

ANNUAL REPORT

2023
ANNUAL REPORT



council
QUEENSLAND



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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TABLE OF CONTENTS

TABLE OF CONTENTS	2
NOTICE OF ANNUAL GENERAL MEETING	3
PREDIDENT'S REPORT.....	4
REGIONAL REPORTS	6
• FAR NORTH QUEENSLAND	6
• NORTH QUEENSLAND.....	7
• CENTRAL QUEENSLAND.....	8
• WIDE BAY.....	9
• SUNSHINE COAST	10
• SOUTH WEST QUEENSLAND.....	11
• METROPOLITAN	12
• GOLD COAST.....	13
QLD TAXI LICENCES BY LOCATION.....	14
FINANCIAL STATEMENTS.....	17
• PROFIT & LOSS.....	18
• BALANCE SHEET.....	19
• MOVEMENTS IN EQUITY.....	20
• DEPRECIATION SCHEDULE.....	21
• EXPLANATORY NOTES.....	22
• AUDITORS REPORT	24
APPENDIX I: 2022 ANNUAL GENERAL MEETING MINUTES.....	26

Notice of Annual General Meeting

Members are advised that the Annual General Meeting (AGM) of the Taxi Council of Queensland Incorporated (TCQ) will be held as follows –

Time: **9.00am to 9.45am**

Date: **Tuesday 16 December 2023**

Place: **Pullman Cairns International** (*17 Abbott Street Cairns, 4870*)

TCQ Corporate Members are requested to circulate this notice of the AGM to their affiliated Taxi Service Licence (TSL) holders.

The Agenda for the AGM will be as follows:

1. **Confirmation of the minutes of the previous Annual General Meeting**
2. **Receiving of the Annual Report** (*including financial statements and auditor's report*)
3. **Election of Councillors**
4. **Election of Office Bearers (President, Senior Vice President, 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 AGM. However, only members who have pre-registered for the AGM by 4:30pm on Tuesday 12 December 2023 will be allowed admission into the meeting. To pre-register, please use the AGM registration form.

If you have any issues completing pre-registration, please contact the TCQ office on (07) 3434 2100 for assistance.

Blair Davies

CEO

Taxi Council Queensland

PRESIDENT'S REPORT By Max McBride

Over 2023 the Queensland taxi industry has continued to recover from the deregulation event in 2017 and from the Covid 19 pandemic. The recovery has been most pronounced in regional areas with taxi licence lease rates recovering in some areas to pre-2017 levels. In other areas, where lease prices have never fallen, prices have actually increased in line with the taxi fare rise that occurred 1 July 2023.

Throughout 2017 Taxi Council of Queensland (TCQ) has continued the task of advocating for policy and regulatory changes that will strengthen Queensland's taxi industry and allow the industry to rebuild after the calamitous events with which we have had to contend. To this end TCQ together with our national body, the Australian Taxi Industry Association (ATIA) are actively engaging with both the State and Federal governments and are actively pursuing policies that will assist the industry going forward.

The 1 July 2023 taxi fare rise for non-booked taxi travel was 8.9% (???). This fare rise resulted from TCQ's unwavering advocacy, which has been ongoing since July 2021. At that time an agreement was reached with the government for a taxi fare rise before Christmas 2021. This agreement was stymied when one large taxi company lobbied against the rise, ignoring the need for the industry to attract taxi drivers, and failing to take account of the escalating operational costs, astoundingly even base fees. The fact is that the Queensland taxi industry had not received a fare rise from the government since 2014. Ultimately, TCQ's effort in regard to a fare rise did ultimately produce positive results with the government agreeing to a rise of 5.2% on 1 July 2022, much less than what was required given the data contained in the government's own cost model, however a rise none the less. The fact that the 2022 rise was less than what was prescribed by the data enabled TCQ to build a compelling case for a sizable rise in 2023. This rise came into effect on 1 July 2023 and was solely a result of TCQ's determined effort to derive a good outcome for all segments of the Queensland taxi industry.

TCQ's successfully advocacy also resulted in the government agreeing to extend the Wheelchair Taxi Replacement Program until October 2024. The Wheelchair Taxi Replacement Program provides taxi operators with up to \$45,000.00 for the replacement wheelchair accessible taxis in Queensland. This initiative resulted from another successful TCQ endeavour in 2019, which became necessary when the provision of wheelchair services in Queensland were about to collapse, a direct result of the 2017 legislative and regulatory changes adopted by the state government, after they accepted the Varghese recommendations.

Undeniably, prior to 2017 Queensland had the best wheelchair accessible taxi service in the world. This service was commercially delivered, without the need for government subsidies. Important to note is that the Taxi Subsidy Scheme is not a subsidy for taxi operators to ensure wheelchair accessible services continued to be provided, it is in fact government assistance paid to Queenslanders with mobility issues, enabling them to better integrate into society. So, if you see comments that suggest wheelchair accessible services were subsidised prior to 2017, don't hesitate to call the claim out as rubbish!

When the government legalised booked hire services, the business model which underpinned wheelchair accessible services in Queensland was destroyed and contrary to the government's much touted Varghese Report. Jim Varghese had conducted an Inquiry into aspects of the education system. The report produced, according to Varghese was a "desk top" study, meaning that Varghese didn't move out of Queensland or away from his desk in his detailed examination of the taxi industry, presumably preferring to rely on reports and studies he found on the internet. As with all Varghese's findings, everything concerning accessible services in Queensland were monumentally wrong. In short

Varghese dismally failed to understand the nuances of the taxi industry or any or the ramifications of his cavalier and manic destruction of the regulatory system would impose on the Queensland Community. The fact is what Varghese and his investigators knew or understood about taxi services and wheelchair accessible taxi services could have been written on a postage stamp with a 4-inch paint brush.

To its credit the government is trying to now rectify the mess that Varghese initiated with his “2 bob” rubbish inquiry. To that end TCQ is providing every assistance to assist the government and to repair some of the damage. As stated earlier the first initiatives in this endeavour were the Wheelchair Taxi Replacement Program and the \$20.00 lift fee. Further to this TCQ, with the assistance of Sun Coast Taxis have been able to identify that 35% of wheelchair customers in Queensland do not qualify for a lift fee, as they are not part of the Taxi Subsidy Scheme. To provide a ubiquitous service the lift fee must be applied to all passengers in wheelchairs. If this matter is not resolved customers who require a wheelchair accessible service and do not qualify for a lift fee will continue to be poorly services. Second the lift fee has not been increased since its inception, TCQ is calling on the government to urgently increase the lift fee.

TCQ is representing Taxi Licence Holders in the Taxi Licencing Review Process being undertaken by the Queensland government. From the town hall meetings conducted across the state our clear objective must be to derive an industry structure that ensures the future viability of the taxi industry, whilst providing an equitable and fair pathway out of the industry for those Licence Holders who wish to leave the industry. Central to deriving an appropriate industry structure must be the industry’s ability to better compete with booked hire in terms of supply. This being said, I believe it fool hardy to believe that fixing the supply issues in the taxi industry should involve complete open entry, as has happened in Victoria and New South Wales. In fact, the recent move by uber to sign up taxi drivers clearly demonstrates this point, with the move being terminal for those segments of the industry calling loudest for just such a change. I note that they are not calling so loudly now.

Finally, it is very pleasing to see the taxi industry across Queensland looking proactively and somewhat optimistically toward the future. Taxi operators throughout Queensland are reporting high customer demand for taxi services, leases for taxi licences are increasing which should be a precursor for increasing licence values, over time and driver supply is starting to improve, albeit marginally. I look forward to 2024 and the opportunities that the new year will bring and take this opportunity to thank you for your continued support of TCQ and to wish you and your family a Merry Christmas and a great New year.

REGIONAL REPORTS

Far North Queensland

This year marked a major change for Cairns Taxis, with the retirement of our Manager Bob Roberts who joined Black and White (Quick Service) Taxis, (now Cairns Taxis Limited) as General Manager and Company Secretary in August 2001. Bob's previous employment was with an ASX listed company and he moved to Cairns for a lifestyle change.

In his first few days in his role, he questioned his decision to join the company. His investigations into the company's financial position revealed that Black and White (Quick Service) Taxis was in a very unhealthy state.

Bob relishes a challenge and for the benefit of Black and White (Quick Service) Taxis Shareholders he decided to continue in his employment. His focus in his initial years was to return the Company's profitability and improve the Balance Sheet.

I joined the Board in the second year of his employment. My role as a previous Boards member enabled Bob and I to form a good relationship lasting over many years. His determination to restore the Company meant he would not become involved in the operational issues, even at the Company's AGM, his address to shareholders were solely on the financial position of the Company.

The Company's financial position was resolved, and Bob involved himself in operational issues. Bob's ability to objectively analyse problems and present a logical solution, helped develop lasting policies.

After 22 years of service to Cairns Taxis Limited, Bob retired on June 30th. 2023.

Bob Epps is now the CEO and Company Secretary of Cairns Taxis Limited. His enthusiasm for his role is evident by the positive improvements we have seen in his relatively short employment.

He identified that fleet income had increased above that of pre-Covid levels and income for owners who leased licenses, should reflect the increased income. Cairns Taxis Limited chose to act on behalf of shareholders, negotiating an increase to \$600 per week, plus GST if applicable, with an annual CPI increase included.

Bob Epps initiated a silent auction to sell 2 existing licenses, with a share package, both achieved \$231,000. A third license, with a well maintained 2016 Camry is currently available also via a silent auction.

Cairns Taxis are experiencing exceptional income growth, increased lessor income and the silent auction of 3 licenses with share packages clearly indicates that the taxi business in Cairns continues to improve and evolve without involvement from TMR.

Cairns Taxis Limited recently purchased the 3 Gordonvale Taxi licenses, with the Company operating 2 and one leased, with two leases still available. Cairns Taxis Limited dispatches to Gordonvale.

Cairns Taxis Limited is reviewing the dispatch system, with a view to improving job allocation and back room operations. A television advertising campaign to attract new drivers has commenced.

Unfortunately, Cairns Taxis Limited Board decided not to renew my nomination as Far North Queensland representative. I am proud of my tenure at TCQ and the positive outcomes that have been achieved for the Queensland taxi industry.

Layne Gardiner
Board Member & Councillor
Far North Queensland Region

North Queensland

Our region has seen a strong growth in the last 12 months and continues to grow.

This obviously has its advantages and drawbacks. There is a chronic shortage of workers in every sector. Getting drivers remains an extremely difficult and challenging task as a result.

The past 12 months has also witnessed a very healthy gain in property prices, which further pins the confidence in the region. Multiple new and future developments have been announced for our region such as Australian Singapore military training initiative, Landsdown Evo-Industrial Precinct, N.Q Spark, Hydrogen Hub & Plants, Common - User Vanadium Processing Facility, Double Tree by Hilton and a 5-star Luxury Hotel by the Morris group next door to the Ville Resort – Casino. All these and more will drive the local growth and economy and benefit the taxi industry in both the short and long term.

Townsville Taxis has renewed the contract with 13cabs and we are looking forward to a healthy working relationship with them. Black and White are also continuing to operate in Townsville, and we sincerely hope that both the companies will contribute towards providing a professional, supportive and an efficient service to our community.

Last but not least, TCQ remains an important part of the taxi industry in Qld as our voice and representative. All its efforts and work are acknowledged and appreciated, given that our industry is still going through a difficult phase on many fronts.

Finally, there are a lot of positive things happening in our region that will enhance the current economic situation and benefits will flow on to our sector of business as well.

We look forward to working with all the industry leaders, partners, and decision makers for the benefit of all stakeholders in a responsible manner.

Bipendra Singh
Councillor
North Queensland Region

Central Queensland

The Central Queensland region has continued to experience growth over the last twelve months, despite the world price for metallurgical coal falling from the record high levels. Metallurgical coal is used for the production of steel, not electricity and so is likely to continue to be in high demand for the foreseeable future. Despite this export volumes have continued to grow, resulting in a severe labour shortage that is finally starting to drive wages higher, which in turn is having a positive flow on effect for the Central Queensland economy.

The substantial Central Queensland beef industry has suffered extreme falls from the record high prices achieved over the past 4 years for beef cattle. Prices are now far below production costs and this together with expected dry conditions is likely to result in an extended period of hardship for beef producers.

Counter balancing this are the sugar and grain sectors, with sugar prices continuing at record levels and grain demand remaining strong as a result of Russia's war with Ukraine. Primary industries continue to be an important economic driver in the regional economy, with the resultant benefits accruing to all segments of the local economy, including the taxi industry.

The domestic tourism industry continues to grow after the Covid 19 pandemic. Tourist numbers in the Whitsundays can be expected to continue to grow, with significant increases in flight numbers into Proserpine Airport planned for 2024.

The sale of taxi licences across the region continues to suffer as a result of some within the industry continually talking taxi businesses down. The stupidity of this indulgence by some within the industry cannot be understated; just how can this negativity continue when lease prices for taxi licences are now above the levels achieved in 2016 and over the last 12 months lease prices for taxi licences have actually increased, a signal of greater confidence in the local taxi industry.

Driver supply continues to be the greatest inhibiting factor for growth in the Central Queensland taxi industry. To counter this, taxi operators are becoming much more active in developing strategies to sourcing new drivers and are not relying on taxi companies to meet the need for labour in their own businesses, a long overdue change. This being said, it is very pleasing to see that Mackay Taxis has instigated a marketing campaign to attract new drivers which involves having booths in shopping centres. While this initiative is relatively new it is producing good success. The lesson here must be that to attract drivers, operators and companies can not continue to employ the same failing strategies that they have in the past. Taxi operators must become much more active in driver recruitment, with it likely that in the future successful taxi operators have well-resourced and structured driver recruitment and training programs. Initiatives that are having reasonable success include in-taxi recruiting; paying trainees whilst they train; in taxi training, with a proficient trainer and the trainee in the driver's seat.

Max McBride
President, Board Member & Councillor
Central Queensland Region

Wide Bay

Hervey Bay has had continued new housing growth and increase in new residents moving to the area in the 22-23FY. This growth is mostly made up of professional workforce or self-funded retirees. There has also been a number of new commercial spaces open up / or redeveloped, these include Auto parts supply, Furniture and Electrical goods, Camping & Lifestyle.

The region has had continuing good tourist numbers and just recently Jetstar announcing direct Hervey Bay to Melbourne flights starting June 2024. (Would be nice if we could fly direct to Cairns?)

Hervey Bay has added a couple of new Peak Demand cars to their fleet, but the driver supply pool is not very healthy. This has continued to plague the industry since COVID, hopefully there is a light at the end of the tunnel.

Hervey Bay Taxi Service is active in the community supporting local sports clubs and community events including Dunga Derby, Kondari BBQ Festival and You Beaut Ute Show (Jan 13th 2024), and Seagulls Football Club.

Adrian Cox
Councillor
Wide Bay Region

Sunshine Coast

We mentioned at the end of last year's report that the arrival of Bonza Airlines to commence their northern regional base on the Sunny Coast was highly anticipated.

It's been an outstanding start from many of our customer and driver feedback. They have not only delivered many thousands of visitors to the Sunshine Coast but more importantly opened up northern air travel to tourism destinations for local residents.

Driving to BNE for 90 minutes, a paid parking bill for your time away makes exit via MYD (Maroochydore – Sunshine Coasts Airport) to North Queensland very attractive.

Following the completion of the new runway post-covid, the terminal buildings are undergoing major refurbishment. This will include new ground transport areas for busses, limos, ride-booking and taxis. We have viewed draft plans but no sight of any undercover walkways to avoid blistering summer sun nor torrential SEQ thunderstorms.

Drop-offs and Rank pick-ups have been strong thanks to Bonza and as holiday season approaches, we hope that rising interest rates and the soaring cost of living part of the economy has a little saved up for a Sunny Coast summer trip.

Constant taxi driver advertising and promotion continues not to move driver supply. Our issues are the same as the taxi industry Australia wide! We are flat-lining shifts filled at 45% for the past few years.

Customers are astonished to learn that the Sunshine Coast has not had a new TSL issued area in almost 10 years, a State Government failure of Transport Policy by any measure.

The Sunshine Coast Taxi Region welcomes 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

As we see the new year, we see a return of passengers to the taxi industry. It feels the year has just started and it is now nearly over already. Where has this year gone.

The tourists are once again returning to the bush to attend the numerous festivals taking place in each of the areas. There are a lot more people holidaying in Australia and are looking to the inland areas for their holidays. The Toowoomba Carnival of Flowers was a great success for Toowoomba with high visitor numbers inundating the city.

The South West Queensland region continues to grow and lead the way in the expansion of the various industries situated in the region from gas exploration, mining, agriculture, farming, meat and wine production. We have several flights a week from international carriers into Wellcamp Airport and although these don't affect the taxis at all it is causing a growth of industry with our produce being exported around the world from our region. We also have passenger flights on the increase in and out of Wellcamp Airport. These all lead to more population and that has a rub off effect in all the small regional areas.

Construction on the inland rail is getting closer to our region with many new businesses already setting up their businesses and are eager to expand with the opportunities that the new railway line will bring. The infrastructure and growth in and around the area is mind blowing.

The expansion of the existing Toowoomba Hospital is now complete, and the new Toowoomba Hospital being built with easy access to the Toowoomba Bypass is progressing at a steady rate and the benefits that this will bring will be outstanding.

New residential land is being developed all over the area and this will only benefit the various centres with more facilities being needed meaning more growth, spending and jobs.

New technology in the form of tablets has been introduced into some of the taxi areas and this is proving to be beneficial to the drivers in their daily work. The transition has been smooth and painless with all drivers accepting the change and we look forward to the next phase of the introduction of more new technology in the coming months.

The taxi industry weathered the Covid 19 Pandemic and has come out the other side stronger and more resilient. Our drivers continue pushing forward with the hygiene measures taken through this difficult time and the customers are very thankful for that. Our drivers are continuing to offer the best service possible sometimes under difficult conditions. Our area is not alone in the need for more drivers to fill available shifts and we look forward to training as many new drivers as can be found.

TCQ continues to work with the Qld Government to find a resolution satisfactory to all taxi owners, operators, and drivers. This aside we will all strive to continue to offer our customers the best possible service.

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

We look forward to the future with hope, enthusiasm and motivation to build the taxi industry in the South West Queensland Taxi Council Region and join the rest of Queensland in being one of the best taxi industries in the world.

On a personal note, Anne and I would like to wish everyone and their families and friends a very Merry Christmas and we look forward to the New Year with high expectations.

Noel Spain

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

Metropolitan

Firstly, thanks to Matt McLachlan, for the time that he served on the Taxi Council.

The withdrawal of 13cabs and Black & White Cabs from the Taxi Council of Queensland unfortunately means there is no direct representative or input from the companies.

There has been a marginal increase in work within the Brisbane Metropolitan area, with this also being reflected in a minor increase in lease prices for licences.

Unfortunately, due to the lack of drivers, most operators are unable to double shift cars. This has resulted in extra pressure on both drivers and operators to try and ensure that work is covered within reasonable work limitations.

Brisbane Airport Corporation has had to take out of operation the short fare lane for drivers doing jobs within the airport precinct from terminal ranks. This was only supposed to take place for about 6 weeks, but unfortunately MTI and BAC have not been able to rectify the issue. They hope to have it back up and running soon. Brisbane Airport Corporation also announced that with the introduction of a new entry to the terminal and new check-in point, we would be losing 4-6 rank spaces from the rank in front of the terminal. However, this will not impact taxis ability to pick up fares or complete bookings.

I also give my thanks to Maddison for her assistance and help in dealing with Brisbane City Council, trying to maintain rank availability within the Brisbane Metropolitan area. Her assistance with the Taxi Council has been invaluable and greatly appreciated.

Brian Kenny
Board Member & Councillor
Metropolitan Region

Gold Coast

The Gold Coast has and will always be Australia's favourite holiday destination. When the Qld Government finally opened domestic borders, we instantaneously experienced an influx of families, singles and "grey nomads". The international tourist has only recently returned. Like everywhere we lack drivers and industry support from the booking networks to adequately service the demand. The result is inefficient dispatching, extremely poor customer/operator/driver service standards as well as extreme driver dissatisfaction. For licence owners and operators this is extremely disappointing given the amount paid in monthly network fees.

The Gold Coast has always had a transient working population. Wage growth and offers from other industries with higher pay and/or better conditions means we have and continue to lose drivers. Foreign visa holders have also taken time to return.

Gold Coast Airport called a meeting with the taxi industry mid-year, it was revealed at that meeting several hundred "official" complaints had been lodged with 13Cabs and B&W Cabs regarding driver behaviour. At a subsequent meeting the taxi industry was informed GC Airport had signed a commercial contract with Uber. Uber will take over the current taxi rank and taxis will be moved several hundred meters away to an invisible area, with no signage or clear directions to our customers. This decision was without taxi industry consultation. No disability groups, handicapped groups, government entities, QLD Transport & Main Roads, NSW Transport, Taxi Networks, operators or drivers were consulted. GC Airport refused to engage or accept taxi industry input or views. It was a commercial contract signed purely based on generating more income for GC Airport. The move is expected in the new year. Currently 30% of our work on the Gold Coast comes from/to the airport so this decision will have a significant financial impact.

The illegal overcharging of customers by drivers from the airport still goes un-investigated and unpunished. Driver income has dramatically increased and off the meter cash has exploded. It seems driver set pay in arrangements and driver handheld EFTPOS machines only encourages overcharging and theft.

Recently Qld TMR legislation mandated the meter be activated on every journey. Drivers have still found ways around this. Again, their actions have been reported with little or no punishment to these drivers by the networks or Qld TMR.

Unfortunately gone are the days where Qld TMR provided a framework that enforced minimum service levels on the networks for both job acceptance and dispatch. There seems less Qld TMR Compliance on driver behaviour. Instead, we are left with an industry that is fractured, broken and unless true leadership emerges from within the industry then we will have less customers using taxis. We should aim to provide the best door to door 24/7 transport solution for every member of the public be they young, old, able or handicapped. Our taxi fleet can do this, we just need the networks to do their dispatch efficiently, provide actual support to our drivers, operators and owners. We need our drivers to wear their uniforms, turn the meter on the correct tariff and present a clear car. Our competitors are not the rideshare industry its ourselves and we will continue to fail if we as an industry do not rectify these issues.

Shane Smith
Councillor
Gold Coast Region

QLD TAXI LICENCES BY LOCATION

Qld Taxi Licence Categories	Total Licences	Conventional	WAT	Total Licences	Conventional	WAT
Year	October 2022			December 2023		
Brisbane Companies						
Sub-total	1866	1554	312	1863	1551	309
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	69	52	17	69	53	16
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	70	16	86	70	16
Townsville	135	112	23	135	112	23
Sub-total	1222	955	267	1222	956	266
Towns						
Atherton	3	2	1	3	2	1
Ayr	4	3	1	4	3	1
Beaudesert	3	2	1	3	2	1
Biloela	2	1	1	2	1	1

Qld Taxi Licence Categories	Total Licences	Conventional	WAT	Total Licences	Conventional	WAT
Blackwater	1	0	1	1	0	1
Boonah	2	1	1	2	1	1
Bribie Island	4	2	2	4	2	2
Capricorn Coast (Yeppoon)	10	5	5	10	5	5
Cardwell	1	0	1	1	0	1
Charleville	4	3	1	4	3	1
Charters Towers	6	5	1	6	5	1
Chinchilla	2	1	1	2	1	1
Cloncurry	3	2	1	3	2	1
Collinsville	1	0	1		no data	
Cooktown	2	1	1	2	1	1
Crows Nest	1	1	0	1	1	0
Dalby	8	7	1	8	7	1
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
Glasshouse Mts / Beerwah	1	0	1	1	0	1
Goondiwindi	5	4	1	5	4	1
Gordonvale / Yarrabah	3	1	2	3	1	2
Horn Island	1	0	1	1	0	1
Ingham	2	1	1	2	1	1
Karumba	1	0	1	1	0	1
Kilcoy	1	0	1	1	0	1
Kingaroy	4	3	1	4	3	1
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
Maleny	1	0	1	1	0	1

Qld Taxi Licence Categories	Total Licences	Conventional	WAT	Total Licences	Conventional	WAT
Mareeba	7	6	1	7	6	1
Mission Beach	2	1	1	2	1	1
Monto	1	0	1		no data	
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
Murgon	2	1	1	2	1	1
Nanango	1	0	1	1	0	1
Normanton	1	0	1	1	0	1
North Stradbroke Island (Dunwich)	2	1	1	2	1	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
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	1	0	1
Tara	1	0	1	1	0	1
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
Woodford	1	0	1	1	0	1
Sub-total	165	97	68	163	97	66
TOTAL	3253	2606	647	3248	2604	644