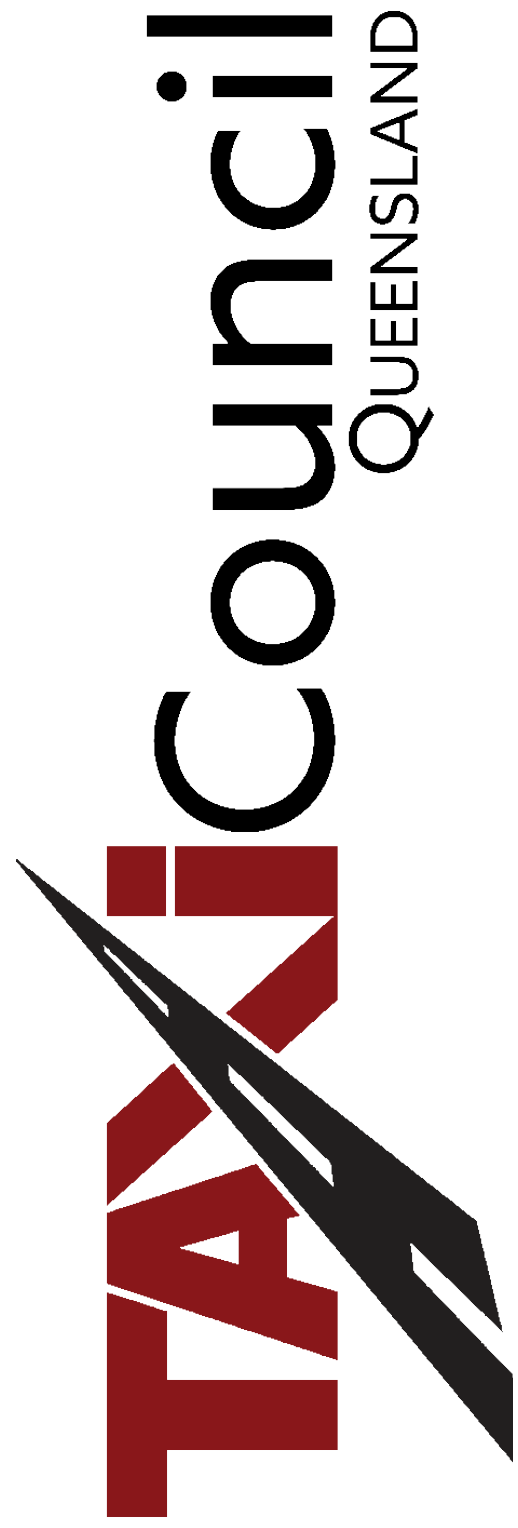


ANNUAL REPORT

2020
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.

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PRESIDENT'S REPORT By Max McBride

Over the course of the past twelve (12) months Queensland, along with the rest of Australia has faced a number of extraordinary circumstances that has had severe impacts for our taxi industry. From the worst recorded drought on record that decimated so much of western Queensland, to the unprecedented bush fires that devastated much of the Victoria, New South Wales and southern Queensland, to the worldwide COVID-19 pandemic, our country has not faced such a dire conjunction of catastrophic events since the inception of World War Two.

For Taxi Council of Queensland, the last year has been one of continuing to build political momentum by leveraging the solid political foundations laid down over the previous two years. To this end TCQ has had a series of successes that have benefited the Queensland taxi industry immeasurably, at a time when it has been desperately needed.

The first such success was the strategy adopted TCQ to ensure the continuance of the Taxi Subsidy Scheme (TSS). The intention of the Government was to transition the TSS to the National Disability Insurance Scheme (NDIS). In close collaboration with the disability sector, TCQ was able to ensure that the TSS would continue unchanged until September 2021.

Second, was the \$21 million Wheelchair Accessible Taxi Grant Scheme, which provides wheelchair accessible taxi (WAT) operators and conventional taxi operators wishing to convert to a WAT service a grant of up to \$45,000.00 for vehicle replacement. TCQ had been lobbying the State Government to adopt such a scheme, given the aging of the WAT fleet. The Wheelchair Accessible Taxi Grant Scheme is now in its third round of grants.

Third, through TCQ's affiliation with our national peak body, the Australian Taxi Industry Association (ATIA), and having Blair Davies CEO of both organisations, the industry successfully advocated for the inclusion of the taxi industry in the JobKeeper financial assistance package being paid by the Federal as a result of the economic fallout caused by the COVID-19 pandemic. Initially, this required ensuring that sole traders were eligible for the JobKeeper. With the Federal Government accepting this principle, the path was then cleared to ensure that most taxi drivers, taxi operators and taxi owners would qualify for the assistance package. Pleasingly, a large percentage of the Australian taxi industry have been able to satisfy the established criteria, thereby qualifying for \$750.00 per week in Federal Government payments. These payments have helped offset the falling incomes experienced by drivers, operators and licence holders. An important aspect of this scheme is that as sole traders, taxi drivers maintained the ability to continue serving our local communities, whilst receiving the Government assistance. Without doubt the Federal Government's JobKeeper support the industry enabled the Queensland taxi industry to continue to operate under extremely adverse conditions, ensuring that our local communities were not without an essential service critical to the wellbeing of so many Queenslanders.

Fourth, was the \$54.5 million Essential Transport Services Package released in April 2020 by the Queensland Government. The Queensland taxi industry's inclusion in this package also resulted from TCQ advocacy that was undertaken at the start of the lockdown period in March 2020 and included:

- Extending existing booked hire/taxi driver authorisations and taxi licences for six months.
- A further waiver of the annual Taxi Industry Security Levy in 2019/20.
- Extending all existing booking entity authorisations for six months.
- Waiving fees for operators to de-register and re-register their vehicles.

Fifth, TCQ instigated a strategy to encourage the State Government to provide operational assistance to the various elements of the Queensland taxi industry. The intent of this funding was to enable the industry to optimise its capacity, as the State emerged from the lockdown period and to help accelerate the economic recovery. To this end on 16 June 2020, Queensland Premier Annastacia Palaszczuk announced the COVID-19 Unite and Recover Financial Assistance Package for the taxi industry. The \$23 million stimulus package includes:

- One-off payments of \$3,500 per vehicle to taxi operators.
- One-off payments of \$1,000 per licence to taxi licence holders.
- One-off payments of \$1,500 to authorised booking entities for each affiliated taxi, capped at 1,000 vehicles and for entities that provide booking services predominantly for taxis.
- One-off incentive payments of an additional \$1,000 per vehicle for Wheelchair Accessible Taxi (WAT) operators.

The Queensland Government's assistance package to the Queensland taxi industry is biggest of any State. Interesting to note was that Transport and Main Roads Minister, Mark Bailey specifically and exclusively thanked our CEO Blair Davies and the TCQ for our efforts in helping to formulate the structure of this package.

Sixth, after initiating discussions with the Department of Transport and Main Roads (DTMR) TCQ, with the assistance of the ATIA has been able to ensure that the \$1,000.00 payment to licence holders is exempt from taxation.

From 26 September 2019 until 31 March 2020 TCQ engaged lobbying firm Anacta Strategies Pty Ltd for the purposes of developing an industry restructuring proposal. This strategy prospectively included a possible buy-back of taxi licences at fair values. Based on the initial advice from Anacta Strategies Pty Ltd the strategy had to be designed, implemented and agreed with the Government before the State budget in May 2020, as any such agreement in the period prior to the State election would not be possible. Anacta Strategies Pty Ltd also advised that any agreement reached with the Government must have the support of the vast majority of taxi licence holders. On 24 March 2020, TCQ suspended the industry restructuring project as a result of the following:

- Anacta Pty Ltd still didn't have a viable proposal that could be put to the Government which would result in fair values being paid to taxi licence owners, and there seemed to be no real prospect of such a proposal being finalised within the near term.
- COVID-19 was already beginning to dominate the political agenda, making the prospects of pitching any industry restructuring proposal futile until after the pandemic has passed.
- Anacta Strategies Pty Ltd were highly unlikely to achieve a positive outcome with the Government within the agreed timeframe, that is before the May 2020 deadline.

Any re-invigoration of the industry restructuring project by TCQ cannot proceed until after the pandemic has been appropriately dealt with.

Finally, as the Queensland taxi industry recovers from the severe economic conditions created by the COVID-19 pandemic it is highly likely that business conditions and practices will be irreversibly changed. Throughout the pandemic the Queensland taxi industry has stoutly serviced the Queensland community right across the state, while other providers have "cut and run". This should not be lost on the Queensland community or our State and National politicians.

REGIONAL REPORTS

Far North Queensland

The financial impact that COVID-19 had on the income of Cairns Taxis drivers and operators was substantial, with the lowest weekly fleet income occurring in the week commencing April 13th. Cairns is acutely reliant on intrastate, interstate and international tourism, and all of these markets have reduced considerably.

Cairns Airport total passenger figures are 30% of the numbers from the same period in 2019. The only international flights that arrive in Cairns originate in Papua New Guinea, with all passengers put into hotel isolation for 2 weeks upon landing. Flights are increasing in frequency in September, with more flights coming from the Gold Coast, Darwin and Adelaide. The total weekly fleet income for Cairns Taxis increased by 250% in the week commencing July 20th, which coincided with school holidays. However, with the closure of the Queensland border, fleet income reduced slightly.

Cairns Taxis staff hours were reduced to 3 or 4 days per week during COVID-19, with the majority taking annual leave. Staff cooperation in reducing hours ensured continued employment for all our staff.

Driver shortage is an industry weakness, affecting our ability to provide a 24/7 high standard of customer service. We have advertised in the Cairns Post, an expensive form of advertising, with limited success. Paid Facebook posting resulted in 34,000 views and many clicks through to our web page and online driver application. Television advertising on 4 local channels will commence shortly, with 130, 15 second ads per month for the next 6 months.

Cairns Airport installed hand sanitiser at the arrivals taxi ranks and the driver's amenity room. Cairns Taxis are using a misting device to sanitise taxis in less than 1 minute. All vehicles attending fleet inspections, or our technical division, are sprayed to protect drivers and customers.

Cairns Police Service regularly request security camera downloads from Fleet Services for a variety of ongoing investigations. Recently we have assisted police apprehend suspects in two different murders and the fraudulent use of a considerable number of stolen credit cards.

Overall, Cairns Taxis has remained strong through this difficult time and have continued to service the community as we look forward to another year.

Layne Gardiner
Councillor
Far North Queensland Region

North Queensland

To say that it's been a testing time for us all, going through COVID-19, is an understatement.

We in the north are very aware of how lucky we are, compared to those of you in the southern cities. We have a lot of dedicated drivers here in the north and they have been rewarded as it has been constantly busy even through this pandemic.

A few drivers have yet to return to work, especially night shifts, due to them having access to the COVID-19 support payments of \$750 per week and being able to withdraw up to \$10,000 from their superannuation funds. Some drivers have taken this opportunity to be on extended holidays.

Townsville Taxis partnered with 13CABS in June this year, and the entire fleet has been rebranded with new livery which makes the vehicles really stand out around the city. Accordingly, 13CABS now has a dedicated salesperson in Townsville, and we are really seeing the benefits. Naomi has been connecting with new and old account holders and revitalising our image.

We are excited about this new partnership and look forward to a prosperous future with 13CABS in the years to come.

Unfortunately, we have had to shut down our local call centre. I would like to acknowledge the dedicated staff that we have had over the years, especially Maurie Simpson who has been with Townsville Taxis for over 40 years. Additionally, Townsville Taxis would also like to acknowledge the work of Sharon, Brenda, Carmen, Morgan, Evan, Debbie, Shane, John, Daniel, Doreen, Nikki, Trudy, and Kim, who have always done an amazing job in a 24-hour call centre. They always performed with outstanding service to the drivers and customers at all times, so I would like to wish them all the best in the future.

Ross in Ayr, Mick in Charters Towers and Ashley in Ingham have been constantly busy but still very short of drivers.

The COVID-19 funding from the Government has certainly come at a great time to help everybody in the industry. I would like to give a big thanks to TCQ CEO Blair Davies and President Max McBride for all the hard work they've put in behind the scenes with the Government in getting this funding through, and the tax breaks that they have managed to get for all of us.

Thank you from the North.

Jeffrey Finnegan
Councillor
North Queensland Region

Central Queensland

The Mackay/Whitsunday region has experienced a “roller coaster” ride over the last twelve months, with the recovery in the mining industry continuing to gather momentum until the COVID-19 pandemic and the subsequent lock down. With the pandemic presently under control and many of the travel and entertainment restrictions lifted the region has experienced a solid economic recovery in Mackay. The recovery has been slower in Whitsunday, however recently the company has witnessed in Whitsunday substantial improvements in the business environment, which has occurred on the back of impressive growth in domestic tourism. In short Queenslanders appear to be enjoying the attractions of our wonderful state, as interstate and international travel has become virtually impossible.

Presently, the loss of a significant number of drivers caused by the COVID-19 pandemic has been the greatest inhibition to taxi businesses across the region. Most of these drivers were in age groups more susceptible to the worst symptoms of the virus and while some have returned to taxi driving, being reassured that their risk of contracting the disease had diminished substantially, a significant number of drivers are unlikely to return. The company remains hopeful that as the JobKeeper funding package winds up that a sizable number of drivers will return to the industry.

The future prospects for the regional economy are uncertain, as a result of the continued risk associated with the pandemic and the potential for outbreaks of the virus to occur. In addition, the price of metallurgical coal has dropped substantially; metallurgical coal being used to produce steel and worldwide steel production falling as a result of the recession afflicting virtually every country. Thermal coal prices and production also continue to slide as a consequence of the economic slowdown and the drive away from coal produced electricity, as a result of global warming. This being the case, the development of the Galilee Basin by Adani, which contains thermal coal has continued, albeit without the news headlines that afflicted the venture earlier in the fiscal year.

In October 2019 Mackay Taxi Holdings Ltd contracted 13CABS to provide dispatch services. The rationale behind this move was to be part of a national brand, with most large organisations wanting to deal with just one transport supplier, thereby excluding small taxi companies from winning the business; the need to capitalise on technological advances that deliver enhanced customer benefits; and the need to drive down operational cost.

Max McBride
Councillor
Central Queensland Region

Capricornia

Our region, which includes Rockhampton, Gladstone, Emerald, Yeppoon and Bundaberg, had initially suffered drastically from the COVID-19 restrictions.

When restrictions first began across Queensland, up to 30% of the Rockhampton fleet had stopped working, and drivers went onto the Federal Government's JobKeeper programme to survive. During this difficult time, 13CABS has been quite considerate and has temporarily reduced base fees for the operators in the region.

The Queensland Government's stimulus packages, and the \$23 million support package for the taxi and limousine industry specifically, have enabled the remaining cars to survive. Increased sanitation of vehicles between passengers has also increased customer confidence.

The Adani Project and the Mackay Ring Road Project have provided some extra stimulus to the region. Confidence is slowly improving, and takings have now increased which is a positive step forward for the 2020/21 financial year.

Kelvin Grice
Councillor
Capricornia Region

Sunshine Coast

Can someone refresh my memory of the period July 2019 to March 2020 please, it all seems a blur prior to April and COVID-19. Our struggles with ride booking pale into insignificance when monthly gross taxi income here falls 80%, in the blink of an eye.

Fortunately, if there is such a thing at the moment, the financial disaster occurred at the end of the financial year so there was some relatively good news again from the Sunny Coast in terms of annual profit. The road ahead for 2020/21 will be uncertain and challenging but that's for next year's report.

Suncoast Cabs (SCC), Glasshouse Taxi Service, Maleny Taxi and Bribie Cabs continue to keep up the fight in terms of a quality 24/7/365 taxi service and retain the status of our community's public transport safety net. Maintaining first class customer service will see our industry overcome job loss numbers in time and this can be seen in our Corporate & Government contracts.

DVA service standards are critical to retaining this very valuable account. SCC now ring every DVA customer to double check their booking (this finds appointment mistakes before a cab is sent); follow up calls ask the customer if they thought the car was clean, driver well dressed and was the door opened for them. Secret tip: try Eucalyptus spray to freshen the cab, customers love it!

The Sunshine Coast Hospital and Health Service contract has worked very well, especially during COVID-19. Patient and Healthcare workers travelled more frequently, and we assisted with greater numbers of dialysis patients to minimise their community contact. Online booking technology also allowed administration staff working from home direct access to their booking templates. Fixed price fares give our corporate customers budget/cost confidence.

Extraordinary infrastructure spends continue in our region bringing employment and local economic growth:

- The M1 Bruce Highway upgrade (Caloundra exit to Mooloolaba motorway) is still under way including 20 new or upgraded bridges with total construction costs a modest \$812 million.
- Maroochydore CBD, the new "capital city" for the Sunshine Coast is coming out of the ground with a \$430 million commercial, retail, residential, civic and community projects including new Council headquarters. Some 30 sets of traffic lights in and around this precinct is a joy for cabbies.
- The residential development in Caloundra South (named Aura) is now an MTi plot area with a few thousand new houses completed and many more to come if the developer projection of 20,000 is achieved.
- And just to rub salt into our (SARS-CoV-2) virus wound, our brand new, "never been plane'd upon" International & Domestic airport runway costing a mere \$640m opened just as the State borders shut. The two million passengers a year target may take another ten years to achieve. If you need to be alone, try parking on the Sunshine Coast Airport rank.

With taxi licence lease prices down, base fees reduced and a loss of drivers a trickle of new lease operators are coming through, the Sunshine Coast Taxi Region would welcome any new owners or lease operators/managers looking for a sea-change.

A great place to live and operate a taxi business!

Clark Chappel
Councillor
Sunshine Coast Region

South West Queensland

To say 2020 has been a great year would be a fallacy, 2020 had started out on a high but very quickly dropped to a low with the arrival of COVID-19. As all business suffered, the taxi industry took a big hit in regional Queensland. Customers were not leaving home and numerous owners, operators and drivers for their own reasons decided it was safer not to drive thus leaving taxis parked.

The cancellation of various events and shows throughout regional Queensland has had a major impact, not only on the taxi industry, but on tourism and small businesses as well, as both taxis and tourism often go hand in hand.

Once the initial scare of what this disease would bring people started to move about a little more and owners, operators and drivers started to return as well. We are still not back to pre COVID-19 times, but things are starting to look better.

Commendation must go to all the owners, operators and drivers who kept their businesses going right through this hard time and all the hard work that has been put in to keep the taxis sanitized.

An upside to the current situation is that the Government has allotted more money to road renewal programs thus creating more employment (better roads for our taxis and that of the public and safer travel).

The Taxi Industry has come out strongly to meet the challenge head-on with taxis being sanitized and some taxis even offering customers hand sanitizer on entry.

The further out into regional Queensland you go the quicker the recovery for the taxi industries in some areas.

The Queensland Government had not forgotten about the taxi industry during this time with the grants they have offered. They were greatly accepted and thanked by the taxi industry. Thanks to Taxi Council of Queensland working with the Queensland Government for all their hard work in obtaining these grants to help the industry survive in these harsh times.

We look forward to the Government continuing to support the Queensland Taxi Industry, a world class industry that has been the backbone of the passenger transport industry in Queensland.

Credit must also go to all our teachers, health workers and support staff who have continued to work under often stressful conditions to provide the much-needed support and care required.

We look forward to working in the future under the new environment that is now becoming our normal.

Noel Spain
Councillor
South West Queensland Region

Gold Coast

Starting in July '19, we saw the acquisition of Gold Coast Cabs by A2B Australia (13CABS). The integration into the 13CABS national network unsurprisingly, meant some changes to the daily operations on the Gold Coast.

13CABS retained most key operational staff from Gold Coast Cabs, but there were some management changes. From the start 13CABS were strongly invested and commenced promoting taxis on the GC with extensive advertising on television, billboards, radio, and social media. The drivers were supported with new uniforms, training, and other helpful tools like the 13CABS Driver App, Passenger Connect, and hundreds of Taxi Butlers to support the key tourist locations.

Only nine months in and the COVID crisis hit. Being a tourist region, the reduction of international and domestic travel has had a major impact on the number of bookings on the Gold Coast. 13CABS reacted quickly and immediately were financially supportive by reducing Network Fees, pushing new initiatives such as 13things to deliver parcels, and building passenger confidence with the 13CABS Taxi Sanitization program. However, the reduction in work available still saw many the taxis in the fleet go off the road.

When the borders re-opened and restrictions relaxed, the Queensland Government commenced the "Good to Go" advertising campaign. Booking and hails for taxis grew rapidly, and we were tracking back to pre-COVID volumes. Then the borders closed again, but the job volume remained relatively strong as people were out and about. We are still trying to get the fleet back to full size and provide an excellent service to taxi passengers, which I believe we are doing much better than our Ride Share competitors.

The business confidence on the Gold Coast is still strong in the taxi industry. In fact, we have just introduced our first Tesla to the fleet and launched Silver Service on the Gold Coast. We anticipate this will grow strongly as there is a demand for premium options on the GC.

In conclusion, the Gold Coast has been greatly affected by new restrictions put in place by the COVID-19 pandemic. However, in comparison to our southern State counterparts we are still very well off and those operators who have stuck it out are bringing their fleet back to normal, and in some instances, building for the future.

Rod Poissant
13CABS Branch Manager
Gold Coast Region

QLD TAXI LICENCES BY LOCATION

Qld Taxi Licence Categories	Total Licences	Conventional	WAT	Total Licences	Conventional	WAT
Year	August 2019			August 2020		
Brisbane Companies						
Sub-total	1867	1557	310	1867	1557	310
Provincial City Companies						
Bowen	4	3	1	4	3	1
Bundaberg	30	24	6	30	24	6
Cairns	137	115	22	137	115	22
Gold Coast	357	267	90	357	267	90
Gladstone	28	22	6	28	22	6
Gympie	11	8	3	11	8	3
Hervey Bay	18	12	6	18	12	6
Innisfail	11	9	2	11	9	2
Ipswich	68	53	15	68	53	15
Mackay	73	53	20	73	53	20
Maryborough	15	11	4	15	11	4
Mount Isa	34	33	1	34	33	1
Redcliffe	37	29	8	37	29	8
Rockhampton	67	53	14	67	53	14
Sunshine Coast	110	82	28	110	82	28
Toowoomba	86	73	13	86	73	13
Townsville	135	112	23	135	112	23
Sub-total	1221	959	262	1221	959	262
Towns						
Atherton	3	2	1	3	2	1
Ayr	4	3	1	4	3	1
Bamaga	0	0	0	0	0	0
Barcaldine	0	0	0	0	0	0

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

Ingham	2	1	1	2	1	1
Inglewood	0	0	0	0	0	0
Karumba	1	0	1	1	0	1
Kilcoy	1	0	1	1	0	1
Kingaroy	4	3	1	4	3	1
Kumbia	0	0	0	0	0	0
Kuranda	1	0	1	1	0	1
Laidley	1	0	1	1	0	1
Longreach	1	1	0	1	1	0
Lowood	1	0	1	1	0	1
Macleay Island	1	0	1	1	0	1
Magnetic Island	3	2	1	3	2	1
Malanda	0	0	0	0	0	0
Maleny	1	0	1	1	0	1
Mareeba	7	6	1	7	6	1
Millmerran	0	0	0	0	0	0
Miriam Vale	0	0	0	0	0	0
Mission Beach	2	1	1	2	1	1
Mitchell	0	0	0	0	0	0
Monto	1	0	1	1	0	1
Moranbah	3	2	1	3	2	1
Mossman	2	1	1	2	1	1
Mount Morgan	1	0	1	1	0	1
Mount Tamborine / Canungra	2	1	1	2	1	1
Moura	0	0	0	0	0	0
Mundubbera	0	0	0	0	0	0
Murgon	2	1	1	2	1	1
Nanango	1	0	1	1	0	1
North Stradbroke Island (Dunwich)	2	1	1	2	1	1
Normanton	1	0	1	1	0	1
Oakey	1	0	1	1	0	1
Pittsworth	1	0	1	1	0	1
Port Douglas	3	2	1	3	2	1

Rainbow Beach	1	0	1	1	0	1
Ravenshoe	0	0	0	0	0	0
Roma	7	6	1	7	6	1
Russell Island	1	0	1	1	0	1
Stanthorpe	2	1	1	2	1	1
St George	0	0	0	0	0	0
Tara	1	0	1	1	0	1
Theodore	0	0	0	0	0	0
Thursday Island	15	14	1	15	14	1
Tin Can Bay	1	0	1	1	0	1
Toogoolawah	1	0	1	1	0	1
Town of 1770	1	0	1	1	0	1
Tully	2	1	1	2	1	1
Warwick	6	5	1	6	5	1
Weipa	3	2	1	3	2	1
Winton	0	0	0	0	0	0
Capricorn Coast (Yeppoon)	10	5	5	10	5	5
Woodford	1	0	1	1	0	1
Wondai	1	0	1	1	0	1
Sub-total	166	98	68	165	98	67
TOTAL	3254	2614	640	3253	2614	639

**»» FINANCIAL STATEMENTS FOR THE
YEAR ENDING 30 JUNE 2020**

Taxi Council of Queensland Incorporated