

10.04.2017

Dear Sir or Madam.

My husband Rex Pullen having been out of work for a period of time took a job driving a taxi. We then bought a Licence [REDACTED] and he continued self employed as owner driver until his death in 2015

Rex and his drivers chose to work in Nambour where they built up a rapport with the locals, namely pensioners the elderly and the infirm. They became part of the community and were accepted because they cared and interacted with them helping them when they needed a hand. They drivers knew where most of the lived and they always said they felt safe travelling in the taxi. The drivers also had the Special School Children to take to and from school. The children were more settled with the same driver doing the run.

The taxi company has supplied transport to Returned Servicemen on Remembrance Day and offers other services. Example, during the floods. Doesn't this count for something why is this industry treated so badly.

Rex was always receiving compliments on the service and how clean the car was and he was happy to go to work every day to see his old regulars. He did not want to retire and he was comfortable knowing that the value of the taxi was going to be a big enough to sustain us in our old age. Because of this Rex did not have a Superannuation Fund. His previous employers did not contribute to Super.

We have owned the Licence 22years

I am unable to manage the taxi Licence due to ill health so have leased it to the company Suncoast Cabs. The monthly payment is reducing each month so I am worried my income will continually be reduced and I will be unable to get the full pension because of the value of the licence considered in my assets in effect is virtually worth nothing.

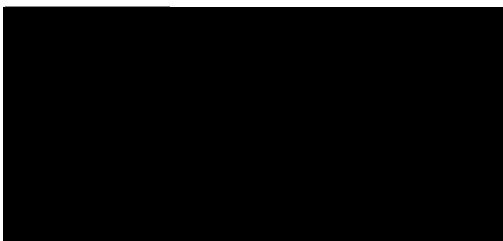
Rex and I always payed our dues on time and were happy to observe all the government regulations and abide by them even if it meant we could not have any holidays. WE were hoping to travel around Australia this year that is a lost dream.

I feel very bitter with the Government because they made a decision to let Uber take over without any consideration for the battlers who have worked hard toed the line and given good service to the community. I have nothing against a level playing field however there is nothing level out there at the moment. I trust that at the next meeting the Government will come to rectify the inequalities.

I attach a TCQ List of Requirements representing the specific actions that I wish to see the Government take in terms of amending the legislation.

Yours Truly

[REDACTED]
Marilee Pullen



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.