

From: [Larriecce Evans](#)
To: [Infrastructure, Planning and Natural Resources Committee](#)
Subject: introduced a private member's Bill, the Transport Legislation (Taxi Services) Amendment Bill 2015.
Date: Thursday, 22 October 2015 9:24:11 AM

Regulations are rules put in place to achieve social, political, environmental and economic outcomes that would otherwise not be achieved within an open marketplace. Subsequently, regulations are especially necessary when competition within a market has the potential to exploit consumers and harm society. In such instances, regulations are intended to benefit consumers and drive a healthier business environment. However, the modern market place deems regulations as anti-innovation and anti-competition. It's often argued that rules and regulations are unnecessary because market forces can effectively regulate companies.

While regulation may not be beneficial or necessary for other industries, history has proven time and again that the taxi industry is different. An unregulated taxi industry is harmful to everyone - consumers, driver and operating

What happens when these Ride-Sharing APP's are the only competitor in your area? And what happens when drivers are yearning for more income and the company's investors are asking for higher returns? If history is any indication, it's not good - for anyone. Taxi service today is currently accessible for all - including low-income riders and people with disabilities. Yet, without regulation it will soon be accessible for the wealthy and the privileged - and no one else.

There's nothing innovative or new about this business model. Uber is just capitalism, in its most naked form. What's happened to US? Nobody likes a Bully. We are taught since kindergarten to believe that we ought to treat others the way we wish to be treated - and that the one most hurt by bullying is the bully himself. Except if the bully constantly raises cash, over 50 billion to date with no end in sight. Uber is still attempting to bully its way into any and every market across the globe. But even if we can't figure it out that this ultimately going to be a bad thing, but at least other countries are taking notice.

Well there is one thing the Queensland Government can do and that is put the loss demerit points in place for anyone operating an illegal passenger transport with a private vehicle, It seems you can be fined and loss demerit points for **(listed below)**

It's amazing to think that a Taxi driver can be fined for not caring a Street Directory, yet anyone can use their private vehicle with a standard Driver Licence and operate out side the laws and regulations as a Passenger Transport business without any penalties. **WHY**

You say that these drivers are being fined, big deal they get a fine UBER pays it and they just keep on operating, how is this fair, not only to the passenger transport industry BUT also to every licence holder in Queensland that abides by the law.

Owner operator or a WAT
Peter Evans

Licence classes and conditions
 Description of offence
 Legislation
 Points
 Fine
 Failing to comply with a condition stated on a Queensland driver licence
 Driver Licensing Reg-Section 25(2)
 1
 \$117

Failing to comply with a condition of a non-Queensland driver licence

Driver Licensing Reg-Section 128(2)

1

\$117

P1 or P2 provisional licence holder under 25, or P1 or P2 probationary licence holder driving high-powered vehicle when not holding, or not driving in accordance with, certificate of exemption

Driver Licensing Reg-Section 70(2)

3

\$353

Driver subject to late night driving restriction, driving between 11pm and 5am when not holding, or not driving in accordance with, a certificate of exemption, restricted licence order or special hardship order

Driver Licensing Reg-Section 72(3)

3

\$353

Class C P1 provisional licence holder under 25 driving between 11pm and 5am carrying more than 1 passenger under 21 who is not an immediate family member

Driver Licensing Reg-Section 74(2)

3

\$353

Class C P1 probationary licence holder driving between 11pm and 5am carrying more than 1 passenger under 21 who is not an immediate family member of holder

Driver Licensing Reg-Section 74(2)

3

\$353

Failing to comply with requirement to produce certificate of exemption for driving high-powered vehicle to police officer

Driver Licensing Reg-Section 70(4)

1

\$188

Failing to comply with requirement to produce certificate of exemption for late night driving to police officer

Driver Licensing Reg-Section 72(5)

1

\$188

Driving offences

Driver distraction

Description of offence

Legislation

Points

Fine

Driving vehicle when image from television or visual display unit visible to the driver or likely to distract another driver

Queensland Road Rules-Section 299(1)

3

\$157

Driving safely

Description of offence

Legislation

Points

Fine

Depositing or dropping injurious matter on a road

TO(RUM) Act-Section 137(1)

2

\$353

Driving a vehicle with more than the maximum number of persons allowed to be carried in the vehicle

Traffic Reg-Section 76

3

\$219

Driving a vehicle with a load weighing more than the maximum weight to be carried on the vehicle
Traffic Reg-Section 76
3
\$219
Driving hire vehicle on Fraser Island with more than 7 passengers
Traffic Reg-Section 77(1)(a)
3
\$353
Driving hire vehicle on Fraser Island that is carrying a load on the vehicle's roof
Traffic Reg-Section 77(1)(d)
3
\$353
Driving with a passenger in part of a vehicle that is not designed to carry passengers or goods
Queensland Road Rules-Section 268(4A)
3
\$219
Driving with a passenger in part of a vehicle designed to carry goods when that part is not enclosed
Queensland Road Rules-Section 268(4B)
3
\$219
Drive, park or permit use of a vehicle that is not in safe condition
Vehicle Standards and Safety Reg-Section 5(1)(a)(iv)
3
\$235
Driving without due care and attention
TO(RUM) Act-Section 83
3
Court imposed
Giving way
Description of offence
Legislation
Points
Fine
Failing to give way when entering or driving in a roundabout
Queensland Road Rules-Section 114(1)
3
\$353
Failing to give way when making a U-turn
Queensland Road Rules-Section 38
3
\$353
Failing to give way to a pedestrian when turning at an intersection with traffic lights
Queensland Road Rules-Section 62(1)
3
\$353
Failing to give way to a vehicle when turning left at a left turn on red after stopping sign
Queensland Road Rules-Section 62(1)(b)
3
\$353
Failing to give way to a vehicle when turning right at an intersection with traffic lights
Queensland Road Rules-Section 62(1)(c)
3
\$353
Failing to give way when turning at an intersection without a traffic light-stop sign when the traffic lights are not operating or partly operating
Queensland Road Rules-Section 63(3)

3

\$353

Failing to give way to a pedestrian or vehicle on the road being entered at an intersection with a flashing yellow traffic arrow

Queensland Road Rules—Section 64(a)

3

\$353

Failing to give way to a vehicle when turning right at an intersection with a flashing yellow traffic arrow

Queensland Road Rules—Section 64(c)

3

\$353

Failing to give way at a marked foot crossing with a flashing yellow traffic light (other than at an intersection)

Queensland Road Rules—Section 65(2)

3

\$353

Failing to give way at an intersection (other than a T-intersection or roundabout)

Queensland Road Rules—Section 72(1)

3

\$353

Failing to give way at a T-intersection

Queensland Road Rules—Section 73(1)

3

\$353

Failing to give way when entering a road from a road-related area

Queensland Road Rules—Section 74(1)

3

\$353

Failing to give way when entering a road-related area from a road

Queensland Road Rules—Section 75(1)

3

\$353

Failing to give way to a bus leaving a bus-stop on a road in a built-up area with a signposted speed limit not more than 70 km/h

Queensland Road Rules—Section 77(1)

3

\$212