

From: [REDACTED]
To: [Public Works and Utilities Committee](#)
Subject: Transport and Other Legislation (Personal Transport Reform) Amendment Bill 2017
Date: Sunday, 9 April 2017 9:32:00 PM
Attachments: [REDACTED]

[REDACTED]
Date: 9 April 2017 3:10:11 PM
To: PWUC@parliament.qld.gov.au
Subject: Transport and Other Legislation (Personal Transport Reform) Amendment Bill
2017. PLUS Personal letter regarding Taxi Industry Losses.

9 April 2017

The Hon. Mark Bailey MP
Minister for Main Roads, Road Safety and Ports
and Minister for Energy, Biofuels and Water Supply

via
The Research Director
Transportation and Utilities Committee
Parliament House
George Street
BRISBANE QLD 4000

Dear Sir/Madam

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

I am writing to you both today as a Taxi Service Licence Owner who is suffering a very worrying shortfall in my long planned Retirement Income, as well as an enormous loss of Market Value of my very hard-earned Taxi Service Licence:-

Brisbane Metropolitan Taxi District Service [REDACTED]
[REDACTED]

These losses have been brought about by the arrival of “UBER Disruptors” who have destabilised the smooth and efficient running of what was a world class Taxi Service industry here in Queensland. Sadly, whilst we in the regulated Taxi industry have complied with all Government regulations regarding the Taxi Industry, there has so far been no appropriate legislation to regulate the “Disruptors” so they have simply run riot over those who operate Taxis correctly within the Law. Action over this situation needs to be taken immediately to save the regulated Taxi Service industry and enable legitimate operators to provide the very best in safe personalised transport for the public.

I hereby wish to put on your record my wholehearted support for the 17 page TAXI COUNCIL OF QUEENSLAND SUBMISSION (attached).

I wish also to tell you a little about how the unfettered “Disruptors” in the Taxi Service Industry have impacted on our life:-
Some 30 years ago my husband starting driving Taxi Cabs and we have been involved in the Taxi Service Industry ever since. Through hard work and careful budgeting we were fortunate enough to be able to afford to put a deposit on a Taxi Service Licence which we then worked hard to pay off (in the days when interest rates were around 16+%). While my husband drove the taxi, I continued in full time employment and a considerable part of my wages also went towards paying off the Taxi Licence Loan, but we were willing to “do the hard yards” so that we could make provision for a steady retirement income in our old age when we were no longer able to work at paid employment.

When we reached retirement age, we leased our Taxi Service Licence to Yellow Cabs (Qld) Pty Ltd and they were able to pay us:-
a MONTHLY Lease Payment of \$2970.00 (Including GST).
This enabled us to be comfortable in covering our modest living expenses in retirement.

Now, this has shrunk to an unviable:-
MONTHLY Lease Payment of \$880.00 (Including GST).
This drop in a viable Lease Payment was brought about by the advent of the “UBER disruptors” and the loss of earnings and general havoc they have caused to the Taxi Service industry while the Government Authorities allowed them to go ahead unhindered --- not even making them adhere to the good taxi service Driver Training and Security Checks, Roadworthy Certificates for their Hire vehicles, Registration and necessary Public Liability and other Insurance covers required for the operation of a Paying-Passenger Carrying vehicle. All very serious SAFETY issues at the least.

The meagre monthly Lease Payment of \$880.00 affects us personally very badly, but the overall decrease in Taxi earnings caused by the “UBER Disruptors” is having a devastating effect on all those who are the working heart of what was once a thriving Taxi Service Industry; not just the Taxi Licence Owners --- the Drivers, the telecommunications/phone booking Operators, the Taxi company Management teams, the Mechanics and Repairers --- all are suffering from greatly reduced income, and there are many who have already exited the Taxi Industry because they could no longer earn a living wage.

We are both now in our 70s and are very distressed to see what has happened in the past couple of years to Queensland's formerly excellent Taxi Service Industry. We remember the days when the Government issued the Taxi Licences, sold them to the public and used these funds for public works. We remember the co-operative goodwill that the Taxi service Industry built up over decades especially with the “best practice” care and support the individual operators gave to their “special needs” passengers who depended on the Taxi Service for their individual transport mobility.

Our own situation in retirement has been made VERY DIFFICULT by the drop in Lease Payments to just \$880.00 (Incl.GST) per Month, and the added Loss in the value of our hard-earned Taxi Service Licence. Before the rise of the “UBER Disruptors” our Licence had a value of \$500,000 plus. NOW it has NO REAL VALUE as nobody is willing to purchase it whilst the Taxi

Industry is being eroded by lack of appropriate workable Government Regulation to ensure the stability of our industry. This uncertainly mean that we can not even SELL our Licence to return us some capital to live on during these very tough times!

The recent Government Industry Assistance Payment of \$20,000 was very welcome, but it did not last long. IF the Government can NOT draft and implement appropriate Legislation for the longterm survival of the Taxi Service and Personalised Transport Industry, we would greatly welcome a "BUY BACK" Scheme where the BuyBack Price offered by the Government should realistically represent the last Market Value of \$500,000 for each Metropolitan Taxi District Service Licence.

Our current situation is not good. I personally have become wheelchair bound through the age-related nature of my Inherited Degenerative Disease, so I am unable to go to work to make up the shortfall (TOTALLY BEYOND OUR CONTROL) in our planned Retirement income. My husband is in his mid-seventies and he is my Sole Carer, so he too is unable to re-join the work force.

We hope that Government Legislation following the lines of the ATTACHED Taxi Council of Qld. SUBMISSION may help to restore the Taxi Service Industry to viability, and hence restore much needed Taxi income to those who have worked so hard within the industry for so many years.

Yours sincerely

A large black rectangular redaction box covering the signature and name of the submitter.

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.