From: █████████████
To: Public Works and Utilities Committee
Subject: Submission to the Public Works and Utilities Committee
Date: Thursday, 6 April 2017 2:47:29 PM
Attachments: List of Requirements.pdf

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Date: 06/04/2017

Dear Madam/Sir

RE: *Submission to the Public Works and Utilities Committee Investigating the Transport and Other Legislation (Personalised Transport Reform) Amendment* Bill 2017.

I have a held a Taxi Licence with the Queensland Taxi Industry for 38 years.
My husband was retrenched in the late1970s and found it impossible to find a job in his industry, thus we looked for a small business.
We obtained a Bank loan by taking out a morage on our home and bought a Taxi Licence plus a fully equipped car.
We ran our Taxi as a Mum and Dad Small Business.
We worked hard for 15 years, apart from downtime for cleaning, maintenance and repairs after car accidents, our Taxi worked 24/7, three 8 hour shifts per 24 hours. My husband drove and maintained the car and we provided jobs for several Drivers. I handled the administration and financial side of the business, while continuing to hold a full time job, which helped service our business loan.

We divorced after 24 years of marriage.

Two years later the Commonwealth Government sold the Greenslopes Repatriation Hospital. I was one of 700 employees retrenched from my senior position. It was impossible to find work in my profession. I managed to find Casual Part Time Night Shift work (3 Shifts per week) (11.00pm to 07.00am). This did not cover my living expenses.
My solution was to invest my life savings in a Taxi Licence which cost $174,625, this included $4,625 Qld. Stamp Duty, and lease it to a Taxi Management Company.

I worked and saved hard for my retirement.

When I retired my Taxi Licence was my Super Fund.
*I sold the existing Licence for $305,000 and moved the money into a
 SMSF and bought another Licence for $309,000.*
*I **leased this Licence to a Management Company, and for many
 years the income from this lease has been**
the financial backbone funding my Self Funded Retirement.*

"***Rideshare" was legalized on 05/09/2016, my lease income has
 reduced drastically.***
I am now receiving 31% of the previous lease income.

**My tax return 30th June 2014 shows a Licence Value of $533,500, 6%
 CG /Yr.**
The Capital I invested in my Taxi Licence has fallen by 70%.
*T**he growing threat to the legal Taxi Industry by rapidly increasing
 numbers in the "Rideshare" sector***
means there will be NO buyers for Taxi Licences.
***The Qld State Government strictly controlled the number of Taxi
 Licences it issued and they were tightly held,***
this provided some Capital Gain.

I **believe the Qld. State Gov. has no idea of the current numbers of
 Rideshare Cars on the road.**
***The QTC have questioned if Uber car numbers have almost doubled
 since 05/09/2016!***
There are several other Rideshare companies with cars on the road.

***Please see the Attachment* "QTC List of Requirements"**

I support the majority of the Requirements, however I strongly support the following:

No.1. *Establish an Independent Personalized Transport Commission*

No.3, 4, 5. Security Cameras, GPS Units, Emergence system for drivers.

No.7. Dedicated number plates (akin to T plates) will only be provided
 when evidence of appropriate public liability and certification of
 inspection are provided.

No.9,12. All transport providers must hold public liability insurance. All
 drivers must have an ABN and be registered for GST before receiving a
 Drivers Authorization.

No.17. Establish and maintain a register of drivers that have been disaffiliated or removed from platforms.

I feel strongly that the drivers and passengers in Rideshare cars must be protected. If there is a major dispute or accident their only recourse is to go to court in the Netherlands!

The Queensland Taxi Industry is made up of over 15,000 small business operators including more than 2,800 private owners, many of whom are "Mum and Dad " owners or retirees, who have invested their life savings in a taxi licence. All generate jobs for Drivers and Staff, PLUS they all pay Taxes, GST and Fees (Stamp Duty, License, Accreditation and Taxi Security).

They must all feel betrayed by the State Government and have been left in a dire financial situation.

**My worst nightmare is that the hugh numbers or Rideshare cars on the road will render my Lease unprofitable,
it will be handed in, then it will be canceled.**

I will lose everything, Capital invested and Licence Lease Income.

Yours sincerely

Lesley Hardy

TAXI council
QUEENSLAND

8/96 Cleveland Street
PO Box 290
Stones Corner QLD 4120

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.