

From: [REDACTED]
To: [Public Works and Utilities Committee](#)
Subject: Re:170323 - Stakeholders - Call for submissions - Transport and Other Legislation (Personalised Transport Reform) Amendment Bill 2017
Date: Sunday, 9 April 2017 6:33:16 AM
Attachments: [List of Requirements \(5\).pdf](#)

Research Director

Public Work and Utilities Committee

Parliament House

George St

Brisbane

Friday 7th April, 2017

Dear Sir/Madam,

I am One of the Mum and Dad Stakeholders in the Qld Taxi Industry.

Having been exposed to the taxi industry over many years with my Father in Law Neil Dwyer giving his whole life's work to improving the taxi industry and being recognised with an Order of Australia.

Special consideration should be given to the Taxi Licence Holders who purchased a regulated licence at market value who have complied and done everything asked of them by the Govt of the day to be law abiding, pay our taxes, implement safety regulations like cameras and security at taxi ranks.

In many cases as in mine a Taxi Licence was regarded as a good investment to provide for our retirement/old age to save the government from having us on social security pensions. In my case I salary sacrificed half my weekly pay for twenty years to provide a superfund generated from my taxi licence - originally mortgaging my house to buy the licence upfront then paying off over many years. Should new reforms take out the traditional taxi industry I will have no other option but to claim the old age pension and be another burden on the government.

The Qld Taxi Industry is considered as a role model for the rest of the world with many countries sending representatives to study and implement the Qld model into their own country systems. The Qld taxi industry model has been developed and fine-tuned over many years by dedicated people who have striven for improvements for a better and safer system for the public.

The Ride-Sharing companies are using a business model platform supported by smart phone technology for financial reward Only, without any Respect or Responsibility to our laws of the country, paying taxes, safety maintenance of cars, daily criminal checks on drivers and industry approved driver training.

Recently while in America the newspapers and TV channels ran stories on the Founder CEO Travis Kalanick of Uber filmed on dash web cam abusing his own Uber driver and then running a toxic sexually harassment corporate company.

What Impressions and Example does this give the Public.

The Qld Taxi Industry is Not Against Competition and Innovation but we Expect and Deserve a Level Playing Field in which Entry and Operation into the Market is the Same for All Players.

Sincerely,

Shirley K Dwyer

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.