

**From:** [REDACTED]  
**To:** [Public Works and Utilities Committee](#)  
**Subject:** Fwd: Submission to PWUC onTransport and other Legislation (Personalised Transport reform) Amendment Bill 2017  
**Date:** Monday, 10 April 2017 4:14:53 PM

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--James Marshall

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We thank the Committee for the opportunity to submit this submission to the Parliamentary Committee.

James and I have owned, driven and operated Taxi Service Licences for 36 years. We have worked actively in this industry for those years - and have not just been passive investors in TSL with other outside incomes.

Working our TSL has been our primary source of income for all those years. Min the last few years , due to ill health, we have leased our TSL to Taxi Operators. At the time we were earning \$5400 / calendar month .

Since 2014 and the advent of unregulated personalised transport vehicles in Brisbane , the regulated industry ie. Taxis have seen a massive loss of revenue, major confusion in the market place and inconsistent policy direction and short-sighted legislation from Government.

Now , the market place is in disarray.

Taxi Service Licence values have been devalued to the value of a box of Fire starters. Lease incomes have dropped by @ 70% .

Long- time TSL owners and operators are losing their homes and other assets to bank re-possession , and our family income has dropped to \$1700 per calendar month.

We are just one family , amongst most of this industry, who has stopped buying all but the most essential items of life.

Together with the Taxi Industry are the Uber drivers who can't make a living wage income from their personalised transportation activities, whether they are part- time or full - time drivers.

All in all the Government's intervention in the Personalised Transport Industry in Queensland has so far been an unmitigated failure. This intervention has brought nothing but financial chaos for service providers and a huge loss of business confidence from regulated and unregulated service providers.

Customers are also uncertain about their safety and the constant turn over of drivers leads them to wonder about a possible lack of service in the future. After all , Queenslanders know that businesses stop operating if they can't make a profit.

So where does this leave the Personalised Transport Industry?

From our perspective we hope that the aforementioned impacts are the unintended consequences of Government intervention. If not, then all Queensland businesses , industries and citizens will be on notice that this Government is destroying business, creating economic turmoil and providing less safe work/life environments for its citizens.

James and I do not believe that this is the case. We believe that the Government merely failed to understand the complexity of this industry, failed to appreciate its contribution to the Qld economy and society and in consequence made a series of poor decisions. We appreciate the many recommendations in the report submitted by the Parliamentary Committee on the first tranche of Legislation in 2016, and urge the PWUC Committee to investigate the total business environment and the ramifications which will ensue if the Government continues with this poorly conceived and unworkable Legislation.

We also wish to support the submission sent by the Taxi Council of Queensland. We endorse the comments and all recommendations within TCQ submission. The TCQ submission proposes workable amendments to the Bill which would save the Queensland Taxi Industry from decimation, and allow a single player to hold a monopoly in this market place.

Regards

James and Elizabeth Marshall