

Kathleen Laverty



6 April 2017

To Whom It May Concern,

My husband Gary Laverty (deceased 2014) and I purchased a taxi licence in 1991 when for the same price, we could have purchased quite a reasonable 3 bed home in Holland Park West.

We decided on the purchase of the taxi licence because it would provide us with income in our retirement. In June 2016, I received \$2900 per month; this year, my income is \$880 per month including GST. The \$20,000 paid by the State Government covers part of this first year's loss of income only. I actually lost \$24,240 per annum.

The licences were sold by the Queensland Government and now the government has sold out the small business owners who borrowed to purchase, paid stamp duty and who paid tax on their very visible income. The creation of legal circumstances for the birth and development of Uber has left the taxi licence owner out of pocket enormously when he could have reasonably sold his licence for \$500,000 pre Uber. I had always felt very secure with this investment as it was essentially a government run enterprise with rules, regulations, insistence that I had no criminal record and that I paid the annual fees to keep my licence and driver accreditation up to date. Now, of course, I feel betrayed by government acceptance of illegal entities transporting people around who probably pay little or no tax, who claim tax relaxations on the purchase of their vehicles and who may or may not be adequately insured or protected in case of emergency – yet I have been forced to install every device and toe every line to maintain my licence.

Now, I have an annual income of  $\$880 \times 12$  or \$10,560 instead of \$34,800 per annum and an asset that used to be worth \$500,000 which is now worthless; no one would buy a taxi licence from me at any price with the situation as is. And, how was the situation created? A relaxation of government rules to allow private, perhaps inexperienced drivers into a previously illegal work arena.

My personal loss is \$24,240 per annum and a capital loss of \$500,000 for the value of the licence. Factor that into your retirement plans! As for sympathy, there is none from anyone. In fact, there is joy because someone who had previously made an enviable economic decision twenty-five years ago, has nothing now in retirement except an income of \$200 per week instead of \$700 per week.

I suggest that someone take along look at the consequences of this relaxation of laws. The owners who relied on Government directives have been grossly dealt with. It is a shameful and immoral situation that you have placed some of your most abiding citizens and investors in the transport industry.

I attach a suggested plan of action for your consideration.



**List of Requirements from Kathleen Lavery**

1. Establish an independent Personalised Transport Commission with legislative amendment, policing/enforcement, regulatory and policy development capacity.
  2. Minimum work conditions and standards for all personalised transport drivers must be 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.
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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 who 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 and Blue Card 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.
21. Reimburse those licence holders adversely affected by changed government regulations.