

[REDACTED]

Sent: Saturday, April 8, 2017 8:13 PM

To: 'PWUC@parliament.qld.gov.au' <PWUC@parliament.qld.gov.au>

Subject: Transport and Other Legislation (Personalised Transport Reform) Amendment Bill 2017

To the Research Director

Public Works and Utilities Committee

My name is [REDACTED] and I live at [REDACTED]. I am aged [REDACTED] years and I own Taxi Licence number [REDACTED] in the Brisbane Service Area and this licence is leased.

The taxi licence was originally purchased with my then husband Garry. We have since divorced in 2002 and in the property settlement I opted to retain the taxi licence by buying out my ex-husband. My ex-husband kept the residential home. I do not own any property, I pay rent on my residential address in Tarragindi.

I borrowed to pay out my ex-husband for his share of the taxi licence. I have since paid out the loan from my superannuation fund to save on interest.

The taxi licence was to provide an income as well as a retirement fund. There is no retirement fund now and very little income.

My monthly lease payment from my lessee has reduced over the last twelve months from \$2100.00 to currently \$800.00. I consider myself fortunate, as some licences have been handed back from the lessees to the owners.

I have paid State Government licence and operator fees for years, as well as Commonwealth taxes and GST, whereas rideshare newcomers are being allowed to skirt these regulations and taxes without risk of penalties. This Queensland Government has legalised "Rideshare" but has created two separate sets of regulations that disadvantage both the taxi industry and consumers.

Taxi owners have to adhere to strict government requirements, including licence fees, taxes, insurance for their vehicles and customers, installing security cameras in their vehicles and ensuring their vehicles are safe to operate. "Rideshare" on the other hand, is being allowed to get away without having to meet these same requirements.

I support the Taxi Council Queensland's submission as representing the specific actions that I wish to see the Government take in terms of amending the legislation and I am attaching a List of Requirements that I wish the Public Works and Utilities Committee to consider.

“ALL WE DESERVE IS A LEVEL PLAYING

FIELD”

Your faithfully

[Redacted signature]

[Redacted content]

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.