

From: [REDACTED]
To: [Public Works and Utilities Committee](#)
Subject: Submission re Transportation and Other Legislation (Personalised Transport Reform) Amendment Bill 2017
Date: Monday, 10 April 2017 2:34:27 PM
Attachments: [TCQSubmission100417\[1876\].pdf](#)
[List of Requirements\[1880\].pdf](#)

My name is Peter David Anderson. I am the owner/operator/driver of 1 Taxi in Rockhampton.

I have gone to some considerable length and devoted a large amount of time to prepare and forward submissions at all stages leading to the position where we are now.

I have attended forums held by Government Committees, 2 in Rockhampton and 1 at Parliament House Brisbane. I have attended all forums held by Taxi Council Queensland. I have attempted to discuss matters with my Local Member but he has been unwilling to see me.

I have done all this and much more and yet I get the feeling you are not listening because you have already made your minds up, for what benefit to Queenslanders I don't know, to support an international company that pays no GST or Company Tax in Australia over an established industry that has conducted itself impeccably over many many years servicing the people of Queensland 365 days a year, 24 hours a day, providing thousands of small business with the ability to provide an income and financial security for their families and gainful employment for others. As an Industry we have complied with all regulations imposed on us by Governments over the years to improve safety and access for Queenslanders. This Regulation imposed on this Industry by Governments including regulation the number of Taxi Licences made available throughout Queensland resulted in a strong market for purchase and resale of such Licences. Now because of decisions of the current Labour Government this market has been destroyed and peoples life savings and in some cases superannuation has been lost. Perhaps if we were all members of TWU and not individual small businesses this would not be happening.

My Personal Situation

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I am 68 years of age. I purchased my Taxi Licence in Rockhampton about 10 years ago for \$240,000.

I left school in 1966 after completing year 12 and joined Bank of New South Wales starting at the Kenmore Branch in Brisbane. I worked for the Bank (now Westpac) for 25 years working in all areas of Queensland and climbing the corporate ladder so to speak. During this time I married and was fortunate to be the father of 5 wonderful children. I resigned from Westpac in 1992 and joined Bank of Queensland as manager of their Rockhampton Branch.

We bought a house in Rockhampton and decided to make Rockhampton our home well into the future.

Unfortunately things didn't work out as we expected. My wife moved away and we divorced. Financially I was left with virtually nothing as the house had to be sold and 5 kids on child support was an excessive burden.

I left Bank of Queensland after 15 years by which time my super had built up and I invested all

my super in the purchase of a taxi Licence in Rockhampton. My intention being was that the Taxi Licence would provide me with employment and reasonable income into the future and also capital growth in my investment.

I thought I was pretty smart in 2008 when the financial crises hit and the stock market crashed as I had taken my money out of super prior to the crash to purchase my Taxi. However I'm not looking too smart now with the Labour Government decision to turn its back on the Taxi Industry and you can't even give a Taxi Licence away in Rockhampton at present.

I now have no financial security. At age 68 I am unable to start again. I am very close to my children and it has always been my ambition to be able to assist my children financially in the future but with the loss of the value of my Taxi Licence and minimal sale prospects at any price this ambition has been denied me to the detriment of my children's future. All I have is the prospect of working until I can no longer drive and then exist on the age pension.

My future could have been so much different if the Government had supported the Taxi Industry.

General

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I note that Italy has rejected UBER and Uber have decided to leave Denmark because the Government there has put their citizens first by imposing regulations to ensure their citizens safety. Uber of course consider themselves above the law and do not comply with Government imposed regulations as they consider these to be a restriction on their business model, hence their decision to leave Denmark.

I also understand that Berlin have rejected Uber and I think London are considering this also.

Perhaps the Queensland Government could stand up for our local industry rather than being a follower of New South Wales, Victoria and others.

I agree with Taxi Council Queensland when they say that our Industry is second to none in the world. Businesses that want to operate taxi services in Queensland should come up to our standards. We should not have to lower our standards to satisfy profiteers and opportunists who want to enter the market just so that we can survive financially.

We as an Industry take our responsibilities to the people of Queensland seriously. They enjoy safe, readily available, affordable point to point transport that they have been able to rely on for decades. The people of Queensland, your electors, should not be put at risk to satisfy the perceived but doubtful benefits to be derived from an overseas corporate focused solely on their financial gain.

Taxi Council Queensland

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I support the submission of Taxi Council and their List of Requirements copies of which I attach

to my submission.

Peter David Anderson
Rockhampton

Sent from [Mail](#) for Windows 10

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.