

5 April 2017

Public Works and Utilities Committee

Dear Sir/Madam

Since ride sharing has been operating illegally and now legally, my taxi business has suffered a huge loss.

Hundreds of families have been adversely affected by the Labor government's decision. Like many other licensees, my taxi licences were my superannuation for retirement.

After 28 years of hard work my two Taxis are almost worthless, down from \$500K each to \$150k and are now completely unsaleable, caused by the unconscionable conduct of the Labor government.

The pitiful "compensation" of \$20,000 is laughable; when I have lost \$700k and spent 28 years driving seven days a week missing my family growing up all for nothing. After adhering to all the Government rules and regulations, it's clear that hard work doesn't pay off.

Our takings have fallen by 25% which is making it very difficult for us to get drivers and to keep our taxis on the road.

As a result of Labors decision the income for the taxi drivers has dropped as well. The Labor government is supposed to support the low income worker.

Taxi drivers are now possibly one of the lowest paid workers in Queensland. How hypocritical is the Labor government?

Who wants to work a 16 hour shift for \$12.63 per hour less tax and GST and insurance, and put up with drunks, abuse, and vomit?

The Labor government has really sunk the boot in to the hard working unappreciated Taxi drivers of Queensland.

Our takings have fallen by 25% which is making it very difficult for us to get drivers and to keep our taxis on the road.

Instead of ride sharing the Government should have released more licences and collected tens of millions of dollars in revenue and fees. This would be a much more commonsense solution for all.

I urge the government to seriously consider the "List of Requirements" from the Taxi Council and use some commonsense and most importantly show some compassion to the men and women, who made the taxi industry in Queensland what was the best and safest Taxi service in the world.

Shane Cooper

[REDACTED]

[REDACTED]

[REDACTED]

List of Requirements

Transport and Other Legislation (Personalised Transport Reform) Amendment Bill 2017 Submission No. 081

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.

Transport and Other Legislation (Personalised Transport Reform) Amendment Bill 2017 Submission No. 081

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.