

From: [REDACTED]
To: [Public Works and Utilities Committee](#)
Subject: FW: Submission
Date: Monday, 10 April 2017 9:01:09 AM
Attachments: [Transport Legislation 28032017.001.jpg](#)

[REDACTED]

[REDACTED] [REDACTED]
Sent: Sunday, April 9, 2017 3:04 PM
To: Committee of the Legislative Assembly <CLA@parliament.qld.gov.au>
Subject: Submission

Please find my submission to the Transport and Other Legislation (Personalised Transport Reform) Amendment Bill 2017.

Regards

Layne Gardiner

[REDACTED]
[REDACTED]
[REDACTED]

Sunday, 9 April 2017

Research Director

Transportation and Utilities Committee

Parliament House

George St

Brisbane QLD 4000

Submission

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

I appreciate this opportunity and will focus my submission in the area of public and driver safety, and enforcement of the legislation.

I support the establishment of an independent Personalised Transport Commission, policing, enforcing and regulating, and, if necessary, developing working policies. This Commission will have the necessary powers to compel all participants in the Personalised Transport sector to adhere to the legislation, unlike the current situation with DTMR, who are incapable of any meaningful enforcement. Without the Personalised Transport Commission legislative changes will not affect some Personalised Transport Operators, who have already demonstrated their contempt for the laws of this State.

Standardised Security cameras must be mandatory in all vehicles. These cameras provide safety and certainty to the travelling public, as well as giving drivers much needed protection in the event of any attempted crime.

Commercial grade, tamper proof GPS units must also be mandatory in all Personalised Transport vehicles, allowing monitoring by an independent third party.

A dedicated number plate system (as in the current T plate for taxis), must also be compulsory, and will be issued when the operator provides evidence of appropriate CTP, (as regulated), Certificate of Inspection and current Public Liability Insurance cover of \$20,000,000.

Drivers of all Personalised Transport vehicles must hold an ABN and be registered for GST before Drivers Authorisation is issued.

The Commission must establish guidelines for the reporting of /monitoring of fatigue management, as there will be issues with drivers having multiple affiliations, including truck and bus driving. Before commencing a shift, all drivers must log-in using their DA and ABN. This can be done via a computer dispatch system (as is currently the case for Qld taxi drivers) or via the "App" that dispatches their work.

Yours Faithfully

A large black rectangular box redacting the signature of the submitter.