

From: [REDACTED]
To: [Public Works and Utilities Committee](#)
Subject: Transport and Other Legislation (Personalised Transport Reform) Amendment Bill 2017
Date: Thursday, 6 April 2017 2:33:24 PM
Attachments: [List of Requirements.pdf](#)

TO WHOM IT MAY CONCERN

My wife and I purchased our Maxi Taxi licence in July 2011 for \$350,000. We were lead to believe that it was a safe and secure Government backed business investment guaranteed and protected by very strict and clear government mandated legislation.

This legislation covered very comprehensively every aspect of the Taxi industry in Queensland and to the governments credit it was strictly enforced. We were very impressed with this as it was security for our Super savings. That was until Uber arrived.

Instead of making this multi-national overseas company comply with our legislation the Palaszczuk Government rolled over and capitulated (probably the easiest victory Uber has had).

We now have a situation where the Taxi Industry in Queensland has been decimated with values virtually now non-existent. Why buy a licence when you can join Uber and drive any old heap of a car with no safety checks, no cameras, standard CTP insurance (cabs pay \$10,000 for CTP insurance) and no checks on drivers?

This in an absolute disgrace, the Taxi industry which was viable and well run and safe is no longer.

The Palaszczuk Government will pay with their political lives but that will do nothing for the thousands of owners and operators who have lost everything.

We are therefore demanding to be fully compensated for our loss and we will do everything in our power to bring this about.

The upcoming elections will be the start of our fight for justice, but rest assured and be warned we won't rest until this injustice is rectified.

Please find attached a list of the specific actions that we wish to see the Government take in terms of amending the legislation.

Yours Sincerely,

Carl Linklater & Kerry Rigby

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.