

Research Director  
Transportation and Utilities Committee  
Parliament House  
George Street  
BRISBANE QLD 4000

Kudip Singh Randhawa

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 examines and comments on elements of 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*.

As a Taxi licence holder, the change in the legislation has had a profound effect on me and my family. Buying into a Government created industry, which is highly regulated, one would not have anticipated a change so quickly and backwards for a strong point to point transport industry. I have been in the industry for over 25 years. After driving for years, in 2008 I bought my taxi service licence. It was a great mile stone being able to buy into and become an owner in the industry I was a part of. Being in Queensland Australia one would not expect the laws to be changed to support a company that entered the market illegally and not fairly for those that have respected the law and adhered to it in the past and will continue to do so in the future. I have seen my future retirement plans taken from me as a life time's hard work is being taken from me. The undue stress of when the illegal taxis where working was quite a bit and to see minimal positive change causes more.

I have attached the Taxi Council Queensland summary to this as it represents the specific actions that I wish to see the Government take in terms of amending the legislation.

Yours Sincerely

Kuldip Singh Randhawa

### 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.