

Graeme Wyer

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Dear Committee Secretary

I write as a Concerned interested party in regard the content of the Transport and other legislation (Personalised Transport Reform) Amendment Bill 2017.

As a enduring Taxi Licence owner for over 10 years who has had contact with and received advices from many industry participants and operators during this period , it saddens and disturbs me to see the way in which Taxi owners and operators are being treated by government since the arrival of Ride share company's (such as UBER) in QLD.

I'm personally aware of many industry operators and owners who will be significantly financially disadvantaged (if not financially ruined )if the legislation does not "ACTUALLY level the playing field " as opposed to the political rhetoric that many QLD politicians of both major political parties have spruiked over time .

Effects on Taxi licence values and the proposed inequitable cost structure and requirements for Rideshare operators verses Taxi licence holders and operators are factors that are financially bringing Taxi industry participants to their knees.

I purchased a licence (under finance) more than 10 years ago with a view to seek to supporting my family in self funded retirement .

This is now in jeopardy as the value of the licence purchased at a significant cost, has effectively vanished and I am now being forced to negotiate a significantly lower lease rental with the current leasee of my licence / if not cancellation of the lease arrangement, to allow the leasee operator to remain viable and potentially survive in the industry.

Adequate and fair compensation is vital to restore a balance to this industry debate and "the level playing field".

I therefore fully support the TCQ's summary (attached to this email) representing what I would like to see in the government adoption in respect to amending the legislation .

I urge you to do the right thing in drafting the legislation and provide Adequate and Fair compensation within the legislation for current industry participants , within a short time frame.

Yours faithfully

Graeme Wyer

## **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.