

From: [REDACTED]
To: [Public Works and Utilities Committee](#)
Subject: Submission Transport and Other Legislation
Date: Monday, 10 April 2017 10:59:52 AM
Attachments: [List of requirements pg1.pdf](#)
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Research Director
Transportation And Utilities Committee
Parliament House
George St
BRISBANE QLD 4000

10 April 2017

Dear Sir/Madam

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

Thank you for the opportunity to provide this submission to the
Parliamentary Committee Investigating the Transport and Other Legislation
(Personalised Transport Reform) Amendment Bill 2017 and Other Legislation
(Personalised Transport Reform) Amendment Regulation 2017 tabled in
Queensland Parliament on 21 March 2017.

I am a taxi operator and driver, I operate 25 taxis, I do not own a TSL. I
have been a driver and operated since I left school 20 years ago and I
have slowly grown my business to what it is today. So far since 2014 when
ride sharing came to Brisbane illegally, I have been suffering personally
and finically. My income has dropped about 50% due to oversupply of
personalised transport. I have seen my drivers of 100+ decrease to 40 due
to lack of income and a lot have gone to find other jobs because they
can't survive. I as a operated haven't been compensated at all unlike TSL
owners with the hardship fund. The proposed changes will only make this
worse.
70% of business's in Australia are family business. I have a family and
had wished that my children could take over the family business one day.
Now that seems it won't happen. I have been part of a heavily regulated
industry for the safety of the consumer set by the Government and
personalised transport has gotten a free ticket to operate. Rules are put
in place for a reason and now the Government wants to "make it easier"
and a "level playing field". It is still far from that.
Safety for passengers is a huge concern i.e driver fatigue, zero BAC, and
security cameras in vehicles is a must for all personalised transport
vehicles. This should be mandatory. Tamperproof GPS units must be fitted
to all personalised transport vehicles.
Another concern is CTP, since 2014 I have paid in excess of \$5000 while
personalised transport vehicles paid no extra.
I fully support and whole heartedly agree with Taxi Council Queensland
list of requirements as per my attachment as the only and safe way forward
to make Qld great again.

[REDACTED] do not hesitate to contact me at

[REDACTED]
Yours faithfully
[REDACTED] bysz
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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.