

Submission to Public Works and Utilities Committee,

From rino & Lisa parrella



We have read the proposed bill to be put before parliament ,but before I give our views I wish to share the impact that ridesharing has had on my taxi business and family's health. Our taxi business income has been slaughtered and we have been financially ruined thanks to this ALP government , , lets face it The LNP are pro Uber. The ALP are pro Uber. The Harper review & COAG said bust the Taxi Industry up ,and we will give you money for roads,schools & hospitals , at present we are losing market share to uber only because is cheaper , but people don't realize that uber's fares are subsidized by a huge cash burn by USA investors , it called predatory pricing and its illegal . we believe the level playing field hasn't happened ,to be a rideshare driver all's I have to pay is 235 dollar's licensing fee ,get a DA from transport and I am on the road. We believe ride booking shouldn't be allowed in the first place!! the government has given uber everything they have wanted so far ,which is favorable regulations , they have rolled over in favor of a tax dodging morally corrupt multinational company ,meanwhile we as taxi owners have been treated poorly by our government and they will pay dearly in the next election , as it stands we have lost great wealth and it looks like we will never regain any value in our licences and a buy back is needed, our health has been impacted and the stress it has had on our family is enormous , you would wonder how this could possibly happen to a government taxi licensing system .i feel this submission will go as all the previous submission which will be in uber's favor . anyhow these are our recommendations if it's off any help.

these are my recommendations to the proposed bill .

- 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.

Thank you from rino & lisa parrella