

Research Director
Transportation and Utilities Committee
Parliament House
George Street
BRISBANE QLD 4000
PWUC@parliament.qld.gov.au

7th April 2017

Dear Sir/Madam,

**RE: SUBMISSION TO THE TRANSPORT AND OTHER LEGISLATION (PERSONALISED
TRANSPORT REFORM) AMENDMENT BILL 2017**

Thank you for the opportunity to provide this submission to the Parliamentary Committee investigating the Transport and Other Legislation (Personalised Transport Reform) Amendment Bill 2017 and Transport and Other Legislation (Personalised Transport Reform) Amendment Regulation 2017 tabled in Queensland Parliament on 21 March 2017.

In writing this I want to let you know how these proposed changes have and will have even more of an impact on our lives. We are a family of 4 that have worked hard to try and get ahead and decided to invest in the Taxi license industry. As we liked to plan for our retirement in the future we thought this would be a good investment with a big outlay but a decent return.

Unfortunately we purchased our license when they were at a high price but at the time the return was also high so on a purchase price of \$540000.00 Inc GST we were able to pay our interest on our loan and then make a repayment also, with a monthly income of \$2860.00 Inc GST. Within 12 Months UBER came into the market and now only 2 and a half years after purchasing our Taxi License we are receiving \$880.00 Inc GST per month. So as you can imagine this has changed our lives in a considerable way. We can not meet interest payments on our loan and don't know for how much longer we can keep making up the difference.

I go to work everyday and work hard, I pay my taxes and was investing with a Taxi License as I thought it was a safe investment, as it was regulated by the Queensland Government. Now essentially the Queensland Government has taken my license and given it to a foreign company for free and myself and many other hard working Queenslanders are struggling to make ends meet.

I have invested over half a million dollars on something that 2 and a half years later is worth nothing but I still have to make repayments to a loan and pay my taxes while there are UBER drivers out there that just jump in their car make their money and pay no tax. Thank you Queensland Government for putting a huge financial burden and stress on me and my family, the question is has legalizing UBER made the Government any more money??? I would like to hear the answer to this.

Frank Torluccio



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.

All public transport should have Security camera requirements, this is a requirement for a Taxi and should also be mandatory for any drive share for the safety of the driver and passenger.

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.

This should also be mandatory there needs to be a barrier of entry of fairness. A UBER driver/s fees are only \$230.00 per driver per year this does not stand up close to what a licence holder pays per year.

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.