

From: [REDACTED]
To: [Public Works and Utilities Committee](#)
Subject: Submission
Date: Saturday, 8 April 2017 10:57:50 PM

Dear PWUC Members,

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

The Taxi industry is slowly dying as rideshare operators continue to receive a “rails run” towards the pseudo deregulation of the point to point transport industry.

Taxi Drivers are now earning less than \$7 per hour due to changes implemented by the incumbent Government and consequently, are leaving the industry in droves.

The Taxi Industry was promised a level playing field as it competes with the new arrival, however in terms of Taxi operating costs and Rideshare compliance, the level playing field promised is just as hollow as any politicians’ promise.

If for a minute, you think that Ridesharing is the be all to end all, I encourage you to log into Uber’s Facebook page and take a look at the visitor posts. You will see that all is not well over there.

Also note that the Ridesharing Drivers Association are planning continual industrial action in order to seek better working conditions, more pay and a cap on car numbers. All traits of the Taxi Industry PRIOR to the introduction of the legalisation of Rideshare services.

Now no one makes any money and it is only a matter of time before consumers will bear the brunt of the Governments inability to see beyond the short term. Below is a list of requirements that I believe are the minimum requirements that the committee should be recommending to implement.

I urge you to consider what has been done to stifle the Taxi Industry, and reverse some decisions while there is still an opportunity, as this looks like it’s the last throw of the dice for our industry.

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.

Regards,

Gareth Hughes

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