

From: [REDACTED]
To: [Public Works and Utilities Committee](#)
Cc: mainroads@ministerial.qld.gov.au; [Mansfield Electorate Office](#); [Murrumba Electorate Office](#)
Subject: Submission
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Attachments: [List of requirements pg1.pdf](#)
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Research Director
Transport and Utilities Committee
Parliament House
George St
BRISBANE QLD 4000

9 April 2017

Dear Sir/Madam

The hardship we as a family business have suffered since illegal ride sharing and then legal ride sharing have operated.

The income has dropped by 50%. The drivers that drove taxis for us have gone and left to search for other means of employment as their income from taxi driving has dropped by 50%. We had 103 active drivers and now we have 35 active drivers for 27 taxis. I have to drive a few shifts every week to keep the business (depot operator) afloat. All my income goes back into the business, to keep the depot viable. I have had to use all my working capital and this has not been replenished. This is why the proposed cap of 10 vehicles is totally unfair and unjust.

Our experience are still the same as they were prior April 2014, but the income has dropped by 50%.

We cannot guarantee our universal service obligations due to the lack of drivers. How does it look to visitors to our town when they cannot get a taxi any time they want one.?

I have been a taxi driver, taxi owner and operator for 49 years and worked very hard to provide a living for my family and to become a self-funded retiree.

I was relying on some of this income so that my wife and myself would be self funded retirees, but I will now have to go to Centre-link to ask for the age pension.

There are some riding sharing drivers that are driving 70-90 hours a week. Some riding sharing drivers are Police officers, public servants, full time employees and on their days off drive for ride sharing companies, some are pensioners that drive to increase their income, and then there is students (foreign or Australian or Permanent residents). With the foreign students there is no one to check if there are working over 20hrs per week which there are all doing driving ride share.

All this do not make it a level playing field. As stated before taxi CTP is \$5449.00 per year; ride sharing vehicle class 4 is \$667.00 per year.

Please remember that a taxi is engaged no more than 30% of the time, so why the \$5449 and to be in a class of its own. Our accident rates have decreased considerable. I fully endorse the Taxi Council of Queensland's list of requirements as the only and safe way forward for our customers and us.

Enclosed is an attachment with the Taxi Council of Queensland's list of requirements.

Regards,

Stefan Przybysz.

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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.