

Dear Sir or Madam

My name is Kyung Sik Kim, I have one maxi license, I am the driver and operator, I bought the license in 2011 borrow fund from a bank it was worth \$300,000, I have to make repayment 4 years more.

Even if I don't do nothing just breathing my monthly basic expense is \$5,795 include business loan repayment, car loan, radio fee and insurance except registration fee, license fee, inspection cost, maintenance fee, all tax and fuel fee meanwhile other competitors don't pay as much as me so almost every month I receive contribution fund from my wife to not to be bankrupt also I am working more hours than ever.

It is very embarrassing by myself so many times I am feeling very depressing by my current situation.

Every day I am thinking about current situation at the moment and I am questioning by myself, "What have I done wrong?" "If there wasn't law, would I buy the license?" "What is the fairness in this industry?" "Why the government force to sell the license and abandon license holders?"

I cannot conclude by myself because I don't have a power, I am only a small business owner who genuinely respect the law so what is happened to me as you aware or not looks the government set up all law and regulation to us and abandon by the government by itself, it cost all money to us like.

I want to ask you to stop the share riding transport service which is they doing the same thing with us or make reimburse the fund what I paid license fee, interest cost to bank and stamp duty to me to apply the same entry cost to the industry then it will be fair.

Your sincerely

Dear Infrastructure, Planning and Natural Resources Department,

My name is Irene Imsun Jo who is a wife of John Kyung Sik Kim, full time worker and a mom of 3 years old boy. I am writing this email to ask you to take serious considerations not to allow illegal taxi, Uber in Queensland.

My husband, John Kyung Sik Kim started his job with Black & White cab since 2005 so this year will be 10-11 years since he drove for Brisbane based customers and in March 2011, he bought Taxi licence for Maxi with the License price of \$330,000 + taxi price of \$50,000 and nearly 95% he borrowed money from bank.

Since he started his own taxi business in March 2011, he returned every month with the bank interest of \$3,454 for Licence and \$1,041 for Taxi loan per month. Except these, he has to pay Taxi Insurance (about \$800/month), Registration fee, VAT Tax, Maintenance expenses and etc. Hence, I had to manage our house economy as supporting with my salary because although he has been working as diligent as possible, he had to manage all required above expenses every single month. For over 5 years, he repaid the interest to bank and his only wish was he expect his License could be worth it when he repaid all 10 years after.

My husband starts his working from 5:30am and comes home at 8:30 to 9:30pm even later everyday. In 2011, 2012 his business was profitable but since end of 2012, it was consistently down turn and since early 2014, he has been survived in order to repay for bank loan and not to be a debt.

Now, as you have heard from lots of operators, drivers, owner drivers, who they have been LONG TIME SURVIVED by themselves & COOPERATIVELY maintained with Qld Government, but their ENORMOUS effort & Assistance could be nothing at all under UNFAIR enough trial by ILLEGAL Taxi.

I am not a Taxi industry specialist and also has never involved for any rally or participation before however, in these days, I couldn't bear when I looked at my husband face as showing grievance, agony, serious physical and mental health problems, many sleepless nights and unbalancing for family life.

How you are going to plan to compensate for these people who built up & sustained for this Industry for such a long time? How you are going to give any other benefits for these people who has sacrificed for all Queensland customers and contributed for Transport Industry for such a long time? How you are going to see these sacrificed people and hopeless their many family?

Please do NOT allow Uber taxi in Brisbane for these reasons.

Yours sincerely

Irene Imsun Jo



21st of October, 2015

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.