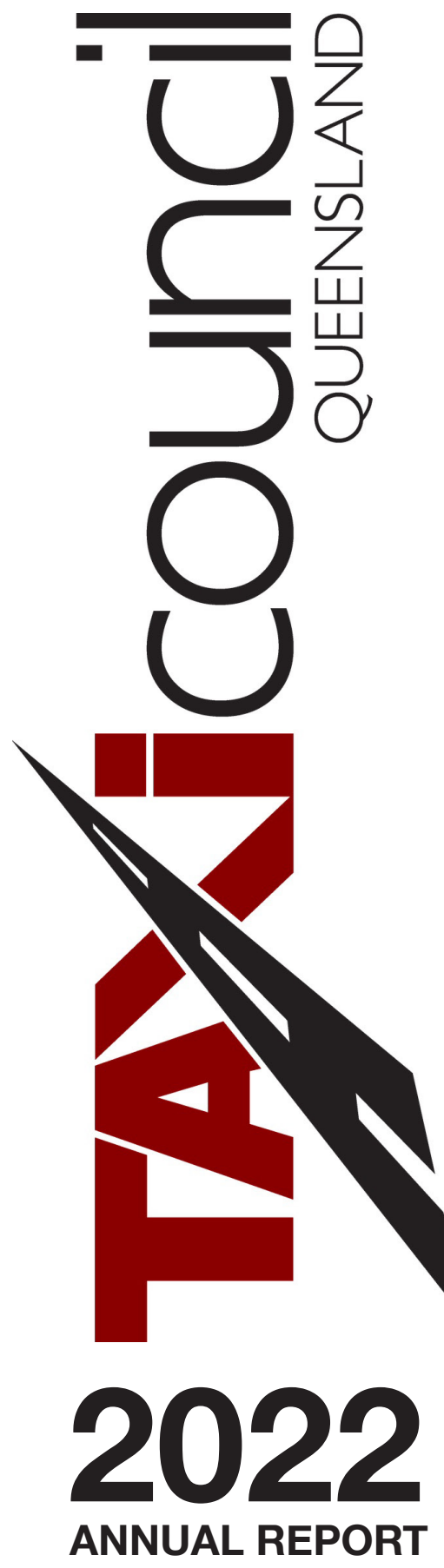


ANNUAL REPORT





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

ABN 94 004 988 707

P: 8/96 Cleveland street, Stones Corner QLD 4120

T: 07 3434 2100

E: info@tcq.org.au

W: www.tcq.org.au

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
• GOLD COAST.....	12
QLD TAXI LICENCES BY LOCATION	13
FINANCIAL STATEMENTS	17
• DIRECTORS DECLARATION	18
• PROFIT & LOSS.....	19
• MOVEMENTS IN EQUITY	21
• BALANCE SHEET.....	22
• NOTES TO THE FINANCIAL STATEMENTS	23
• AUDITORS REPORT	25
APPENDIX I: 2021 ANNUAL GENERAL MEETING MINUTES	27

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: **5.00pm to 7.00pm**

Date: **Wednesday 15 February 2023**

Place: **Rydges Southbank Townsville** (*23 Palmer Street Townsville, 4810*)

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. **Nomination of William (Bill) Parker for Life Membership**
7. **Notices of motion**
8. **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 Thursday 9 February 2023 will be allowed admission into the meeting. To pre-register, please use the AGM registration form on this page.

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 the course of 2021-22 the Taxi Council of Queensland (TCQ) continued the task of advocating for policy and regulatory changes that will enable the taxi industry to recover from the deregulation event that occurred in 2016-17 and from the disruption associated with the Covid-19 pandemic. To this end TCQ together with the Australian Taxi Industry Association (ATIA) again achieved significant progress over 2022; a very pleasing result that builds on the successes our peak bodies achieved with the Covid-19 assistance funding that flowed to the industry from both the State and Federal Governments over the course of 2020 and 2021.

The most prominent TCQ success during the year was having CTP for taxis in class 3 reduced to the same level as the CTP classes that cover booked-hire/ride-share services (i.e. Classes 4 and 26), effectively removing a substantial competitive advantage that booked-hire services enjoyed over taxis. Ultimately this represents a significant cost saving for the industry, with taxi operators saving \$2,485 per taxi sedan per year (e.g. 1 July 2021 v 1 July 2022).

An important success achieved by the ATIA (Blair Davies being CEO and myself President) was to petition the Australian Consumer Competition Commission (the ACCC) concerning Uber's uncompetitive practices and its use of misleading pricing information concerning taxi services in Sydney. This activity ultimately resulted in Uber admitting guilt and being subject to a \$21 million fine. Once again, our industry peak bodies have demonstrated their ability to have large, unethical corporations held to account for breaches in Australian law, leading to substantial sanctions.

TCQ was able to persuade with the State Government to waive the Taxi Security Levy payment for 2022, saving each licence holder approximately \$422.44 per licence. In addition to this, TCQ successfully advocated for the Department of Transport and Main Roads (DTMR) to review the late-night taxi rank security program to make it more operationally efficient and effective.

With the \$21 million Wheelchair Taxi Replacement Program due to expire in June 2023, TCQ successfully lobbied the Minister Transport, Mark Bailey for the subsidies to be continued to June 2024. This funding resulted from two years of advocacy that culminated in Minister Bailey announcing the \$21 million initiative when he opened the 2019 ATIA national taxi conference on the Gold Coast. The Wheelchair Taxi Replacement Program provides taxi operators with up to \$45,000.00 for the replacement wheelchair accessible taxis across Queensland.

Over the course of 2021-22 TCQ successfully advocated for the first increase in regulated taxi fares since September 2014. The 5.2% increase became effective from on 1 July 2022, and it provides a basis for TCQ to advocate for regular fare reviews and increases in future.

TCQ settled its defamation action against Mr Paul Scaini and the Queensland Taxi Licenced Owners Association in April 2022 with the defendants paying TCQ \$67,000 to more than cover our legal costs. While an isolated few within the industry have suggested that TCQ should not have commenced these proceedings, such views ignore the fact that TCQ's action was only commenced *after* Mr Scaini sent repeated letters to TCQ demanding we pay him \$150,000. Accordingly, it was important that TCQ show to Mr Scaini, and anyone who might be similarly minded, that the industry's peak body values its good name and will strenuously defend it whenever necessary.

It was disappointing for all taxi licence holders to see the Maitland legal challenge against the Queensland State Government having to finally surrender in February 2022. The case met strong resistance from the Government from the beginning and the courts unfortunately showed no

interest in hearing any of the proposed claims. Although TCQ was not a party to the action, our industry peak body did make every effort to support those Members who were part of the challenge. This support included providing industry knowledge when requested and a platform at various taxi conferences. Importantly TCQ also offered Maitland Lawyers the legal advice TCQ commissioned and received from Shane Doyle KC. (Doyle's advice is also available on the TCQ website for members to reviews.)

On the bright side, with the legal action now finally finished, TCQ has been able to get on with the job of lobbying the Government for fair and reasonable compensation for our TSL holder members. Government Ministers had been unwilling to engage in such discussion while the legal action remained afoot. However, with that now no longer a factor TCQ was able to get the Government to commit to a review of the future of Queensland's taxi licencing framework and also get a seat at the table of the review's select industry reference group.

TCQ's clear objective in my view must be to push for an industry structure that ensures the future viability of members' businesses and assets whilst providing a fair and equitable exit pathways for any TSL holders who just want to sell up (be bought out) and leave the industry. Frankly, I have watched with dismay as some within the Queensland industry have argued that TCQ should follow the same strategies that have left TSL holders in other States short-changed on their contributions to local communities and investments in licence assets. In short, TCQ needs to aim high if we are to get the best possible outcome for all of our TSL holder members, and this approach will avoid needing to contemplate throwing anyone under the proverbial bus. I remain very confident that achieving such a comprehensive solution that meets the aspirations of those who want to go and those who want to stay remains very achievable, especially if the industry gets in behind TCQ with discipline and determination.

As something of a surprise in late 2022, 13cabs resigned their Corporate Membership of TCQ solely due to financial considerations (effective 31 October). The company advised that they are determined to work their way back to profitability, and in that context, TCQ's membership fees were just a casualty of economic circumstances. It was an unfortunate development for TCQ but one that we fully intend to rise above. While it inevitably causes some things to change, TCQ still expects to be working cooperatively and closely with 13cabs in pursuit of outcomes for the Queensland taxi industry. The real challenge for TCQ will be to try and persuade all of the TSL holders affiliated with 13cabs and who have been members of TCQ via 13cabs' corporate membership to join/re-join TCQ directly as individual members. Given TCQ's long history of representing these TSL holders, we can only hope that they do commit to supporting TCQ in our fight for fairness for the industry in the licencing review and other forums.

Finally, it is very pleasing to see the industry across Queensland recovering from assaults we have endured since 2016-17. Taxi operators throughout Queensland are reporting high customer demand for taxi services. Taxi licences for lease in Brisbane and the Gold Coast are reported to be in demand, with at least one Brisbane company having no taxi licences left *"sitting on the shelf"*. Operationally, the single biggest constraint on business is insufficient driver supply, however with drivers returning in higher numbers things are set to progressively improve. Ultimately the Queensland public have had a good look at booked hire services, and many don't like what they see and so are returning to taxis. The challenge for the Queensland taxi industry is to seize the opportunity now before us.

REGIONAL REPORTS

Far North Queensland

Customer demand has gradually increased month on month this year, but customer numbers are still below 2021 figures. Driver shortage in Cairns is similar to all fleets Australia wide and subsequently the fleet is unable to meet customer demand and there are no shifts that the entire fleet is available. Customers are experiencing long wait times and the call centre receive numerous complaints, call backs and unfortunately job cancellations.

Cairns Taxis introduced guaranteed rate per hour payments for drivers to assist customers waiting longer than acceptable wait times, especially for the airport and medical appointments. The voluntary dispatch arrangement means drivers accept that no recalls or rejects will be allowed. The guaranteed rate includes the metered income for the hour.

An initiative to develop a secondary fleet has commenced with vehicles driven by casual employees to address:

- Driver shortage;
- Increase fleet capacity;
- Retain customers;
- Customer pick up delays;
- Compete with other ride share operators.

These drivers are employed by the call centre, must complete all allocated jobs, with no rejects or recalls permitted. I have driven the new fleet vehicles as a casual employee and after my wages, superannuation and other employment costs, Cairns Taxis returned a reasonable profit.

A minority of Queensland Taxi Service License holders are advocating for a government buy back, similar to Victoria and New South Wales. Victoria is deregulated, with drivers refusing to engage the meter and quoting fares in excess of the metered fare. Government buy backs are well below the value that license owners were promised.

We must leave any formal discussion regarding compensation from the Queensland Government to the Taxi Council of Queensland, who are our recognised body.

Layne Gardiner
Board Member & Councillor
Far North Queensland Region

North Queensland

The North Queensland region has experienced healthy growth over the last 12 months on the back of the new stadium in Townsville. 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, the Australian Festival of Chamber Music, NAFA, Bill Fishing Tournament, Townsville BBQ Battles, PBR Bull Riding Spectacular, along with a few cruises and navy ships.

13cabs commenced bureauing for Townsville Taxis dispatch approximately two years ago with Black & White entering the area five months ago, and also dispatching work in the Townsville area. People are getting used to having two companies in Townsville. Just like the big cities, we are adapting to having two companies here.

Operators are still struggling due to driver shortages, 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 long periods for a taxi to be dispatched and affecting our school runs.

The owner of Burdekin Taxis, Ross, has been very busy over the last year and doing well. Ross is looking to retire and has the business up for sale.

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

It was great to see you all at the ATIA Conference on the Gold Coast. Again, a great job by Blair and his team.

Jeffrey Finnegan
Councillor
North Queensland Region

Central Queensland

The Central Queensland region has continued to experience healthy growth over the last twelve months, with the mining industry continuing to underpin the region's economy as a result of metallurgical coal prices being at record levels and export volumes growing exponentially. Going forward, it is likely that the metallurgical coal industry will continue to boom, with a further 24 mines on the drawing board across Queensland, almost all in Central Queensland. Underpinning this is Premier Palaszczuk's statement that while thermal coal mines will diminish, metallurgical coal will continue to be needed for the foreseeable future.

Further to this Central Queensland has a huge beef industry and this together with the strong sugar and grain sectors will ensure primary industries continue to be an important economic driver in the regional economy, with the resultant benefits accruing to all segments of the local taxi industry.

The domestic tourism industry has rebounded very well from the effects of Covid 19. Tourist numbers in the Whitsundays are very buoyant as Australians start to travel interstate in growing numbers. However international tourist numbers are still to recover to pre-Covid levels and suggesting that it is that the tourism industry is just at the beginning of its recovery.

The greatest challenge facing the taxi industry in Central Queensland is the insufficient supply of services. This exists as a function of insufficient taxi drivers and at times inadequate numbers of available vehicles. Without doubt the issues associated with insufficient drivers continues to be the greatest inhibitor for all taxi businesses in the region. With the unemployment rate across many centres being as low as 2.3%, the task of sourcing new taxi drivers is extraordinarily difficult.

In November last year Black and Whites Cabs commenced operating in Rockhampton and in Yeppoon, with 80% of the Rockhampton taxi fleet and 50% of the Yeppoon taxi fleet going over to Black and White Cabs. Customer feedback as a result of the split has not been good, with Rockhampton taxi users reporting poor taxi service. While a good number of complaints will undoubtedly result from driver shortages, it is likely that splitting the taxi fleet produces poor customer outcomes and provides gaps in the market for our competitors to establish competing businesses. Undoubtedly there are lessons to be learnt from this experience.

The sale of taxi licences across the region continues to suffer as a result of some within the industry continually talking taxi businesses down. Despite this over the last 12 months 2 taxi licences have sold in the Mackay area for \$250,000 including company shares but excluding vehicles. Lease prices remain buoyant with prices around \$550 per week (including GST) and above being reported.

Overall, the demand for taxi services across the region has continued to be strong, with business clients from southern centres continually reporting that they are fed up with booked hire services and are choosing taxis as their preferred provider. Clearly the opportunity is there for the Queensland taxi industry to stop lamenting the past, to stop waiting for a political or legal solution and to take up the opportunity to rebuild from the events of the past.

Max McBride
President, Board Member & Councillor
Central Queensland Region

Wide Bay

Hervey Bay has had continued tourism growth in 2021 - 2022 with a steady flow of tourists from local, interstate and again internationally spending time and money within the region.

The past 12 months has still been challenging with the shortage of drivers, although we have seen a minor increase in new driver applicants. Some of these are coming from new people to the region and others looking for extra income due to the rising cost of living.

Moving forward as a company, Hervey Bay Taxi Service has increased its presence in social media and marketing to reinforce our position in the community as a better, safer, and more reliable alternative in personalised transport.

We are still actively supporting local sports clubs like Seagulls Rugby League, and community events have been on the increase with shows at Maryborough's Brolga Theatre, local Country Markets and Food & Groove Fridays in Hervey Bay.

Adrian Cox
Councillor
Wide Bay Region

Sunshine Coast

Our industry may be bloodied & bruised following the politically manipulated introduction of ride-booking and all the upheaval from the pandemic, but the business of taxis continues to “box-on”. Booking numbers continue their resurgence, airport taxi ranks are busy, night life precincts are bubbling into the early hours again and the cab meters are ticking over So where are the taxi drivers we need?

I am reliably informed many hundreds of former taxi drivers have joined the “courier business” in SEQ and in doing so have purchased commercial vehicles outright or borrowed for same. I am told they are now financially handcuffed to that business and will not be returning to taxis anytime soon.

Taxi day shifts are relatively full, but night-owls are hard to find, even with good money on offer.

A disturbing fact our complaining customers and those new to this industry are not aware of is that the population of the Sunshine Coast has grown from 271,000 in 2011 to an estimated 359,000 in 2022, a plus of 88,000 persons.

In the same period the number of taxis licences here has gone from 110 to 110, yes an increase of net-zero! The political geniuses would argue that ride-booking would pick-up that slack but what about those pax whose only choice is “taxi” e.g. WAT’s & TSS.

It is disappointing to see our wait-times blowing out and passengers becoming frustrated not to mention our call centre staff being abused for a situation beyond their control.

Speaking of “out of control”, during Easter 2022 ride-booking decided to “surge” at the Sunshine Coast Airport with e.g. SCA to Noosa @ \$400, we are \$80-\$90.

SCA Management was not happy that “their customers” were being screwed.

A reminder that the term “proprietary customer” is not exclusive!

The tourist is a customer for the Airport, Accommodation or Restaurants & Entertainment facilities and a taxi can be the transport link to all if we are proactive and provide quality service. Dedicated marketing and promotions with growth orientated funding is one of our projects for 2023.

That brings us to our new airline, **Bonza**, based at the Sunshine Coast with flight plans throughout the east coast of Australia to some 17 regional destinations. We wish **Bonza** every success for the Sunshine Coast. Taxis & Airports are a match made in heaven!

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!

2023 will be my 20th year as a director of Suncoast Cabs Ltd. and if we can gain some more drivers and a few extra vehicles to meet demand, I think 2023 may be our best.

Clark Chappel
Board Member & Councillor
Sunshine Coast Region

South West Queensland

This year has seen a return to some forms of normalcy with the State opening up, people starting to move about and events starting to take place again. Early on the year started slow but has gained pace as the months fly by.

Regional towns are holding their festivals, much to the delight of locals and tourists, with areas experiencing the return of the tourists. Projects have ramped up bringing much needed funding to the areas. Some towns are experiencing a growth of residents as well.

The Toowoomba Regional Council is working hard on increasing the numbers of not only tourists to the area but residents and businesses. Plans have been unveiled for a massive new aerospace and defence precinct to be built on the Wellcamp Airport Precinct. The site will be home to aviation giant Boeings new uncrewed aircraft (drone) production facility. The build will support 300 construction jobs with at least 79 high-skilled advanced manufacturing jobs once the facility is operational.

The new inland rail is well and truly underway and will pass through South West Queensland from the border through Toowoomba and down the range to Brisbane. Businesses are already starting to set up for when the railway is completed, bringing new business opportunities for the local areas.

The approval of the new Toowoomba Base Hospital and current Hospital expansion has created a lot of movement as well, and this has already had a flow on effect even before the new hospital has started.

As with any new industry this will also bring new residents and workers all who need accommodation, medical facilities, schools, shopping facilities and transportation to name a few. There have been numerous residential developments approved in the South West Queensland areas and sales have been high. The taxi industry is benefiting from this transition of people to the respective areas.

The Regional Councils are working hard with the disabled residents to improve their quality of life and make getting around easier than ever before. The numerous facilities offered for the disabled is outstanding and is 100% fully supported by the local government authorities.

2020 and 2021 saw two of the hardest years in the history of Australia of recent times. 2022 started a little slow but gained momentum with the reopening of numerous events and facilities throughout the state and a return to the lifestyle we were accustomed to. We know we are not all the way back to pre-2020, but we a lot closer than we were this time last year.

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.

We look forward to the future with hope, enthusiasm and motivation to build the future of the taxi industry in the South West Queensland Taxi Council Region.

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

Gold Coast

We're back! Or at least very well on our way. The bounce back from the lifting of COVID restrictions has been dramatic to say the least. As everyone suspected, once people were allowed to travel again and get out there, they took great advantage of it. Jobs per car per day on the Gold Coast are at pre pandemic levels with our biggest challenges now being a shortage of drivers, vehicles, 24 hour coverage and passenger wait times. The Christmas holidays should prove interesting as we face more demand than anyone has the ability to meet. Still it is a better problem to have than one we have had over the last couple of years.

13cabs is still having issues with the availability of TSLs on the Gold Coast. There is currently a waiting list of 170 drivers that would like to become their own operators but unfortunately there are no licenses on the shelf to offer them. While this is disappointing, it is at the same time encouraging that so many individuals are interested in investing themselves in the industry.

The Gold Coast airport's new ground transport holding area is officially open along with the new international terminal and while there are still a few things to work through regarding calling cars up and security learning how to properly manage the rank, all in all, it has been a good thing. We have seen a sharp rise in complaints at the airport due to driver misbehaviour, not wanting accept short fares, turn the meter on etc. but we are working with security to help set the expectations around how drivers should conduct themselves at the rank. We want arriving passengers first experience on the coast to be a positive one.

The servicing of WAT customers continues to be an issue. Whether it is not enough WAT vehicles on the road or drivers not understanding their obligations when they are operating a WAT vehicle. We are currently working with TMR to weed out the worst offenders for WAT job rejections. This is potentially a huge PR risk for the industry as complaints about wheelchair passengers being left waiting for hours on end or not being picked up at all tend to go straight to the ministers office. The taxi industry along with the State government need to work together to find a solution that meets the needs of everyone involved.

The taxi industry has an excellent opportunity at the moment to take market share back from rideshare. The pandemic hurt us all but all evidence on the Gold Coast is that it hurt rideshare far more than it did taxis and rideshare has not bounced back like the taxi industry has. Between surge pricing and cancelled jobs driving their customers away and rideshare operators beginning to have a better understanding of what their actual costs are to operate a rideshare, numbers on the Gold Coast are down. The challenge for our industry moving forward will be, how do we capitalise on these developments and how do we make ourselves the obvious choice for personal transport into the future.

Rod Poissant
Gold Coast Region

QLD TAXI LICENCES BY LOCATION

Qld Taxi Licence Categories	Total Licences	Conventional	WAT	Total Licences	Conventional	WAT
Year	July 2021			October 2022		
Brisbane Companies						
Sub-total	1865	1555	310	1866	1554	312
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	69	52	17
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	71	15	86	70	16
Townsville	135	112	23	135	112	23
Sub-total	1221	957	264	1222	955	267
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	5	4	1	6	5	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	1	2

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	0	0	0
Capricorn Coast (Yeppoon)	10	5	5	10	5	5
Sub-total	164	97	67	165	97	68
TOTAL	3250	2609	641	3253	2606	647

NOTE: The Department of Transport and Main Roads (TMR) has advised that no additional taxi licences were released between July 2021 and October 2022. TMR has further advised that the July 2021 taxi licence numbers were missing 3 licences due to anomalies in the downloading of the licence database (SILAS) and confirmed that the October 2022 taxi licence numbers are correct.