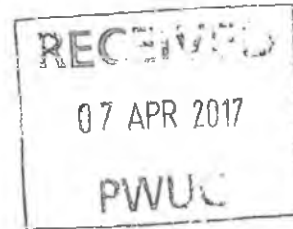


Research Director
Public Works and Utilities Committee
Parliament House
George Street
Brisbane Qld 4000



A Submission to the Transport and Other legislation (Personalised Transport Reform) Amendment Bill 2017.

My interest in this matter is that of a long- term worker and investor in the Qld Taxi Industry. I purchased my first Taxi Service Licence (TSL) in 1989 and owned, operated and drove in my own small taxi business until mid 2013. I own three Taxi Service licences which are presently leased to a large taxi operator.

Over the past two years there has been a steady decline in taxi income, at least 50%, and an even greater decline in the value of a TSL – from 560k to approximately 130k. This is because of the legalisation of illegal taxis/rideshare and the subsequent flooding of the market. Now all personalised transport providers are struggling to make a basic wage because there are twice as many vehicles on the road. The decimation of TSL value will see many retired taxi industry workers like myself being unable to self-fund retirement and forced into the Centrelink queue.

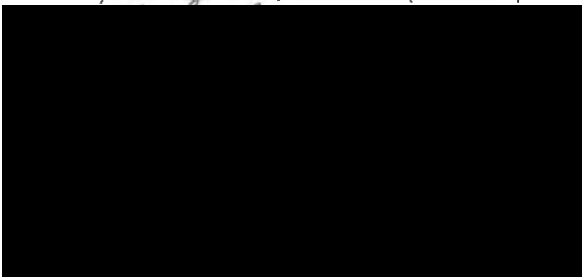
I support the strengthening of safety standards. A human life is priceless – security cameras are now a fact of life in ensuring the safety of passengers and drivers in all public transport. They must be present in trains, buses, taxis and rideshare vehicles and their presence rigorously enforced. The next step is permanent GPS tacking and driver duress alarms. We cannot continue to allow uber passengers and drivers to be treated as expendable.

Illegal taxi/rideshare facilitators such as uber must be brought to account. To date they have operated with impunity in a mercenary, profit driven, irresponsible manner.

We must have new legislation which encompasses and compels personalised transport facilitators such as uber and lyft to operate responsibly and in accordance with Qld laws.

Booked hire service providers must be licenced and the licence fee large enough to encourage commitment and dedication to the task. \$1000 per annum should be adequate. Preservation of existing TSLs and Limo licences is fair and reasonable and the preservation of their value is essential. The Government must begin a gradual Buy Back at say 400k. This would, while not costing a lot of money per instalment, restore value and confidence, reduce the number personalised transport providers in the flooded market, alleviate the desperate financial position of some TSL owners. These are my personal views regarding the issues I am most concerned about and if anyone in there has actually read this an acknowledgement of readit by sms would be most appreciated.

I wholeheartedly and without reservation, support and endorse the List of Requirements produced by Taxi Council Queensland (attached).





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.