

Transport and Other Legislation (Personalised Transport Reform) Amendment Bill 2017.

In 1982 I purchased a Queensland Taxi Service Licence for the equivalent of a Brisbane house price at that time, and more than 30 years later, it was worth the price of a Brisbane house, prior to the monumental incompetency, inaction and inept legislation in the past three years.

For the last 30 years, I have driven a taxi, made an income, brought up and educated three children and provided jobs for other taxi drivers, contributed to the GDP of this state, and paid GST and taxes. I am currently a self-funded retiree, but in a few years I will be claiming the aged pension, as my retirement savings have been decreased by the stupidity of recent taxi legislation, which has reduced my taxi licence value to around \$100,000, but of course I can't sell it because no one would be stupid enough to invest in something this government has made worthless.

The income (self-funded pension) I was receiving from my taxi licence has been reduced by more than 75% as the taxi company it is leased through no longer has a service contract with the government and is also struggling to stay afloat with the impossible situation that the new laws have created.

However, my costs have stayed the same, less a few hundred miserable dollars that the government has waived in regard to licences fees.

The public transport pie in this state is not large. Current, legal and licensed operators have had a downturn in income, and it is common knowledge that the same has happened to ride-sharing drivers, as Uber has reduced the prices of rides in Brisbane.

I fail to see what the government has gained by partially destroying the Queensland taxi industry, and handing any spoils to a multi-national company which pays no tax in this country. There has been no co-ordination with federal tax laws which mandate ABN and GST registration for taxi drivers. Uber drivers and the like, operate without any tax benefits for the country, and with no public liability insurance to protect passengers in event of an accident.

I have paid for, and fully support all recommendations of the Taxi Council of Queensland, who are acting for the industry as a whole. These requirements are listed below.

Yours sincerely

Michael Hutcheon

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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.