

Public Works and Utilities Committee
Parliament House
BRISBANE QLD 400

9 April 2017

Dear Sir or Madam

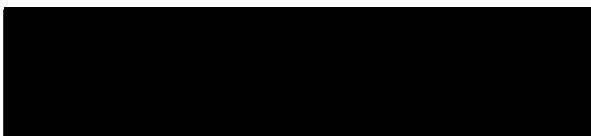
**Submission to Parliamentary Committee - Transport and Other
Legislation (Personalised Transport Reform) Amendment Bill 2017**

My husband (Cees Den Hertog) and I are Taxi Service Licence holders who purchased this Licence to provide for our retirement, so that we would not be dependent on the government for a pension. With the current government's legalisation of what were clearly illegal ride-share companies, our financial plans have been destroyed.

Prior to this government action we were financially self-supporting, thanks to an industry which has always been well-run and highly-regulated. Not only did we pay a substantial amount for the Licence, we also duly paid all the required state government fees over many years. We leased our Licence to Black and White Cabs; an organisation which we believe has always been scrupulous in adhering to the rules and regulations laid down by the State Government. In contrast with this solid set-up is the ride-share company which is operating without the same regulatory, taxation or labour constraints.

Cees and I wish to have the financial hardship we are suffering at the hands of this Government to be recognised and addressed. We call for the requirements outlined by the Taxi Council of Queensland (as attached) to be put into place to .

Yours faithfully



Lesley Den Hertog

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.