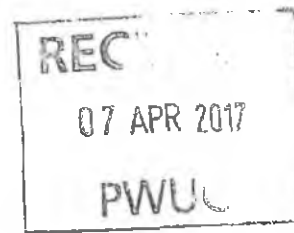


Tracy Di Felice
[REDACTED]



6 April 2017

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

Dear Sir/Madam,

I would like to explain the situation my husband and I are now in since the introduction of Ride Sharing by the Qld Government, and how it has effected us both emotionally and financially.

We purchased a taxi licence 3 years ago and paid the market value which was [REDACTED] plus stamp duty and borrowed against our house as security. We made this decision based on the taxi being a regulated industry controlled by the Qld Government and felt that our investment would be safe. The purchasing of the taxi was to be part of our retirement plan, and we intended to pay it off in time for our retirement so that we could become self funded retirees instead of becoming dependant on the government.

After the introduction of Ride Sharing, our taxi licence devalued to a point that the only offers I received when I tried to sell it was [REDACTED] (a loss of [REDACTED] not including stamp duty). My lease has gone from \$2600 per month to \$800 per month for the last 5 months. My repayments on the loan are \$2400 per month. We are now contemplating selling our house in order to pay off the taxi licence and stop the monthly drain on finances.

On the news last night I heard the government was going to start looking into the cash economy to find further tax evaders in order to increase the tax's received by the government. However, under Malcom Turnbull and other state leaders thru the introduction of Ride Sharing we are now going to be paying a lot less tax and in fact will probably receive a tax return due to the negative cash flow position we are now in. On top of that Uber are a foreign owned company with the payments going offshore and not held in Australia. I also have lost all faith in the government to try and prepare myself for retirement and will be claiming the pension when I reach retirement age because the mental strain this has put on my health, my husbands and our marriage and future dreams has been soul destroying. I don't blame ride-sharing companies as much as I blame the government for allowing this to happen the way it has. I know the world is changing and technology is a major part of that but to allow a company to come in and walk all over us and do what they want without any checks and balances is criminal. To allow them to operate freely and then have such high restrictions and expenses placed on the taxi's, and tell us all that you are levelling the playing fields and have fair competition is a lie and a disgrace. I am not against competition but we both have to play by the same rules and costs or it is not a competition. It's a walk over, and we the people who have paid our taxes and other costs have been left behind. I have attached a copy of the Taxi

Council Requirements to make it a fair competition and I hope you take the time to read this and try to resolve this disgraceful situation so many of us are in.

As I finish this letter I find myself crying at the hopelessness of this situation. I wrote a letter like this to the panel who made the decision to legalise Ride Sharing and I don't think we even rated a chance. In all honesty I would like to receive a buy back from the government of our leases or fair compensation for the losses incurred by their decision.

They wouldn't reclaim houses or land without offering fair compensation due to a decision that they make that the consumer has no control over and I regret the day I ever bought this thinking that because it was a regulated industry the government would look after us. We didn't buy a investment house due to what happened with the corruption in the banks that caused the Financial Crisis Worldwide in 2011 due to greed and corruption on behalf of the banks all in the name of making bigger profits and ripping off customers but our government has done exactly the same.

I look forward to hearing in a couple of years what the tax department has to say about the increase of ride sharing and how they have benefited. I have spoken to a few people who only drive for uber so they can claim their car repayments, fuel, rego, insurance and servicing on their cars and only drive on weekends for a few hours on top of their normal jobs. Some have even bought more expensive cars because as they said it is a tax write off. I think you will find that the loss of good people who contributed a lot to the taxes of this country and who are now claiming benefits like the pension etc due their income being halved and then halved again will have a negative effect on the governments coffers.

For what it is worth I hope you might ponder and think of some of the things I have mentioned in my letter and look forward to hearing the outcome into this Amendment Bill.



Tracy Di Felice



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.