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07/04/2017
Public Works and Utilities Committee
Parliament House
George Street
Brisbane Qld 4000

Submission RE Transport and Other Legislation (Personalised Transport Reform) Amendment Bill 2017

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My family purchased one Brisbane Taxi Plate Licence in good faith from the QLD Government. The purpose of this was to secure a small income and avoid reliance on Centrelink payments.

Not only have we lost the total of our investment input, the income from the Licence is now less than a quarter of what it was in April 2016. This may well continue to decline down to zero.

We followed all rules and regulations which the QLD Government claimed were necessary to provide a good taxi service to the people of Queensland. Income tax was also paid on all income.

The changes to the system to allow for the wishes of an international company which has not shown respect to QLD laws, has been extremely unfair to the taxi industry which under the current laws cannot maintain a sustainable income for taxi owners and operators.

Recommendations

1. There should be fair compensation to taxi owners for loss.
2. Allowances must be made to ensure a sustainable income for taxi owners and operators.
3. There should be a real effort to produce fairness. All businesses providing a taxi service should have a transport depot in Queensland which attends to local complaints and liaises with police and emergency services in the event of incidents and/or alleged criminal activity.
4. Vehicles should all have the exact same safety requirements, all QLD lives are important. All vehicles should have a special plate to indicate taxi or Ride Share Vehicle.
5. All companies involved in passenger transport should cater equally for all Queenslanders including the aged and people with a disability (who often can't use internet apps), and people living in all suburbs. People should

not become isolated because their address is considered unprofitable for taxi/ride share services.

6. Both Taxi and Ride share drivers should be required to have bailment agreements. This should be a Queensland agreement which includes references to ABN number and GST requirements. it should not be an overseas or international ride share account. All drivers and operators must follow QLD laws.
7. All taxi/ ride share vehicles should have full commercial insurance.
8. All drivers must have an ABN and be registered for GST.
9. There must be a process in place to ensure QLD laws are followed.
10. The list of requirements attached , produced by the QLD Taxi Council should be incorporated into the new legislation.

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.