



Research Director
Transportation and Utilities Committee
Parliament House
George Street
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 *Transport and Other Legislation (Personalised Transport Reform) Amendment Regulation 2017* tabled in Queensland Parliament on 21 March 2017. This submission comments on the Bill and Regulations that seek to amend the *Transport Operations (Passenger Transport) Act 1994* to implement reforms proposed in *Queensland Personalised Transport Horizon Stage 2*.

My name is Gerry Di Lucchio; I am the General Manager at KG Taxi Management (KGTM). KGTM is a family owned and operated taxi base in Kelvin Grove with a fleet of 75 taxis affiliated with Black & White Cabs. We have been in operation since 1963 and as such, we have a thorough understanding of the taxi industry in the Brisbane metropolitan area. We strive to be Safety, Customer and Driver focused and we are progressive, forward thinking leaders in the industry. We have an abundance of expertise and a great deal to offer in setting our industry standards. We were awarded the Taxi Council of Queensland (TCQ) "2014 Taxi Operator of the Year Award" for outstanding service to the QLD Taxi Industry and Queenslanders.

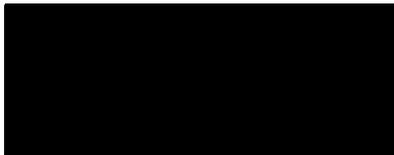
Attached to this business, are our inner city Service Stations at Kelvin Grove and Fortitude Valley, that not only support our taxis but also a large percentage of the taxis operating in Brisbane. Our operations directly employ twenty-eight (28) staff and approximately two hundred (200) drivers. We also offer employment across a large range of associated areas from motor mechanics, electronics, clerical and administrative opportunities. In the purchase and upkeep of our fleet a considerable amount of associated consumables is required. As such, we directly support many local suppliers for diverse items ranging from tyres and spare parts to office equipment and uniforms. The extended local community benefits enormously from our business and the significant local economic activity we contribute. Not to mention the boost to local car dealerships that comes with our purchasing of brand new vehicles every year. KGTM is a law abiding, tax paying Queensland Company that also contributes significantly to the wider Queensland economy. Our plan is to continue to grow our business into the future so that we may continue to support and serve the people of Queensland.



KGTM supports the submission from the Taxi Council Queensland (TCQ) and Black and White Cabs in its entirety. The submission is supported by independent research commissioned by TCQ and undertaken by international consulting firm RPS. I have attached a copy of the summary that outlines the specific actions I would like to see the Government take in terms of amending the legislation.

In conclusion, KGTM would again like to thank the Parliamentary Committee for providing this opportunity for industry input, though the short time frame available for consultation has limited our capacity for a more comprehensive response. KGTM sincerely hopes that, Queensland not only remains to an industry leader in Australia, but continues to be a leader worldwide in setting standards for the benefit of its people. Your Review must hold to the tenets of working for the people of Queensland, and not acquiesce to the vocal minority and the demands of illegal ride sharing companies.

Yours sincerely,



Gerry Di Lucchio

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.