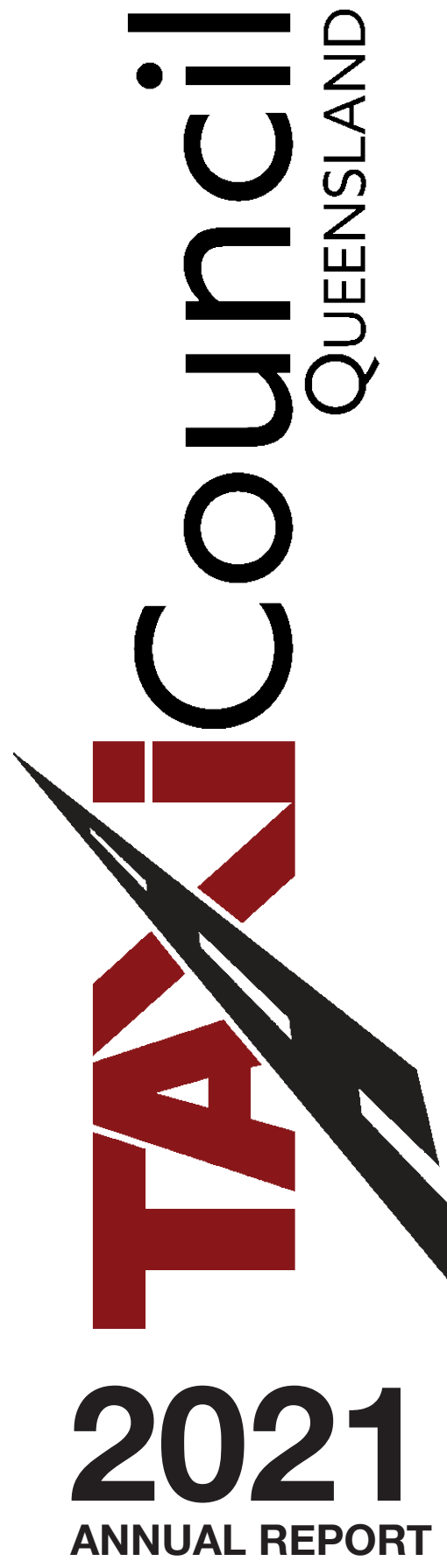


ANNUAL REPORT





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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Notice of Annual General Meeting

The 2021 Annual General Meeting (AGM) of the Taxi Council of Queensland Incorporated (TCQ) will be held as follows -

Time: **9.30am to 10.30am**

Date: **Monday 2 August 2021**

Place: **The Star Gold Coast, Broadbeach Island, Broadbeach**

The Agenda for the AGM will be as follows:

1. Confirmation of the minutes of the 2020 Annual General Meeting
2. Receiving of the Annual Report
3. Election of the Councillors
4. Election of Office Bearers (President, Senior Vice President, and Junior Vice President / Secretary / Treasurer)
5. Appointment of the Auditor
6. Notices of motion
7. General Business

All TCQ members are welcome to attend the 2021 AGM. However, only members who have pre-registered for the AGM by 4:30pm on Wednesday 28 July 2021 will be allowed admission into the meeting.

Blair Davies

CEO

Taxi Council Queensland

PRESIDENT'S REPORT By Max McBride

For the past eighteen months the Queensland economy has been battered by a series of extraordinary circumstances that has exacerbated the challenges faced by the Queensland taxi industry. The worst drought on record that decimated much of regional Queensland was just the precursor to a series of calamitous events, not seen since War World Two. From the unprecedented bush fires that devastated much of Victoria, New South Wales, and southern Queensland, to the worldwide COVID-19 pandemic, which is yet to be satisfactorily dealt with, never before has Australia confronted such a dire series of calamitous events.

For Taxi Council of Queensland, the last year has been one of continuing to build political momentum by leveraging against the solid political foundations laid down over the previous two years. To this end TCQ has built on the series of successes that were derived through 2019 and 2020 with the government agreeing to a series of important and timely support initiatives to benefit the Queensland taxi industry, at a time when it has been desperately needed. Over the past two years TCQ together with the ATIA have produced the following successes for the taxi industry:

- The strategy to ensure the continuance of the Taxi Subsidy Scheme (TSS) until at least September 2021;
- The \$21 million Wheelchair Accessible Taxi Grant Scheme, which provides up to \$45,000.00 for the replacement of each wheelchair accessible taxi;
- The successful advocacy to include taxi drivers, operators, and licence holders in the Job Keeper financial assistance package, which produced hundreds of millions of dollars of support for the Australian taxi industry;
- The \$54.5 million Essential Transport Services Package released by the Queensland Government;
- The COVID-19 Unite and Recover Financial Assistance Package for the taxi industry totalling \$23 million (or \$6,000 per taxi and \$7,000 per WAT);
- Advocacy with the state government and the Australian Tax Office to ensure that the \$1000.00 payments from the Unite and Recover Financial Assistance Package paid to Queensland licence holders was tax exempt; and
- TCQ's advocacy to ensure that the rank security levy would not be charged to licence holders in 2021, a saving of \$1.175 million for Queensland taxi licence holders.

Considering the benefits that flow to the Queensland taxi industry from the advocacy of TCQ and ATIA, all for the annual cost of membership of \$176.00 (+GST) per licence, it is clear that TCQ and the ATIA produce substantial benefits across the industry, far outweighing the cost of membership.

The idea that TCQ's advocacy role could be undertaken individually by taxi companies is illusory and, quite frankly just plain naïve. Anyone who understands political advocacy understands that governments want to deal with peak bodies that represent an industry sector and not with individual companies, whose principal interest is delivering benefits for their shareholder. Further to this, being part of a peak body increases the ability of companies to achieve their objectives, without diminishing their ability to advocate for specific issues of interest to their individual organisation. The fact is, most issues concerning the taxi industry are common to all, and achieving good results is dependent on the industry having a unified voice. So, the idea that one company can run completely independent political strategies and achieve the best results, fails to understand the workings of government and how the industry should be united in the competitive environment we exist in.

Finally in terms of political advocacy, TCQ is always completely focused on getting outcomes for our members. As such, TCQ does not engage in the public speculation of issues or in social media chest beating of any kind. Whilst some members would love to see such engagement, these activities would undermine any potential the industry would have in achieving positive outcomes for the industry. Most often TCQ cannot broadcast our intent or objectives in executing a political strategy and can never speak on confidential issues before the Government has announced its policy.

Most recently some segments of the industry have again been arguing for a buyback of taxi licences by the Queensland Government. From late September 2019 to the end of 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 buyback of taxi licences at fair values. Based on the initial advice from Anacta the strategy had to be designed, implemented, and agreed with the Government before the State budget in May 2020. Anacta also advised that any agreement reached with the Government must have the support of the vast majority of taxi industry stakeholders. On 24 March 2020, the industry restructuring project was suspended as a result of the following:

- Anacta did not have a viable proposal that could be put to the State 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 to the State Government futile until after the pandemic had passed.
- Anacta were highly unlikely to achieve a positive outcome with the Government within the agreed timeframe (May 2020).
- Any re-invigoration of the industry restructuring project by TCQ could proceed after the pandemic had finished.
- Finally, when the Queensland taxi industry recovered from the severe economic conditions created by the COVID-19 pandemic it was highly likely that business conditions and practices would be substitively different.

In terms of the potential for advancing a government buy back of taxi licences, I first suggest that members refresh their memories in respect to the events that proceeded the licence buyback disaster in Victoria and then read the “Point to Point Independent Report” by Sue Baker-Finch produced for the NSW Government. That report calls for the complete deregulation of the taxi industry in NSW, with compensation being paid only to those licence holders who purchased their licences between 2006 and 2010 (after 2010 the NSW Government released new taxi licences via a lease mechanism). The NSW Government has since accepted the Baker-Finch recommendations virtually in full.

In considering the buyback issue it is important to realise that many taxi businesses in regional Queensland are doing well, with some in the South East corner also doing quite well. The fact is that the advent of booked hire services into Queensland has caused the need for a significant change in the taxi business model, with success in the industry now involving a shift back to small owner/driver operations. In the light of this, TCQ’s policy is to advocate for outcomes for those licence holders unable to operate their businesses that may facilitate their dignified exit from the industry.

Supply issues within the taxi industry are one of the most serious structural issues confronting the industry going forward. This exists in terms of driver supply in the first instance and secondly in regard to vehicle availability. Addressing both these issues will require a paradigm shift in industry thinking that may involve a change to current taxi fare policy and a rethink of taxi vehicle supply issues. The point is the world has changed and the Queensland taxi industry must reinvent itself and adapt to the challenges before us. In doing so we will cement the industry's dominance of the personalised transport market, thereby re-establishing the confidence of the financial sector and encouraging new investment.

Finally, TCQ is well placed to continue to deliver for the Queensland taxi industry. The respect that our CEO, Blair Davies has built within Government circles has positioned the industry well in our ongoing advocacy effort. Further to this, in his dual role as CEO of the ATIA Blair has demonstrated that he has no peer in the taxi industry when it comes to political advocacy or his prudent management of peak body finances. Of course, the loss of Black and White Cabs as a member is problematic for the organisation in terms of revenue and in regard to presenting a united industry position on issues. These matters will need to be addressed going forward.

REGIONAL REPORTS

Far North Queensland

After several years of research, the Directors of Cairns Taxis Limited resolved to replace the current MTI dispatch system with Autocab. The company's lengthy and fruitful association with MTI was seriously considered before signing the Autocab agreement.

COVID-19 affected the supply of overseas components, with a six-month blowout in the changeover date to October 2020. The uncertainty of our changeover date did not affect our working relationship with MTI, who supported Cairns Taxis on a monthly basis during the delay. Cairns Taxis acknowledge their support and understanding during the uncertainty.

Configuring a new dispatch system with overseas specialists unable to enter Australia was extremely challenging with video conferences and phone calls at sometimes unsociable hours the norm. Management and staff worked towards changeover, spending an immeasurable amount of time to configure the dispatch system. All 137 taxis and 7 standbys were prewired over a 3-month period, staff sometimes working six days a week and the preparations were finished ahead of schedule.

Autocab changeover was accomplished in 1 day on October 31st 2020, commencing at 6 a.m. Cairns Taxis provided barbeque breakfast, lunch and a range of drinks for drivers, waiting for their taxis to be completed, and technical staff.

Dispatch improvements are still ongoing nine months later and will continue as required. App credit card facilities are not resolved after spending months approaching the Australian big four banks, which initially were very positive their technology would integrate with the App. Each bank would escalate my contact to a higher security authority, only for our request to be denied because we are a taxi booking entity. Contact with the English head of Autocab banking is very promising with an Australian trial commencing shortly. The percentage of App bookings has increased 150%, even without credit card facilities.

Total fleet income has returned to similar levels as pre COVID income, with Cairns Taxis experiencing driver shortage which is a problem is busy times. Constant border closures effect airport arrivals, with inconsistent passenger numbers also affecting driver's income.

The Kuranda Taxi Service operator retired and was unsuccessful in selling the business; hence there is no longer a taxi service in the town.

Layne Gardiner
Board Member & Councillor
Far North Queensland Region

North Queensland

North Queensland seems to have bounced back from all the COVID setbacks quite well, apart from a small lock-down for three days, which saw a slight downturn from the normal takings, however, we have been very lucky compared to our counterparts in the southern states.

It was a great honour to be able to host the first State of Origin in Townsville at our new stadium. The excitement to the lead up was an unexpected lift for our industry and was well received by all. We had an extremely busy day/night in the taxis, and even though the score was not what we had hoped for, the rank moved well, and everyone had a great time.

On the back of the new stadium the taxis have witnessed a substantial improvement in the business environment. We have had some great events around North Queensland including the Strand ephemera arts spectacular, Australian Festival of chamber music, NAFA, Bill Fishing tournament and Townsville BBQ Battles. These events have been able to go ahead with limited COVID related restrictions to our drivers and passengers.

Since taking over our dispatch last year, 13cabs has had a few teething problems with issues such as set fares and lack of staff to take calls from passengers and drivers. The dispatch staffs lack of local knowledge has also led to some confusion and made it difficult for drivers and passengers.

The Townsville office of 13cabs have recently moved into a new, modern building which houses a driver's lounge, offices, dual bathrooms, as well as a large 3 bay workshop to enable local fit outs.

Operators are still struggling due to driver shortage, which is an industry wide problem, affecting our ability to provide a 24/7 high standard of customer service. The lack of experienced M50 drivers is particularly hard, as our most vulnerable customers are having to wait longer periods for a taxi to be able to be dispatched.

The manager of Burdekin Taxis, Ross, has been very busy over the last year and doing well, despite a ride share company moving into the area.

Charters Towers and Ingham have been constantly busy, however, like the rest of us, are struggling to find drivers.

Thank you from the North.

Jeffrey Finnegan
Councillor
North Queensland Region

Central Queensland

The Mackay/Whitsunday region has continued to experience healthy growth over the last twelve months, with the mining industry continuing to underpin the region's economy. This is despite falling coal sales to China, resulting from the previously healthy bilateral relationship being allowed to deteriorate markedly, in what has been one of the biggest failures in Australian foreign policy in almost 50 years. In addition to this, thermal coal prices have been falling across the world, as a result of the move away from coal being used to produce electricity. However, with most of the coal mined in Central Queensland being very high quality and primarily used in the production of steel, price margins and demand have remained relatively stable. Going forward, it is likely that the metallurgical coal industry, along with the strengthening sugar, beef and grains will continue to underpin the strength of the Central Queensland economy, with the resultant benefits accruing to all segments of the local taxi industry.

Issues associated with the COVID-19 pandemic have not had a dramatic effect on the Central Queensland economy since the nationwide lock down in 2020. Consequently, the travel, tourism and entertainment sectors have remained buoyant, with domestic tourist numbers at record levels. The recovery in Whitsunday from the slowdown is complete, however there remains much uncertainty, given the outbreaks of the virus in southern states and the emergence of new more virulent strains of the disease. Despite this, Queenslanders appear to be enjoying the attractions of our wonderful state in greater numbers and this has offset to some degree the loss of international travellers.

The greatest challenge facing the taxi industry in Central Queensland is the lack of supply. This exists as a function of insufficient taxi drivers and (at times) inadequate numbers of vehicles. The issues associated with driver availability are gradually being with, with Mackay Taxi Holdings Ltd heavily advertising for new drivers and 13cabs marketing taxi driving at shopping centre stalls. Despite some progress being made there still remains a significant number of taxis that are not operating at capacity.

Recently Mackay Taxi Holdings Ltd purchased Moranbah Taxi Services from long time taxi stalwart Merv Fisher. This move represents a small but positive vote of confidence in the taxi industry and the Central Queensland economy.

Mackay Taxi Holdings Ltd also engaged Mr Alf Intelisano as General Manager of the company's taxi division. Alf has a huge amount of experience in all facets of the taxi industry and will undoubtedly be the driving force to a bigger and brighter future for the company.

Max McBride
President, Board Member & Councillor
Central Queensland Region

Capricornia

The Capricornia area of Central Queensland, stretching from Rockhampton and Yeppoon in the north, to Bundaberg to the south, and out west to Emerald, has had a challenging time for the 2020/2021 financial year.

The COVID pandemic has caused a lot of our traditional business of helping people to socialise, to nearly disappear. However, there are new opportunities for deliveries which we need to embrace. 13things is an initiative that has been launched by 13cabs to help deliver things to people, rather than people to things.

The other major problem is a lack of drivers in the area due to social security payments, and concerns regarding their health.

Kelvin Grice
Councillor
Capricornia Region

Wide Bay

Hervey Bay has fared reasonably well over the past year (Post COVID) with a steady flow of Queensland and local staycation tourists spending time and money within the region. Let's hope our run into 2022 continues to show signs of growth for all.

This being said, unfortunately like many other taxi companies we are still battling a shortage of drivers, this resonates across the industry as a whole. Some of this can be attributed to the pandemic and all that it brought.

Moving forward as a company within industry we need to be providing our customers a better, cleaner, safer alternative in personalised transport, something we are striving to achieve. We are actively increasing support for local sports clubs and community events.

More recently we have seen an increase in tourist numbers with more bus, rail and air services opening up and coming back online, then it stops again with more COVID outbreaks and border closures. This is going to be a part of life and business as we know it for some time to come.

Hervey Bay Taxi Service have recently changed service providers in June of 2021, we partnered with Southern Communications Network and SmartMove Taxis, its early days but things are looking good.

Adrian Cox
Councillor
Wide Bay Region

Sunshine Coast

From Challenges come Opportunities and the winner has clearly been the domestic tourism market. New travel opportunities are popping up via the new, international standard, Sunshine Coast Airport (SCA). Demand from domestic travellers seeking alternative transit plans, no longer wishing to hub the traditional method of changing planes at capital cities. Inbound & Outbound demand has seen SCA accommodate new flights to & from Cairns, Canberra, and Adelaide plus FIFO workers in Central Queensland.

The extended 2450m runway now allows for new direct flights in larger passenger jets including opening up to Kiwi flights year-round as long as the travel bubble doesn't burst on either side of the "ditch"!

Our airport taxi rank has been run off its feet until Melbourne and shortly thereafter, Sydney got the "flu" ... again! Available taxi leases were being snapped up by existing drivers and newcomers from Brisbane and Sydney. Operators on the Sunny Coast are confident that as soon as we can all get a couple of jobs, good business opportunities will return.

Don't get me wrong, we are never going back to pre-Uber days but on a re-valued and realistic TSL, investment return at triple bank interest is achievable.

Driver supply is still a critical factor to any recovery, but I haven't found anyone with an answer to a driver shortage in my time here.

Infrastructure spending in our region brings employment and local economic growth

- The M1 Bruce Highway upgrade (Caloundra exit to Mooloolaba motorway) is almost finished including 20 new or upgraded bridges with total construction costs at \$1 billion.
- In addition, upgrading the Bruce from Caboolture to Caloundra to three lanes is also now underway.
- The residential development in Caloundra South (named Aura) is now in peak demand with new release land buyers camping out overnight to snap up a limited number of blocks. The developer's projection of 20,000 house & land parcels is set to be achieved years ahead of plan.
- A land corridor to upgrade the rail line north of Caboolture to Nambour with a spur off at Beerwah to Caloundra and onward to Maroochydore through Aura has been set aside. (Don't hold your breath, it took 90 years for Redcliffe to get a train.)
- Maroochydore CBD, the new "capital city" for the Sunshine Coast has several high-rise buildings on this \$430 million commercial, retail, residential, civic and community projects including new Council headquarters which has commenced.

Suncoast Cabs Ltd. has maintained low taxi licence lease prices and kept Base fees reduced for the bulk of 20/21 financial year but with "JobKeeper" ending and business trickling back we have commenced a slow process to bring both of these "key taxi cost points" back to a sustainable level.

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
Board Member & Councillor
Sunshine Coast Region

South West Queensland

2020 and 2021 has certainly seen some changes happening, mostly from the continuing effects of COVID-19. We have seen lockdowns thrown on us with very little warning, lockouts for Queensland stopping the tourists from visiting and numerous cancellations of events in and around our area.

We must give credit to all the taxi drivers, owners, and operators for doing their best to keep their cars clean and sanitized for both theirs and their customers safety.

Ride share continues to erode the taxi industry, without the expense that we as taxi owners and operators have, and TCQ continues to fight for equality for all of us.

The South West Queensland area, although not in the more coastal tourist areas, has still experienced a decline in tourism, which obviously has had an impact on businesses in each of our areas over the past 12 months. The grey nomads are helping with some small businesses but unfortunately, they are not big taxi users. Life is starting to return to a form of normalcy with tourists and families finally being allowed to start to travel again for their holidays and to visit family interstate.

Thankfully for the small regional towns, the owner operators have risen to the challenge successfully, taking on more varied types of transportation to keep things going as well as continuing to fully support their existing passengers and communities.

Drivers who left the industry for their own personal health during COVID-19 are slowly starting to return to the industry, but drivers more than ever are still on short supply with many taxis being parked over the past 12 months, not due to lack of work but due to lack of drivers to staff the vehicles. Unfortunately, we are not alone, this is a sentiment happening throughout a lot of other industries as well, for example the hospitality, farming, agriculture, and transport industries. With the Government not allowing the transient workers into Australia it has, even though for our own safety, put a huge strain on the employment market for the farmers and hospitality industries in our region.

On the upside, our local region has seen a steady growth in taxi travel with customers starting to put their trust in the taxis once again. Toowoomba and surrounds have seen growth in both commercial and household buildings being approved, another Cannabis Plantation being built in the surrounding areas of Toowoomba, and the Inland Rail is progressing and will offer a lot of skilled employment. There are also numerous housing and disability facilities being built. Sadly, this is drawing on the taxi industry for employment. Unfortunately for us, a lot of the employees for these projects do not use taxis on a regular basis.

As taxi owners, operators, and drivers we will continue to strive to offer our customers the best possible service in clean sanitized vehicles.

On a personal note, I would like to take this opportunity to thank all the Taxi Owners, Operators and Drivers in the SW Queensland Region and wish them all the best for the future. Together we will continue to improve our taxi businesses.

Noel Spain
Junior Vice-President, Board Member & Councillor
South West Queensland Region

Gold Coast

COVID continues to impact our industry across the board and while other countries around the world are attempting to come out the other side of the pandemic, Australia still finds itself bouncing in and out of various lock downs and restrictions. The tourism and hospitality industry on the Gold Coast has had good success in focusing on getting locals out and about and has done a good job of handling the fluctuations in demand. Locals have done a great job of supporting local business and when the borders to other states are open, we see a rapid increase in passenger numbers. People are desperate to get out there.

At the end of November 2020 Black and White removed its vehicles from the 13cabs network. The move left approximately 2/3 of the vehicles/ licenses on the coast to service bookings for the community.

The immediate result was:

- Drivers within the 13cabs network experiencing levels of fares per day not seen since the emergence of rideshare,
- Passenger wait times increasing due to the reduction of available vehicles within the network
- Black and White drivers struggling to survive on rank and hail work alone.

The logic behind Black and White's decision has yet to be made apparent to anyone. Ultimately it has only served to hurt the industry's ability to service the Gold Coast community.

Towards the end of January 2021, we relocated from our Helensvale offices to a spectacular location on the Gold Coast Highway in the heart Mermaid Beach. The new site is boldly branded with lighted signage and includes driver lounge, training room, taxi tech garage and a large, inviting reception/ partner support area. The new location has substantially increased foot traffic, driver engagement and public awareness of the 13cabs brand.

At the end of September, the new transport facility at the Gold Coast airport should be ready. This will provide taxis and other transport providers with basic amenities and better control of traffic through the terminals. GCA will also be taking over the rank supervision duties to avoid the potential perception of supervisor bias on the rank now that there are (for the moment) 2 taxi companies on the Gold Coast.

The availability of TSL's on the Gold Coast continues to be a challenge. Due to privacy restrictions, TMR are not permitted to share license holder contact information. This makes it very difficult to get unattached TSL's on the road. We estimate that between 40 and 70 licenses are currently unattached on the coast. 13cabs Gold Coast has a waiting list of 75 individuals wanting to lease TSL's. We need TMR to put pressure on license holders to ensure their license is attached to a vehicle in areas where there is unmet demand to allow the industry to better service the community.

The Gold Coast continues to handle the pandemic strongly and there is great anticipation for the inevitable bounce all businesses will experience when we finally come out the other side. 13cabs continues to invest and build for the future here on the GC and our team, our drivers and our operators continue to drive us forward.

Rod Poissant
Councillor
Gold Coast Region

Brisbane

When the pandemic started, Brisbane experienced a high level of restrictions and lockdowns that lead to many taxis coming off the road and removing their plates. The key indicators (bookings, earnings, and vehicle numbers) have not yet recovered to level pre-March 2020. At July 2021, we are still in the grips of COVID disruption, if not from lockdowns or restrictions, then from reduced travel (domestic and international). Brisbane is Queensland's business hub, and many businesses still have staff working from home and conducting meetings virtually. However, Brisbane has fared better than other large capital cities like Sydney and Melbourne.

Non-directly, COVID has also impeded the return of fleets due to:

1. Lack of drivers – labour supply this is a common problem across many industries.
2. Lack of new vehicles due to manufacturers lack of inventory

Thankfully, financial assistance from the Queensland Government COVID Support Package, plus reduced licence, and network fees, did help keep most taxis on the road and providing essential services such as WAT jobs and school runs.

During much of the last 12 months, the restrictions placed on public venues such as pubs, clubs, restaurants, etc saw reduced social activity on Fridays and Saturday nights. When restrictions are not in play the demand for taxis is high, however the lack of drivers, particularly at night, still reduced the number of completed trips.

On a positive note, an opportunity that came out of the COVID period was the expansion of taxis in the parcel logistics market to deliver all sorts of things. Whilst people switched to ordering on-line, taxis capitalised on some opportunities such as delivering food and groceries. Parcel delivery was not nearly enough to fulfil the gap left by non-travelling passengers, but it certainly helped and has continued to be a popular choice for business or consumers when speedy delivery is required.

Matt McLachlan
Senior Vice-President, Board Member & Councillor
Brisbane Region

QLD TAXI LICENCES BY LOCATION

Qld Taxi Licence Categories	Total Licences	Conventional	WAT	Total Licences	Conventional	WAT
Year	August 2020			July 2021		
Brisbane Companies						
Sub-total	1867	1557	310	1865	1555	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
Gladstone	28	22	6	28	22	6
Gold Coast	357	267	90	357	267	90
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	71	15
Townsville	135	112	23	135	112	23
Sub-total	1221	959	262	1221	957	264
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

Qld Taxi Licence Categories	Total Licences	Conventional	WAT	Total Licences	Conventional	WAT
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	5	4	1
Childers	0	0	0	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

Qld Taxi Licence Categories	Total Licences	Conventional	WAT	Total Licences	Conventional	WAT
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

Qld Taxi Licence Categories	Total Licences	Conventional	WAT	Total Licences	Conventional	WAT
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
Woodford	1	0	1	1	0	1
Wondai	1	0	1	1	0	1
Capricorn Coast (Yeppoon)	10	5	5	10	5	5
Sub-total	165	98	67	164	97	67
TOTAL						
	3253	2614	639	3253	2614	639

**»» FINANCIAL STATEMENTS FOR THE
YEAR ENDING 30 JUNE 2021**

Taxi Council of Queensland Incorporated