, a Victorian like outcome in Queensland would result in licence holders being in the same invidious position as our southern counter party; that is staring at their licences being stolen back from them by their State Government.

Compulsory Third Party Insurance (CTP)

Class 3 CTP is now down to \$4,400.00 including GST, with rates expected to fall further over the next few years. This has resulted from TCQ advocacy, supported by reductions of at-fault accident.

In terms of ride sourcing, the new legislation is expected to require all ride sourcing vehicles to be transferred into their own class (class 26). Over time this could see premiums for ride sourcing vehicles rise substantially. TCQ continues to lobby the Motor Accident Insurance Commission (MAIC) for class 26 premiums to be initially set considerably higher than those applicable to class 1.

When the first tranche of legislative changes was passed by the Parliament in September 2016, TCQ successfully argued for all personalised sector vehicles be required to hold class 3 CTP. Either by intent or by accident in drafting the required legislation the Government also included the limousine industry in class 3. The result was that the government went back to Parliament a few hours later and removed the legislation (rather than amending it), citing unintended consequences for the limousine industry. This caused ride sourcing vehicles to remain in class 1. It was gut retching for all involved in our lobbying and advocacy effort, to have achieved an important objective in “levelling the playing field” to then have the legislation quashed in such a way.

Fatigue Management for Ride Sourcing

The new legislation requires that companies and individuals in the personalised transportation sector have a fatigue management framework in place. This requirement is likely to cause companies that operate without substantial controls, such as Uber significant difficulties.

Penalties and Enforcement for Ride Sourcing

The new legislation ushers in a system of escalating penalties for noncompliance against ride sourcing vehicles. High maximum penalties are applicable to persons providing a taxi service in a vehicle that is not a taxi. Further, fines of \$243.00 for any limousine or ride sourcing vehicle found on a taxi rank, with three offences leading to the suspension of the offender's driver's licence.

While it is pleasing that the new legislation has a system of penalties sufficient to act as a deterrent for offenders, the issue ultimately comes back to enforcement even the best laws are useless, without an effective enforcement regime. TCQ has been advocating that the Department of Transport and Main Roads (TMR) enforcement program needs to be substantially increased as a matter of urgency. TMR has advised that it is planning to substantially increase the number of enforcement officers, and are presently recruiting and training the new personnel.

Transport Ombudsman

The new legislation intends to establish an Ombudsman for the personalised transportation sector. While this is not what TCQ has argued for, that is an independent Personalised Transport Commission with Ombudsman's powers; it is a step forward.

Taxi Subsidy Scheme

TCQ has had success in our campaign to reinstate the Taxi Subsidy Scheme (TSS), after the failure of the National Disability Insurance Scheme (NDIS) to adequately satisfy the transport needs of mobility impaired members of our community.

This success was based on TCQ's advocacy, both politically and with disability peak bodies; political lobbying by Industry Participants; and action by taxi companies in providing advice to their clients regarding the pitfalls of the NDIS. This again highlights the benefits of a coordinated and unified approach to political advocacy which leverages the strong relationships the industry has developed with other industry representative groups.

Chief Executive Officer (CEO)

On the 30 June 2017, Benjamin Wash officially resigned his position as CEO of TCQ. I would like to thank Benjamin for the quality of his work, the intellectual vigour he applied to the challenges facing the Industry and his tireless effort over the last 5 years. On behalf of the industry I would like to wish him well in his future business endeavours.

On 1 July 2017, TCQ engaged Blair Davies to once again serve as TCQ CEO. TCQ is pleased that to have someone with Blair's capacity and deep industry knowledge as our CEO at such a critical juncture in our history.

Conclusion

TCQ has received questions from a substantial number of members bewildered at what the Government has done, and why after the Industry has delivered one of the best taxi services in the world, the Queensland Government would turn on their own constituency with no credible rationale. Whilst I can provide no definitive answer, it is clear that the Queensland Government along other state governments decided to act in concert in regard to the ride sourcing changes, in an attempt to effectively shatter the industry's unity and in so doing mitigate the political fallout resulting from the changes. It is also apparent that the state governments sought to protect themselves from the need to pay fair and reasonable compensation to taxi licence holders by deliberately framing the changes to avoid legal liability. Further, all state governments seemingly bought the Uber rhetoric about being safe and that Uber would create thousands of job opportunities. Increasingly, individual politicians and the community in general are starting to understand that Uber's business model creates sweatshop jobs, with little or no opportunity for individual upward mobility and that the financial benefit associated with the sector ostensibly accrues to Uber. It also should be becoming blatantly obvious to policymakers and regulators that the safety rhetoric from Uber in regard to its services is misleading, untruthful and without substance.

With this in mind, members need to become more politically active and more determined to meet this challenge head on. TCQ has spent the last three (3) years encouraging and supporting the Industry to engage with their parliamentary representatives and we are now well placed to fight for sensible changes at the next state election.

The Queensland Taxi Industry is united, highly motivated and has all of the moral high ground. I urge every member to take this fight to the next election by joining one of the campaign committees set up by TCQ in your area. Now is not the time for apathy, now is the time to stand up and fight for your own business, against the injustice that has been perpetrated on tens of thousands of Queensland businesses. Please don't leave this effort to others. Only together can we all win through and your help is essential.

REGIONAL REPORTS

Capricornia – Donna-Maree Donoghue

Capricornia is where cowboys meet the beach, we have historic towns, sapphire gemfields, the Port of Gladstone, National Parks and glorious beaches

The major dispatch areas are Gladstone and Rockhampton/Yeppoon with a number of smaller service areas out west including Mt Morgan and Emerald.

Yeppoon Yellow Cabs now operates from the Rockhampton Yellow Cabs Office in East St and last year we also welcomed Bundaberg Taxis into the Yellow family.

Our local economy is still experiencing a downturn with many local businesses closing their doors which has impacted not just our industry but many others.

NDIS is being launched in Bundaberg in September and Rockhampton, Gladstone and Emerald in November, all Companies involved are now preparing for the necessary changes that we will need to make.

Our Taxi Service area's have not physically been impacted by large ridesharing companies, although the damage it has caused in other regions has affected our licence values with no licence sales for some time and the lease values also taking a hit.

We do have a few small rideshare operations but they either don't seem hugely successful or fail get enough work to sustain them.

Rocky Yellow Cabs was once again deemed to be the Top Regional Cab Company in the latest secret shopper survey's which is an excellent achievement and in addition to this drivers from both Rocky and Bundy had the came up the most wheelchair jobs completed in the State last year.

Far North Queensland – Bob Roberts

Overall fleet revenue was adversely impacted by a combination of falling demand for taxi services and a reduction in the average value of jobs. Bookings in the last quarter of the financial year were at five year lows.

The reason for the fall off in demand appears to be mainly due to local economic factors which seem to contrast with continuing high arrival numbers published by Cairns Airport. Uber commenced operations in Cairns during March 2017. It does seem that this may have contributed to the reduction in average fare values but there is little evidence that they have been the major cause of the reduction in job numbers.

From November 2016, Cairns Taxis Limited entered into a partnership arrangement with Mackay

Taxi Holdings for the provision of booking and dispatch services. Both companies entered into a "Shared Services Agreement" under which the costs of providing booking and dispatch services are shared between the companies proportionate to the number of taxis. After some initial teething issues, the arrangements have settled down well and are delivering substantial benefits to the licensees of both organisations.

While every effort will be made to exert influence in the upcoming state election in response to the unfair "ride share" legislation instigated by the current state government, Cairns Taxis will continue with its "customer first" strategy which is aimed at minimising revenue lost to potential new competitors.

Gold Coast – Sacha Moore

What a year it has been, Gold Coast Cabs has seen some Senior Management Staff changes and movement over the last 12 months, including the resignation of the CEO, then more recently appointing the acting CEO, Benjamin Lee to the permanent role as Executive General Manager.

During this time, Gold Coast Cabs has continued to look into technology and commenced many new projects as core business improvements with a focus on innovative ways to compete while providing additional service offerings and booking options.

The Gold Coast Cabs TCQ Council representatives commenced their Political Volunteer Committees to strategize local political influence. The TCQ Councillors and local Owners and Operators have been meeting regularly with their local MP's and have been successful in making them aware of local and state industry issues.

In September 2016, Gold Coast Cabs celebrated its 30th Annual Gold Coast Cabs Children's Athletics Carnival. This event is for children with a disability and the event has grown in the 30 years that Gold Coast Cabs have been sponsoring, starting originally with 80 athletes from 3 schools to now over 1,000 athletes from 35 local schools.

The Gold Coast is seeing large expansions and building growth, including the upgrading of the Gold Coast Airport, light rail expansion, modifications and building of sporting facilities, shopping centres and the Casino refurbishment. All these being commenced and due to finish in time to showcase our brilliant city for the upcoming April 2018 Commonwealth Games.

Gold Coast Cabs are looking forward to putting its years of event management and transport expertise on display to the world when the Commonwealth Games hits our streets.

North Queensland – Angela Rheeders

Uber launched in our region in mid-March 2017, bringing with it further insecurities within our industry, resulting in the lowering of morale amongst owners, operators, drivers and booking companies alike throughout the region. Their impact so far has been minimal and not as disruptive

as was first anticipated. Further negatively impacting on the taxi fleets are Taxi Operators who have launched their own ride-sharing version of Uber, which puts them in direct conflict and competition with their own taxi fleets, owners and drivers. This is something that needs to be addressed by the Department of Transport requiring legislation to be clearly defined as to what the criteria is to be able to operate as a booking entity, and what the affiliation requirements and responsibilities of a personalised transport provider should be to that booking entity.

We are all aware that it is customer service and the customers experience in our taxis that is the ultimate decider for consumers. With this in mind, we must base our future policies and many decisions on improvements in this area. Further education and awareness of problems experienced by our customers' needs to be highlighted to ensure stakeholders continue to look at areas where change is needed to improve customer service. The public perception, whether real or imagined, is that taxis are dirty, rip people off and don't know where they are going. This needs to be changed and can only be achieved by a collaborative and concerted effort by each and every person associated with the industry.

Townsville Taxis' continues to look for ways to develop new driver training methods and improve the standard of the vehicles and drivers. In the past year, MTDData meters have been installed throughout the fleet. The benefit of these meters is that they are fully integrated with the dispatch and allows for improved transparency to the paying customer. These have been well received by the passengers, with the drivers experiencing less aggression over fares at destination.

Throughout the taxi industry it appears that there is a continuous shortage of drivers being available, and the North is no different. All taxi fleets are experiencing similar difficulties and until the economy shows significant growth, it is my option that this trend will continue in the foreseeable future. As a result, Townsville Taxis has seen more Operators/Owners returning to taxi driving to fill the void.

Over the past year, we have increased our all-important social media presence with the help of Mercer Media who assisted with media coverage when Cyclone Debbie was impacting the north. The media coverage served to highlight that taxis are an integral part of local communities and as locals, will do our best to help at times when we are needed most. Townsville Taxis and Burdekin Taxis were given good coverage in all sectors of the media, with the Sydney Morning Herald making contact with me for regular updates. Sadly, Mackay and the Whitsundays were impacted and suffered the wrath of Cyclone Debbie.

Thank you to Curious Minds and TCQ for encouraging Stakeholders to participate on social media whenever and wherever possible. In February, Townsville Taxis created our own Facebook page and periodically offer sponsored taxi fares to major events. These have been well received and is gaining momentum especially to our targeted younger demographic. Our first promotion was posted in April which was to "Win a free Maxi Taxi to 'Groovin the Moo'". This post reached 72, 340 people, received 635 likes, 373 comments and 494 shares. Overall we achieved excellent exposure and increased interest on our page. We have had similar results with our promotions for the V'8s and Townsville Races. Going forward we will be using the page to both educate the public on different aspects of travelling in taxis, for example, policies regarding travelling with infants, and also promoting services we provide that the public may not be aware of. You can help to promote your own business by getting active and being a part of our/your page and help to spread our message amongst the community. Click on the Facebook icon below, go to REVIEWS, then TELL US WHAT YOU THINK. You can either leave a comment or just give a star rating. LIKE the page, then SHARE with your own Facebook friends.

The National Disability Insurance Scheme (NDIS) is now well underway. Shortly after the introduction

of the scheme, it was evident that many participants were unaware that as they transitioned over to NDIS their Taxi Subsidy Scheme (TSS) Card would be cancelled. This left many participants being disadvantaged with limited funds available to meet their transport requirements. At every opportunity we highlighted this problem to the Politicians and Participant Fund Managers alike. Finally, after many hours of lobbying by TCQ, some common sense has prevailed with the TSS card being re-instated until 2019.

Although the past year has been fraught with many challenges, we will continue to rise above the difficulties being placed in our path and continue to make changes to our business model and policies to ensure we thrive in this ever changing climate that is, Personalised Transport.

South West Queensland – Noel Spain

2017 has been a challenging year for many areas of the South West, some areas have changed hands, some have increased their business and some have lost business due to a downturn in taxi utilization and numerous Government organizations introducing their own community transport. Toowoomba itself has had the arrival of Uber and other competitors but the taxi industry in Toowoomba has stepped up to meet the challenge head on.

The Toowoomba Wellcamp Airport is still growing with airlines on a daily basis flying to numerous areas of Australia. Within the last 12 months freight flights have started going to China twice weekly. With the airport being situated about 15 minutes west of Toowoomba it makes it more accessible to not only Toowoomba but all south west Queensland areas.

The new Toowoomba Range Crossing is on target for a completion date in 2018.

The opening of the new Grand Central Shopping Centre extensions has seen many foreign shops taking up residency offering customers a greater variety.

Education has had major infrastructure growth with numbers of students once again increasing.

Medical infrastructure in Toowoomba is still growing and offering passengers medical appointments without the long trips to Brisbane for treatment.

Councils have been proactive in each of their areas bringing people and tourists in for various events and functions, Farmfest, Ag Show and the Surat Basin Mining Expo just to name a few along with numerous cultural events being held on the weekends.

Taxi apps and payment methods are being used in some of the regional areas and seem to be widely accepted by customers.

We look forward with enthusiasm to the forthcoming year ahead.

Sunshine Coast – Clark Chappel

I am delighted to be representing the Sunshine Coast as a TCQ Councillor.

Suncoast Cabs Group continues to punch above its weight in the battle to support regional taxi booking services, taxi licence owners, operators, drivers and the key: improved customer service.

At the same time the Sunshine Coast region pushes ahead with an impressive list of “big ticket” infrastructure projects supporting job creation:

- The SC University Public Hospital has opened its doors with over 400 beds growing to over 700 beds in this \$1.5 billion medical teaching facility. Taxis love hospitals!
- Preliminary earth works have commenced on a new runway at the SC Airport. 2450m by 45m wide designed at an improved flight direction will accept wide body aircraft up to Airbus A330 & Boeing 787 upon completion in 2020. The \$600m plus project will attract passengers from Asia & Pacific direct for the first time. Taxis love airports!
- Upgrade of the Bruce Highway between Caloundra & Sippy Downs interchanges, will see 20 new bridges built and Australia’s first “diamond traffic interchange”. A \$929 million investment in road infrastructure means more jobs which is good for taxis.
- A mega solar panel farm owned by the Sunshine Coast Council has been switched on and evaluation is underway for the viability of a new landing point for an undersea communication cable offering direct international broadband connectivity to global markets.
- The new community development of Aura, (Caloundra South) is under construction with a target of 20,000 dwellings and a new population of over 53,000.

Nobody can say the Sunshine Coast is not out there pushing ideas and most importantly creating prosperity which is good for all, including the taxi industry.

Suncoast Cabs Ltd has 106 shareholder licences and four company owned licences (total 110 cabs), plus we own & operates the Glass House Mountains Taxis and Maleny Taxi Service Area covering the hinterland region. The service area covers over 2200 km² and a population approaching 350,000.

Sounds like the ideal place to invest in our future of taxi industry?

QLD TAXI LICENCES BY LOCATION

Qld Taxi Licences by Location	No of Licences			Conventional			WAT		
	Aug-15	Aug-15	Aug-15	Aug-16	Aug-16	Aug-16	Aug-17	Aug-17	Aug-17
Metropolitan Companies									
Black & White Taxis Ltd									
Yellow Cabs Qld Pty Ltd									
Sub-total	1867	1557	310	1867	1557	310	1867	1557	310
Provincial City Companies / Co-Operatives									
Bowen	4	3	1	4	3	1	4	3	1
Bundaberg	30	24	6	30	24	6	30	24	6
Cairns	137	115	22	137	115	22	137	115	22
Gold Coast	357	267	90	357	267	90	357	267	90
Gladstone	28	22	6	28	22	6	28	22	6
Gympie	11	8	3	11	8	3	11	8	3
Hervey Bay	18	12	6	18	12	6	18	12	6
Innisfail	11	9	2	11	9	2	11	9	2
Ipswich	68	53	15	68	53	15	68	53	15
Mackay	73	53	20	73	53	20	73	53	20
Maryborough	15	11	4	15	11	4	15	11	4
Mount Isa	34	33	1	34	33	1	34	33	1
Redcliffe	37	29	8	37	29	8	37	29	8
Rockhampton	67	53	14	67	53	14	67	53	14
Sunshine Coast	110	82	28	110	82	28	110	82	28
Toowoomba	86	73	13	86	73	13	86	73	13
Townsville	135	112	23	135	112	23	135	112	23
Sub-total	1221	959	262	1221	959	262	1221	959	262
Towns									
Atherton	3	2	1	3	2	1	3	2	1
Ayr	4	3	1	4	3	1	4	3	1
Bamaga	1	0	1	0	0	0	0	0	0
Barcaldine	0	0	0	0	0	0	0	0	0
Beaudesert	3	2	1	3	2	1	3	2	1

Biloela	2	1	1	2	1	1	2	1	1
Blackall	1	0	1	1	0	1	1	0	1
Blackwater	1	0	1	1	0	1	1	0	1
Boonah	2	1	1	2	1	1	2	1	1
Bribie Island	4	2	2	4	2	2	4	2	2
Bulwer / Moreton is	0	0	0	0	0	0	0	0	0
Burketown	0	0	0	0	0	0	0	0	0
Caboolture (now amalgamated with Brisbane)	0	0	0	0	0	0	0	0	0
Capella	0	0	0	0	0	0	0	0	0
Cardwell	1	0	1	1	0	1	1	0	1
Charleville	4	3	1	4	3	1	4	3	1
Charters towers	7	6	1	7	6	1	7	6	1
Childers	1	0	1	1	0	1	1	0	1
Chillagoe	0	0	0	0	0	0	0	0	0
Chinchilla	2	1	1	2	1	1	2	1	1
Clermont	0	0	0	0	0	0	0	0	0
Cloncurry	3	2	1	3	2	1	3	2	1
Collinsville	1	0	1	1	0	1	1	0	1
Cooktown	2	1	1	2	1	1	2	1	1
Crows Nest	1	1	0	1	1	0	1	1	0
Cunnamulla	0	0	0	0	0	0	0	0	0
Dalby	8	7	1	8	7	1	8	7	1
Dysart	0	0	0	0	0	0	0	0	0
Emerald	6	4	2	6	4	2	6	4	2
Fraser Island	1	1	0	1	1	0	1	1	0
Gatton	1	0	1	1	0	1	1	0	1
Gayndah	1	0	1	1	0	1	1	0	1
Gin Gin	0	0	0	0	0	0	0	0	0
Glasshouse Mts/Beerwah	1	0	1	1	0	1	1	0	1
Goondiwindi	5	4	1	5	4	1	5	4	1
Gordonvale / Yarrabah	3	2	1	3	2	1	3	2	1
Horn Island	1	0	1	1	0	1	1	0	1
Ingham	2	1	1	2	1	1	2	1	1
Inglewood	0	0	0	0	0	0	0	0	0
Karumba	1	0	1	1	0	1	1	0	1
Kilcoy	1	0	1	1	0	1	1	0	1

Kingaroy	4	3	1	4	3	1	4	3	1
Kumbia	0	0	0	0	0	0	0	0	0
Kuranda	1	0	1	1	0	1	1	0	1
Laidley	1	0	1	1	0	1	1	0	1
Longreach	3	3	0	3	3	0	3	3	0
Lowood	1	0	1	1	0	1	1	0	1
Macleay Island	1	0	1	1	0	1	1	0	1
Magnetic Island	3	2	1	3	2	1	3	2	1
Malanda	0	0	0	0	0	0	0	0	0
Maleny	1	0	1	1	0	1	1	0	1
Mareeba	7	6	1	7	6	1	7	6	1
Millmerran	0	0	0	0	0	0	0	0	0
Miriam Vale	0	0	0	0	0	0	0	0	0
Mission beach	2	1	1	2	1	1	2	1	1
Mitchell	0	0	0	0	0	0	0	0	0
Monto	1	0	1	1	0	1	1	0	1
Moranbah	3	2	1	3	2	1	3	2	1
Mossman	2	1	1	2	1	1	2	1	1
Mount Morgan	1	0	1	1	0	1	1	0	1
Mount Tamborine / Canungra	2	1	1	2	1	1	2	1	1
Moura	0	0	0	0	0	0	0	0	0
Mundubbera	0	0	0	0	0	0	0	0	0
Murgon	2	1	1	2	1	1	2	1	1
Nanango	1	0	1	1	0	1	1	0	1
North Stradbroke Isl (Dunwich)	2	1	1	2	1	1	2	1	1
Normanton	2	1	1	2	1	1	2	1	1
Oakey	1	0	1	1	0	1	1	0	1
Pittsworth	1	0	1	1	0	1	1	0	1
Port Douglas	3	2	1	3	2	1	3	2	1
Rainbow Beach	1	0	1	1	0	1	1	0	1
Ravenshoe	0	0	0	0	0	0	0	0	0
Roma	7	6	1	7	6	1	7	5	2
Russell Island	1	0	1	1	0	1	1	0	1
Stanthorpe	2	1	1	2	1	1	2	1	1
St George	0	0	0	0	0	0	0	0	0
Tara	1	0	1	1	0	1	1	0	1
Theodore	0	0	0	0	0	0	0	0	0
Thursday Island	15	14	1	15	14	1	15	14	1

Tin Can Bay	1	0	1	1	0	1	1	0	1
Toogoolawah	1	0	1	1	0	1	1	0	1
Town of 1770	1	0	1	1	0	1	1	0	1
Tully	2	1	1	2	1	1	2	1	1
Warwick	6	5	1	6	5	1	6	5	1
Weipa	3	2	1	3	2	1	3	2	1
Winton	1	0	1	1	0	1	1	0	1
Capricorn Coast (Yeppoon)	10	5	5	10	5	5	10	5	5
Woodford	1	0	1	1	0	1	1	0	1
Wondai	1	0	1	1	0	1	0	0	0
Sub-total	173	102	71	172	102	70	171	101	70
TOTAL	3261	2618	643	3260	2618	642	3259	2617	642

% Increase from Previous Year

Year	No. Conv	No. WAT	Total TSL	% Increase from Previous Yr
2015	2618	643	3261	-0.000919963
2016	2618	642	3260	-0.000306748
2017	2617	642	3259	-0.000306843



