

**From:** [REDACTED]  
**To:** [Infrastructure, Planning and Natural Resources Committee](#)  
**Subject:** Transport Legislation (Taxi Services) Amendment Bill 2015  
**Date:** Thursday, 15 October 2015 2:21:57 PM  
**Attachments:** [KAP Bill submission.docx](#)

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Dear Sir,

I attach my submission in relation to the above Bill.

Regards

Clark Chappel

[REDACTED]

## Transport Legislation (Taxi Services) Amendment Bill 2015

Submission by Clark Chappel, [REDACTED]  
[REDACTED]

Dear Committee,

Thank you for the opportunity to make a submission regarding this Bill, it is a true reflection of a healthy democracy that a citizen of this State is given such an opportunity, I thank you.

It is also a true reflection of a healthy democracy that the existing Laws of the State of Queensland are upheld for their intended purpose and if not fit for the purpose, should be amended.

I support this Bill in its attempts to patch faults within the Transport Act and associated regulations. It needs to be highlighted that the Act and its attachments has failed in respect to the challenge now beset upon the taxi industry.

Only recently it has come to light that the States own Transport Safety Compliance Officers are restricted by the failure of these regulations to allow them "to issue infringement notices" at night, simply astonishing!

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I entered the taxi industry on the Sunshine Coast in 2003 as the successful bid in a Queensland Government tender for additional taxi licences for the region. As one of the winning bids I was required to pay my bid amount, pay associated Operator & Driver fees and enter a contract with the State to abide by all the requirements and regulations associated with operating a taxi licence.

Committee, every day of every year since 2003 I have obeyed & upheld my responsibilities for the operation of a taxi licence in this State.

I am a very proud Queenslander, born in Charters Towers in 1958; it disappoints me greatly that my retirement planning and my commitment to a long-standing, legitimate, regulated, hardworking small business of taxis is being destroyed through the failure of our State Laws.

Furthermore, Uber continues to "thumb its nose" at our State laws and Governments (past & present) have delivered no decisive action to simply uphold our existing laws.

Uber has declared that fines for breaking the laws are simply an "operating expense", a set-up cost to enter the market.

As fines are no deterrent to this arrogant conglomerate, I endorse the introduction of demerit infringement points to the fines issued against illegal taxi service drivers.

The argument of competition is so easily raised; I can assure the Committee that we taxi drivers compete all day every day with Limos, courtesy vehicles, airport shuttles, community & charity transport and mini-buses funded by poker machines, all having a place within our existing public passenger transport framework.

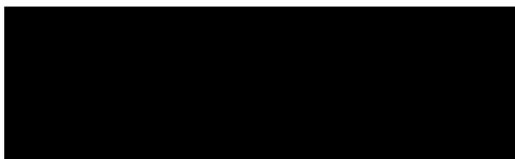
The flouting of State Transport Laws is not new and Queensland was instrumental in the establishment of "Chain of Responsibility" compliance laws for the heavy vehicle transport industry.

Chain of Responsibility compliance places company directors personally responsible for breaches of transport laws in which their companies' actions are directly or indirectly a contributing factor. Persons within Uber are instructing their recruited drivers to deliberately break state transport laws.

Thank you for the opportunity to comment and I wish the Committee every success with it deliberations.

I hope that this Bill becomes the first step in a renewed programme for protection of the small business of taxi service in this fine State.

Yours faithfully,

A large black rectangular redaction box covering the signature of Clark Chappel.

Clark Chappel  
15 October 2015