

9/04/17,

To the Public Works and Utilities Committee,

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

I am writing this submission to oppose many of the aspects of the proposed bill. The TCQ summary that is attached is representative of the actions I would like you, the government, take in terms of amending the legislation.

As someone who has had a long association with the taxi industry, I'm extremely disappointed with the decision you have made in allowing uber to destroy the industry. And make no mistake, that's exactly what they are doing. Do you realise just exactly what you have done to many thousands of hard working, LAW-ABIDING families who you have totally screwed since letting this mob in?

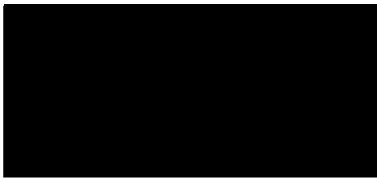
My father was a taxi driver for 40 years. He would work six days a week, 12 hours a day, many times much more that, to earn a living and provide for his family. He started driving in 1966 and after working for a number of years, he saved enough money and purchased a taxi licence. He continued to work, rarely taking holidays, and life for his wife and kids was frugal to say the least. Finally, after many years of saving, he purchased another licence, which he managed himself. He ended up buying a third, and after many years of driving, which included numerous accidents, abuse, drunks, vomit, assaults, etc, he finally retired, thinking that he and his wife could enjoy their remaining years as self-funded retirees, living off the income from the licences he spent his life saving for. They own nothing else apart from their house. Since uber came onto the scene, my father has gone from a healthy and happy senior, to an old man that has aged 15 years. His blood pressure is through the roof, he has trouble sleeping, he is constantly worried about his future and his zest for life has vanished. The same can be said of my mother. As uber destroy the taxi industry and the value of their licences goes to zero, as will the income from them, they will go from once having \$1.5m in assets to nothing, and will go from being self-funded and pay tax, to going onto the pension and burdening our welfare system. Do you think that's fair? Do you think that is right? Do you think that a government that sells taxi licences to mum's and dad's, restricting the number of licences so that the value can only go up, making millions of dollars from the sale of these licences to mum's and dad's, then let a mob in that have done everything they can to defy the law, laugh at our rules and regulations, and make those licence's worthless because you have let them. How can you, the government, allow such a thing to happen? Oh it's the way of the world and the new replacing the old, I'm constantly told. What a load of rubbish! You have abandoned these people and ruined their lives.

Does it make you, the government, feel good that you've helped some tech heads in San Francisco become even richer than they already were buy allowing them to operate here? While at the same time ruin Aussie's trying make a living? What a fantastic job you are doing destroying people's lives. People, who in good faith, bought licences from the government, paid hundreds of thousands of dollars to you, the government, and now, have been destroyed by you, the government. Have you no ethics? Have you no morals?

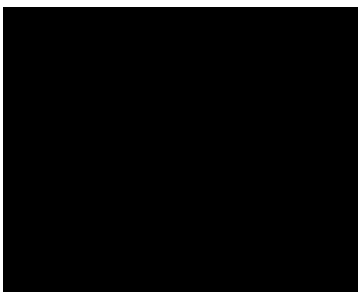
I personally know of at least 20 families in exactly that same situation. All hard working, salt of the earth people, who trusted you, the government, to do the right thing, to protect the industry you helped create, the industry that you made all the rules and regulations for, which the taxi industry abided by. You, the government, encouraged people to buy licences, put them up for tender, made millions, then screwed them over by siding with an overseas multinational. There are some in those 20 families who I have genuine concerns about their health and well-being. Some of the conversations are not what anyone would want to listen too, but I can assure you they involve feelings of desperation, helplessness and worse. You have no idea the damage you have done. \$20k compensation? Really?? What a joke. You haven't even levelled the playing field, which was all we asked. You have caved to a small section of ingrates just to take a couple of bucks off their fares and have destroyed thousands of lives.

I ask you to listen and amend the proposed legislation so that it aligns with the TCQ summary. For the good of the community, the good of all those who you have abandoned in allowing uber to operate, the elderly, the disabled, those who don't own smart phones, and of course, those in the industry you have destroyed. Fix this mess before it is too late.

Regards



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### **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.