

5<sup>th</sup> April 2017

Research Director  
Transportation and Utilities Committee  
Parliament House  
George Street  
Brisbane Qld 4000

**RE: SUBMISSION TO THE *TRANSPORT AND OTHER LEGISLATION (PERSONALISED  
TRANSPORT REFORM) AMENDMENT BILL 2017***

Thank you for the opportunity to provide this submission to the Parliamentary Committee investigating the *Transport and Other Legislation (Personalised Transport Reform) Amendment Bill 2017* and *Transport and Other Legislation (Personalised Transport Reform) Amendment Regulation 2017* tabled in Queensland Parliament on 21 March 2017. This submission examines and comments on elements of the Bill and Regulations that seek to amend the *Transport Operations (Passenger Transport) Act 1994* to implement reforms proposed in *Queensland Personalised Transport Horizon Stage 2*.

My Name is Robert Di Felice and I am writing to you as a concerned citizen of Queensland regarding the state of the Queensland Taxi industry

I am 47 years of age and was born in Brisbane. I began my apprenticeship as a painter when I left school at the age of 17. I now have my own business employing 10 people.

My wife and I have two children aged 18 and 20. One in university and the other finishing Year 12 this year.

Over the years we have worked hard and saved to buy our home and pay the mortgage off. We bought our first taxi license in 2012 (\$370,000.00) and our second in 2014 (\$540,000.00) in which our bank has security over our home. We thought it would be wise to look into investing for our retirement. Since the legalization of ride sharing I have seen my licences reduce to \$200,000.00 and my lease income of my taxi license drop from \$2600 per month to \$800 per month. To this day I still struggle to understand why my government sold its people out for an American company who doesn't pay taxes and wants to fight our ATO over gst payments. We are the people who elected you, and you have destroyed us.

Over the years I have struggled with work anxiety and stress especially throughout the GFC when work was hard to find. Like true Queenslanders we get on with it and push through the hard times hoping that all the hard work and long hours will see us through.

My fear is that both my licenses will be worthless and I could possibly lose my investment and my family's home and future.

If the Ride sharing apps take over this state and there is no regulated taxi system, all of us Queenslanders will lose. Uber and all other ride sharing apps will begin to charge excessive and ridiculous amounts for their services as they see fit. Is this what you call regulated?

I have lost hope in my government and your failing to uphold the Queensland regulation of the taxi industry and allowing Uber to just walk into our state and continue to operate after all the fines they have received and the cease and desist order that they have not followed. Uber will

never follow any Governments regulation. Look at what's happening in other countries. This is where we are headed.

I hope in writing this letter that you will get a better understanding of the frustration and concerns we as individuals are feeling. I have lived in this state all my life. I am a citizen of Australia and I have paid my taxes. I voted in the last state election, they (Uber) didn't.

The following is a list of actions we would like to see this government take in terms of amending the legislation

### **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.

Yours faithfully

Robert Di Felice

A black rectangular redaction box covering the signature of Robert Di Felice.