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8 April 2017

Attention:
Public Works and Utilities Committee

We, Gabriel Iommarini and Iole Iommarini of 8 Myola Court, Carindale hereby wish to put forward our submissions to you in response to the Transport and Other Legislation (Personalised Transport Reform) Amendment Bill 2017.

Personal Position

We have both personally and through our superannuation fund over a period of some 10 years acquired 6 taxi cab licences. To do so we sold real estate investments, which we then used the funds to invest in the taxi cab licence industry as we believed at the time that this was an industry well regulated by our Queensland Government. We have also borrowed over the time to acquire these licences and currently we have a residual debt of approximately one million dollars.

When we went into the acquisition of these licences we did so with the intention that the income therefrom would provide for our retirement. We have relied heavily on the income from the leasing of the cab licences, which over time recently has deteriorated to such an extent that I have had to go back to work and come out of retirement to try to support the payment of my debt and provide for living expenses.

This has caused a severe strain on myself and my family, both emotionally and financially as we thought that the Queensland Government has "let us down" in not requiring a "level playing field" when the "Uber" industry launched its transport provision services.

Summary of recommendations

We have been provided with a copy of the summary of recommendations issued by the Taxi Council of Queensland attached here to and as taxi licence holders will be fully support those recommendations and submit that the Queensland Government should take all of them into account in reviewing their proposed Transport and Other Legislation (Personalised Transport Reform) Amendment Bill.

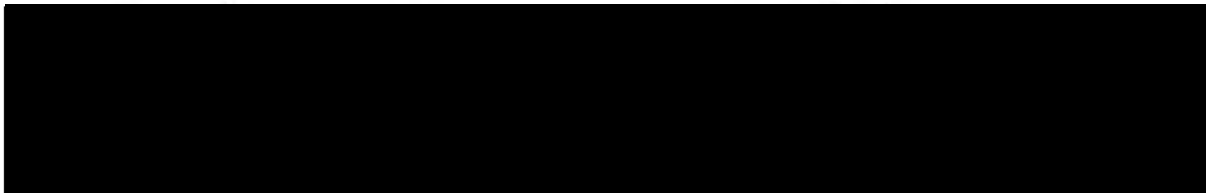
We believe those recommendations are fair and reasonable and merely seek to create the level playing field which is not the case at present and further reflects the Governments obligations and duty to its citizens to ensure the safety of passengers using transport services whoever provides them.

Taxi Council of Queensland Submission

We have perused the Taxi Council of Queensland submission and as taxi licence holders we put on record our full support for those submissions to your Committee and humbly seek that the Queensland Government proceed with those submissions in their review of the proposed Amendment Bill.

Yours faithfully

Per:

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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 Entitles 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.

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.