



**Research Director
Transportation and Utilities Committee
Parliament House
George Street
BRISBANE QLD 4000
10 April 2017**

**Regarding – Submission To The Transport and Other Legislation
(Personalised Transport reform) Amendment Bill 2017.**

I wish to take the opportunity to provide this submission to the Parliamentary Committee investigating the *Transport and Other Legislation (Personalised Transport Reform) Amendment Bill 2017* and *Transport and Other Legislation (Personalised Transport Reform) Amendment Regulation 2017* tabled in Queensland Parliament on 21 March 2017.

Background

In 2006 my late wife and I having a Self Managed Super Fund (SMSF) in place (Wood Superannuation Fund) took the decision to build the SMSF portfolio through the purchase of a Brisbane Taxi District Taxi Service licence. At the time we were confident with the business security of the purchase as we initially bid for a licence from a major parcel of licences being released by the QLD Government.

We put great store in the implied support of the industry by the QLD Government through its release of such a large block of licences and went ahead with the purchase of Taxi Service Licence (TSL) - # 16884

The recent actions by the road share industry and particularly UBER has been disastrous to my SMSF as not only have TSL lease rentals reduced from \$2,900 per month to \$880 per month the book value of the licence has catastrophically crashed from \$400,000 to perhaps \$120,000 or less.

It is particularly galling to see the impacts on the SMSF given that these are the consequence of the lawless behaviour by UBER and the ride share industry during their start up. This behaviour was recognized as such by all parties including the QLD Government but the QLD Government did not adequately respond and failed to exercise a reasonable duty of care to a product it promoted and marketed. Now we have the QLD Government acquiescing to the demands of UBER and the ride share industry to make lawful their lawless behaviour to the penalty of those of us that built our businesses within the laws of the land.

The assistance packages being made available now by QLD Government just do not address the impact on Wood Superannuation Fund.

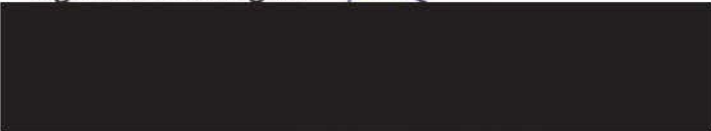
The proposed Bill and Regulations fail to address the issues confronting Wood Superannuation Fund and the Personalised Transport Industry overall and therefore the following conclusions and recommendations are made.

Conclusions

I recommend that This Bill and Regulations not be passed. Further I recommend that the following changes assembled by the Taxi Council of Queensland be actioned.

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 increase 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.



Arthur Wood.
Member / Sole Director/Secretary of Wood Superannuation Fund
10.04.2017