

**From:** [REDACTED]  
**To:** [Public Works and Utilities Committee](#)  
**Subject:** Transport and Other Legislation (Personalised Transport Reform) Amendment Bill 2017  
**Date:** Thursday, 6 April 2017 2:23:12 PM  
**Attachments:** [REDACTED]

---

Dear Sir/Madam

Please find attached my submission in PDF formant. My contact details are as follows:

[REDACTED]  
[REDACTED]  
[REDACTED]

While I would like the content of my submission to be made public I wish to remain anonymous due to the risk of dismissal. [REDACTED]

[REDACTED]

Yours Faithfully,

[REDACTED]

Sent from [Mail](#) for Windows 10



Public Works and Utilities Committee  
Parliament House  
George Street  
BRISBANE QLD 4000

06/04/2017

Dear Sir/Madam

While I welcome some of the proposed amendments to the Passenger Transport Act such as capping EFTPOS transaction fees to five per cent I have dire concerns for the working conditions of both taxi and ride booking drivers. Despite repeatedly raising the issue with the Department of Transport, Department of Employment, the Opportunities for Personalised Transport Review and my local MP I feel as my concerns are being dismissed. It is my firm belief that this is largely due the acceptance of the status quo which in turn is caused by decades of lobbying by taxi companies and the Taxi Council of Queensland. This is being reinforced by the understandable anger by taxi plate owners at the fact that their investments have essentially been rendered meaningless.

Although I do sympathise with those that have put their life savings into taxi licences I also believe that due to the highly inefficient way the industry is structured conventional cabs are far too expensive for the service they provide. Coupled with the extremely high EFTPOS fees because of Cabcharge it is only reasonable that many will try to find alternatives. It is also quite apparent that trying to increase competition in this sector will make drivers suffer even more than they already are while not providing the desired outcome of providing better services for consumers as taxis are ultimately a public service and I feel treating this as a market problem can only backfire.

I have made an extensive range of suggestions regarding the operation and fare structure of taxis in Queensland to Hon Jackie Trad and these are as follows:

- **Uniforms:** Currently uniform shirts are polyester with button on epaulettes. This makes them harder to iron and tumble dry and the right epaulette can come loose do to rubbing against the seat belt. These problems could be eliminated with sewn or ironed on shoulder tabs and changing the fabric to either cotton or a poly cotton blend.
- **Driver safety:** Driving a taxi is not without significant risks and the camera system could be, but I feel rarely is, significant in both preventing assaults and providing evidence that could lead to a conviction. Technology has improved dramatically since the introduction of surveillance in taxis and buses in the form of hard drives that are specifically designed for such a purpose as well as solid state rewritable memory such as SD and flash cards. The prompt downloading of camera evidence by either

police or on call personnel from the cab companies I believe is paramount as at the moment it is far more difficult that it has to be. Furthermore, Uber currently has no policy regarding cameras and as far as I know most of their drivers do not. Having a regulation requiring them to have a dashcam may be useful for the safety for both drivers and passengers. I would also like to explore the possibility of assaulting a cab or Uber driver being an offence unto itself similar to laws surrounding police officers or medical personnel.

- **Fare and corporate structure:** It is my firm belief that cabs are too expensive and that there is far more demand elasticity than many realise. I believe there should be a publicly run not for profit system, as the for profit system is failing. Many drivers are working for less than ten dollars an hour and receive no superannuation which I think is disgraceful. Moreover, I think that Cabcharge needs to be reigned in as their fees to our customers are unfair and unjust. While fares would have to be different from that of buses, trains, and ferries I would like to propose a zoning system rather than charging passengers per kilometre for the sake of price transparency.
- **Integration into Translink services:** As previously mentioned, cabs will most likely need a different fare structure to other forms of public transport but they may be helpful in assisting during sudden disruptions. I also wish to suggest having Gocard facilities in cabs and have shared taxi services to and from train, bus and ferry stations for a small fee on top of the overall fare.

I honestly think it is alarming that such little attention is given to the appalling conditions that ride hailing and taxi drivers work under and that they are excused as being commercial agreements. The current arrangements are exploitative and are deemed illegal in many other industries and if it necessary for them to exist then something is fundamentally wrong. I hope that you will consider my submission and that reason can prevail over the corporate interests of Uber and taxi networks.

Yours Faithfully

[REDACTED]