

Review of the Transport and Other Legislation (Personalised Transport Reform)

Allow me to introduce ourselves. My name is John Moore and I am a [REDACTED] year old self-funded retiree, together with my wife Beryl Bacic we invested in 2 Standard Taxi Licences to secure our retirement. One Taxi Licence in Brisbane and the other in Townsville to spread the risk of a downturn in the economy over regions. As hard working small business owners we believed a Government regulated industry providing quality personalised transport would give us an independent retirement contributing to employment and the economy of Queensland.

The only way to establish a “true level playing field” in the passenger transport industry is to have a legislation and regulation that applies equally to all operators in the Passenger Transport Industry.

This will be never be achieved while we have Perpetual Licences. The two part system that has been introduced: i.e. Rank and Hail and Booking App will never come together as an industry when one sector has a huge capital investment and the other minimal investment. E.g. Taxi Service Licence + Car + Statutory fees: versus a car + statutory fees.

The introduction of a mandatory Annual leased service licence thru a tender process for a annual fee based on services provided would be the solution for “levelling the playing field”.

An optional buy back scheme of the Perpetual Licences should be developed for reimbursement of property rights changes that have negatively impacted on the value of these Licences that can be regarded as unconscionable and in bad faith justifying the need for financial reimbursement.

I would like to bring to your attention the loss we have endured to date.

Brisbane Licence 2012-2014 av. capital value \$500k

Income \$2600 P/M current \$800 P/M

Townsville Licence 2012-2014 av. Capital value \$470k

Income \$2303 P/M current \$1636 P/M

CURRENT WORTH UNKNOWN

To cap it off the proposed industry hardship fund is going to give a **50/50** split between operators and Licence Owners who have it leased out when Licence Owners are already giving by way of dramatically reduced lease fees.

How can it be argued that every day Queenslanders who invested in a Government Regulated Industry are unworthy of reimbursement?

John Moore & Beryl Bacic

[REDACTED]

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Submission to the Transport and other *Legislation* Amendment Bill 2017 (Personalised Transport Reform)

My husband and I invested in the Taxi Industry to secure our retirement. We had confidence in a Government regulated service industry providing a world class level of service to the public that would give us a secure independent retirement. As hardworking small business owners we believed a Government regulated industry providing quality personalised transport would allow us to not only contribute to the employment and economy of Queensland but most importantly to our children and grandchildren's future.

The Government's blatant attack on our Industry has impacted on us to the level of a loss of 70% of our income and the unknown capital loss of our investment. This has been devastating to our family, financially and emotionally. The actions by the Government would not be tolerated by Queensland's workforce and unions if they were subjected to this type of treatment by their employers.

In principle we support the attached submission by the Taxi Council of Queensland's "List of Requirements" to work towards the unification of the Personalised Transport Industry and the creation of a level playing field in the Operational sector of our Industry.

However, it does not address the Personalised Transport Industry Level Playing Field.

The Personal Transport Industry is made up of three (3) sectors:

Licence Owners

Operational

Drivers

The only way to establish a "true level playing field" in the passenger transport industry is to have a legislation and regulation that applies equally to all sectors in the Passenger Transport Industry.

The two part platform that has been introduced: i.e. Rank and Hail and Booking App will never come together as an industry when one platform has a huge capital investment and the other minimal investment. E.g. Taxi Service Licence + Car + Statutory fees: versus a Car + Statutory fees.

An optional buy back scheme of Taxi Licences should be developed for reimbursement of property rights changes that have negatively impacted on the value of these Licences that can be regarded as unconscionable and in bad faith justifying the need for financial reimbursement.

The introduction of a mandatory Annual leased service licence thru a tender process for an annual fee (\$20-30K market driven) based on services provided would be the solution for "levelling the playing field" and funding a buy back scheme.

How can it be argued that every day Queenslanders who invested in a Government Regulated Industry are unworthy of reimbursement?

Thank you for the opportunity to provide this submission to the Parliamentary Committee.

Beryl Bacic & John Moore

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List of Requirements

1. Establish an independent Personalised Transport Commission with legislative amendment, policing/enforcement, regulatory and policy development capacity.
2. Bailment Agreements must be retained, with the minimum work conditions and standards for all personalised transport drivers enshrined in legislation.
3. Security Camera requirements must establish a minimum standard, be consistent and uniform across all personalised transport providers to ensure the safety of all drivers and passengers (regardless of the service chosen) and to meet Queensland Police requirements.
4. Commercial-grade, anti-tamper GPS units must be fixed to all personalised transport vehicles and be remotely accessible to authorised parties.
5. All personalised transport vehicles to have emergency systems in place to support driver safety.
6. The Bill and Regulation must be fully consistent with all other relevant legislation including, but not limited to, disability discrimination and work, health and safety.
7. All personalised transport vehicles be required to have dedicated number plates (akin to “T” plates), rather than easily removable stickers. Plates to be provided only when evidence of appropriate CTP, public liability and certificate of inspection are provided.
8. Immediately define, and establish appropriate and equitable premiums for, the class/classes of Compulsory Third Party insurance for all personalised transport providers to address continued uncertainty.
9. All personalised transport providers must hold public liability insurance to prevent the State Government becoming the default insurer and to minimise potential risks to the community.
10. In the absence of vehicle age restrictions, establish clear vehicle quality and usage rate standards and hold operators accountable.
11. Increase licence fees for Booked Hire Service Drivers and Authorised Entities to help fund expected increases in regulatory and enforcement costs for Government and to better reflect the level of “trust” being placed on licence holders.
12. All drivers must have an ABN and be registered for GST before receiving a Drivers Authorisation.
13. The Government must establish a process for managing the risks of multiple affiliations by drivers in terms of both “chain of responsibility” and fatigue management. This includes drivers operating across both personalised transport and other transport (i.e. truck, bus) sectors.
14. Fully integrate taxis into the GoCard public transport network in the short-term.
15. Clearly define what constitutes a “hail” and “touting”.
16. Expressly prohibit the establishment and operation of Booked Hire Service pick up/and drop off zones, on public and private land, which represent pseudo taxi ranks.
17. Establish and maintain a register of drivers that have been disaffiliated or removed from platforms to prevent drivers from simply shifting to a new platform.
18. Establish clear and enforceable requirements for Government access to all data related to the delivery of personalised transport services in Queensland.
19. Expressly identify Police Check requirements in the Bill for all personalised transport drivers as part of Driver Authorization approval.
20. Maintain the capacity of the Minister to enter into Service Contracts at their discretion to ensure the Government has the capacity to respond quickly, and at the lowest cost, to changing or unique circumstances without the need for regulatory or legislative changes.