

Submission By Gerry and Joyce McGrade, Taxi Licence Owners



Thursday, 6 April 2017

*Submissions for the Personalised Transport Amendment Bill 2017  
closing 10th April 4pm*

**Preliminary notes:**

**People in Authority, supporting Uber's "Ride Share" because it seems innovative, should ponder the following comments of Dr. Robert J Gordon in his book "Rise and Fall of American Growth".**

- "Uber uses technology to drive down the cost of labour by replacing a regulated, protected class of worker in this case Taxi Drivers with a non protected worker( in this case , anyone with a driver's licence and a decent car")
- Uber, whose whole business model depends on low cost labour, seeks to drive down labour costs even further, using more technology ( In this case self driving cars)
- The low cost labour that originally replaced the regulated, protected class of worker becomes upset that they may become expendable because of the company's continuing quest to drive down labour costs.
- Consumers hail lower transportation costs as an example of innovation while anger among low skilled workers about loss of jobs continue to grow."
- "The company , to further drive down labour costs, replaces human labour with machines and robots".

Anyone entertaining the idea that we should support something because it is supposedly innovative might think again after reading this book because Dr. Gordon maintains, there are degrees of innovation. This one is" **just another way to pay workers less**"

The **Innovative Image** of ride share is tarnished. It is clear from credible reports that cost cutting by "ride share" businesses to make rides cheaper for the consumer is targetted at the driver.

## **Ride Share Versus Taxis**

**Please, I urge you, can we have some sort of vision of what our political representatives actually want to achieve, when they refer to "Personalised Transport Reform" ?**

**Our Queensland Government moving forward, will not be well placed to manage the monster that is being created. To date, the taxi industry in Queensland has displayed a willingness to abide by the rules but opposing forces like Uber clearly have other ideas -not altogether ethical. As a consequence, I fear for the future of fairness and decency.**

**Enacting compliance to safeguard the public's welfare post Uber, was and is a substantial and costly problem for the Queensland Transport Department.**

**Prior to the states capitulation and legalising of hitherto illegal behaviour, the Department was shamefully and vexedly challenged by Uber's questionable tactics.**

**By brandishing hi-tech gadgetry, Uber enabled, "Gray balling" among other things, to prevent our Public Servants doing their job, thus avoiding the detection of illegal activities perpetrated by drivers acting illegally. To avoid shameful activities like this and enable a strong management team going forward, a more focused and stronger independent authority must be established, such as a cost effective "Personalised Transport Commission", as proposed by the Taxi Council of Queensland see item 1, on the attached list which is presented for your earnest consideration.**

**We are deeply disenchanted with our politicians. Cap in hand, they accommodated the multi national company Uber by looking the other way while that company was complicit in urging their drivers to break the law, promising to pay their fines if they were convicted.**

**My wife and I, self funded retirees, have happily fended for ourselves over the past five decades but now may very well be reduced to seeking a Government pension, due to the weakness displayed by our political leaders.**

**"We can't allow for individuals to be trumped by multi-billion dollar companies" said The Hon Peter Dutton in Cairns 18March 2017**

**I agree with the Hon Dutton, but if I reproached him, about what is happening to the small taxi businesses in Queensland, he would no doubt pass the buck and tell me it is a matter for the Queensland Government.**

**I had a meeting with my political representative at the beginning of the unlawful intrusion by Uber. He was almost overcome with the magic of the Uber app and explained to me that the taxi industry needed to clean up it's act, and that he welcomed competition. He had no thought for Australian small businesses being unfairly challenged. I wonder what he thinks now?**

**I think no one should escape the responsibility for results of intransigence. in this case they should be ashamed. In the meantime the chaos continues.**

**But there are hopes. An excellent start would be to create an Independent Commission, as recommended by the Taxi Council, charged with the responsibility of guiding the personalised transport industry to the benefit of the Queensland community.**

**Please consider the well thought out points recommended by the Queensland Taxi Council which we whole heartedly endorse - listed as follows:**

**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.

We live in hope that good sense will prevail and the points I have raised will be considered by my state representatives and acted on.

Yours Sincerely

Joyce and Gerry McGrade