

**From:** [REDACTED]  
**To:** [Public Works and Utilities Committee](#)  
**Subject:** Transport and Other Legislation (Personal Transport Reform) Amendment Bill 2017  
**Date:** Sunday, 9 April 2017 2:49:07 PM  
**Attachments:** [TCQ.List of 20 REQUIREMENTS.07APRIL17.pdf](#)  
[TCQSubmission100417.pdf](#)

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Research Director  
Transportation Public Works and Utilities Committee  
Parliament House  
George Street  
BRISBANE QLD 4000

Dear Sir/Madam

I am a 74 year old Retired Qld male who owns a Brisbane Metropolitan District Taxi Service Licence.  
I have over 30 years experience in the Taxi Service Industry, as a Taxi Driver, Manager, and Licence holder.  
I invested in this Taxi Service Licence as a major part of my planned Retirement Income.

Over the last 3 years or so I have been appalled to see how "disrupters", working opportunistically around the edges of the regulated Taxi Industry, have been able to thumb their noses at the Govt Regulations that have been in place in the Taxi Service Industry for many years. These regulations, though distasteful to some, are a guarantee of a MINIMUM standard of Operational Behaviour within the Taxi Industry.

The seemingly total impotence of this Govt and its relevant Departments to enforce their own Legislated Regulations, and then to hide behind a lengthy process of Enquiry and Committee deliberation, has left a gaping hole that the "disrupters" have driven through and settled into to operate illegally.

The previous Legislation of 2016 to accommodate the disrupters, was nothing more than the white flag of cowardly surrender.... Qld has gone from having one of the "World's Best Practice" Taxi Industries, to a state of dog-eat-dog anarchy.

Your Proposed New Amendments do almost nothing to restore value to what was previously a valuable asset.  
The shift in value has been mirrored in the drop in monthly Lease earnings, impacting on my ability to afford those things that are considered vital, like best practice health care and its relevant insurance.

My Taxi Licence Lease Income was previously \$2970 (Incl GST) each Month.  
Now it has dropped to just \$880 (Incl GST) each Month.  
Likewise my Licence, which used to roughly track median house prices, has had its value slashed from around \$500,000 to being unsaleable.  
If any political party or Govt allowed this to happen to the median price of housing, they would be lynched, politically if not physically...

The Qld Taxi Council Submission puts forward 20 sensible alterations (COPY ATTACHED) to the proposed legislation that would at least somewhat level the playing field.

I hope the relevant Minister, his advisers, and lawyers, peruse and act on them with an open mind.

I also hope that there are some in that team who have some practical experience of the Taxi Service Industry, and are not just looking at it over an ideological divide driven by personal prejudices.

I strongly support the Queensland Taxi Council Submission to you.  
(COPY ATTACHED.)

Evan Mathieson

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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.