

From: [REDACTED]
Sent: Monday, 10 April 2017 9:25 AM
To: Public Works and Utilities Committee
Subject: Submission re Transport and Other Legislation Amendment Bill 2017

L.R and K.E Brown

Committee Secretary

[REDACTED]
Biggera Waters

Works and Utilities Committee

Parliament house

Queensland, 4216.

George Street

8TH April, 2017.

Brisbane , Queensland, 4000.

Dear Sir / Madam,

Re: Submission to the Transport and other Legislation Amendment Bill 2017 (Personal Transport Reform Amendment Bill 2017)

We would like to thank you for the opportunity to provide feedback on the Amendment Bill 2017 tabled in parliament on 21 March. Both my wife and I have owned half a taxi since 2003.

We would like to suggest a number of ways to improve the safety for users of the ride sharing public. So to this end we offer the following suggestions.

In our experience, the introduction of *in car cameras* has provided security for drivers and an extra layer of protection for users. The evidence on film has been used to convict law breakers who have abused the right to share taxis.

In addition to the cameras a *security panic alarm* should be mandatory for safety of drivers and users in all transport industry working cars.

In addition to this we would recommend the fitting of *simple high quality, dedicated and independant GPS, which cannot be turned off*. This will mean surge pricing would be limited. This monitoring would be extremely beneficial to police and Government. In case of car jacking the police can track and retrieve the cars. The GPS positions are invaluable for evidence in law cases.

A fatigue management plan is needed to stop the rogue drivers from exceeding sensible duty times. We have been told about Uber drivers moonlighting as taxi drivers and exceeding sensible limits. As a pilot I appreciate why the Government has Air Navigation Orders (ANO's) in legislation. ANO 48 restricts Flight and Duty times. It's a safety issue as are duty times for taxi or ride share drivers. *I recommend 12 hrs duty time with extra rest periods for exceeding that limit before restarting any driving. Drivers should all keep a log of work.*

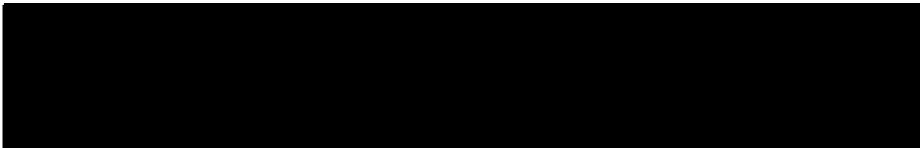
The current ***Bailment arrangements*** are working well and these are easily monitored through the taxi industry. Our drivers have a minimum work standard and levels which are not shared by ride share. The arrangement should not be changed.

In Part 2 Section 74:

To accomplish my recommendations an agency with authority to enforce safety through law needs to oversee the industry. An ***Independent Commission*** would be able to impose substantial fines to rogue operators in order to maintain safety standards.

Thank you for considering the safety issues we have presented.

Yours Faithfully,

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Lindsay Brown

Karen Brown