

6th April, 2017

Committee Secretary,
Public Works & Utilities Committee,
Parliament House,
George Street,
BRISBANE 4000

SUBMISSION STAGE 2 (Without Prejudice)

Dear Sir/Madam,

I am [REDACTED] years of age and until Government set about destroying my life, was a self funded retiree, who was happy not to be a drain on the Government . [REDACTED] Years of hard work and savings have gone into the Taxi Industry only to now see it destroyed with the stroke of a pen by a Government that we trusted. I sold my home and rather than buy again I invested the proceeds as a form of Superannuation, plus borrowed from the Bank and put the money into what was believed to be a safe and secure investment, because it was Government regulated and strongly controlled. However, due to the current situation I find myself way under secured and facing high interest rates. I am managing to JUST meet the monthly payments due to the massive drop in income, together with the lack of significant reduction in Government costs, for example Registration and C.T.P.

I am at present living with my sister, who is facing the possible loss of her home, due to the fact that she signed, together with myself, as trustees of the EMT Trust to allow 2 licences therein to be used as security, She had no idea at the time of signing that she would be deemed as a guarantor, thus putting per personal assets in jeopardy. My sister is 78 years of age and was receiving a part pension, and to now find that she could be on the street with a suitcase and nowhere to go is having a massive toll on her health. She cries a lot as she sees no way out of this situation. For God sake why has Government crucified its Australian people for the benefit and financial gain of a non tax paying Multinational.

The Gross Monthly income covering 3 Ipswich Cabs and 3 Brisbane Cabs for the months of September, October, November 2013, which was prior to the Illegal entry and uncontrolled operation of Uber, which commenced April 2014 was [REDACTED] including GST. The gross income for the same months,

namely, September, October, November 2016, (as you know Uber was Legalised on 5/9/16) was [REDACTED]. This shows a Gross loss of \$55,786.53 over a 3 months period. As you know there is significant outlays when running a business not to mention Loan Payments etc. A major cost is Registration and CTP. It is obvious that I am running at a loss (as you will see from the figures I have attached) and I currently see no improvement in the foreseeable future.

Plus I feel very guilty because of the situation I have unwittingly placed my sister. If I was 30 to 40 years of age I could work and rebuild my life, but at my age I have no hope. I ask you to please have some compassion for the many people who are suffering at the hands of a Government whom we the people elected and try to imagine how you would feel if you had lost your whole life savings, even though you may just be out of Uni.

Due to the fact that a Taxi Service Licence was mandatory to have the privilege of operating a Taxi I believe the only fair and just way to create a Level Playing Field is for a Buy Back of all Taxi Service Licences based on the "Northern Territory Buy Back 1998/99 Module." The price of a TSL averaged over the last 5 sales prior to 1.4.14 and prior to Uber/Ride-share Illegally entering Queensland, was [REDACTED] Government originally sold by Tender these same Licences now sees fit to destroy the assets of many Queenslanders in favour of a Non Tax Paying Multinational. This is unethical and not good business sense in any language. Unless of course there has been considerable monetary incentive at high level.

There can never be a level playing field when:

PARTY 1....The perpetual Taxi Service Licence owners paid the average figure of [REDACTED] for a Licence on the open market, prior to April 2014 to enable them to operate a Taxi Service. They abide by all Regulations Pay Tax and GST. Not to mention Government collected Stamp Duty on the transactions.

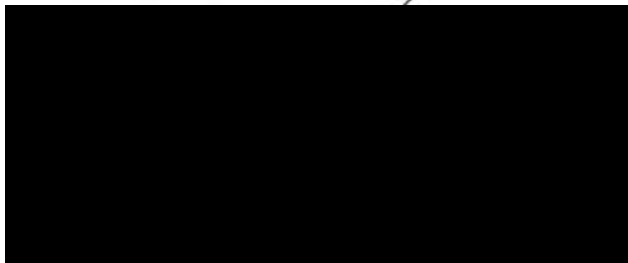
PARTY 2.....Uber/Taxi-Ride-share comes in through the back door for free, is welcomed with open arms and regulations changed to suit their then Illegal Operation. Government refused to enforce any laws. There is unlimited numbers of Taxi/Ride-share vehicles when there is limited work available. Then to add insult to injury a 98 year old Australian Industry, which generated approximately \$15 to \$20 Billion dollars a year to the Australian economy, and in which people put their trust and life savings, is given away for FREE TO A NON TAX PAYING MULTINATIONAL.

Under the above circumstances it is impossible to create a level playing field unless there is a TAXI SERVICE LICENCE BUY BACK BASED ON THE NORTHERN TERRITORY 1998/99 BUY BACK MODULE. There has been a hard copy of a Petition hand delivered to the appropriate persons at 1 William Street, and a further copy has been forwarded via email to all Politicians, ALP, LNP and INDEPENDENTS for their perusal and to familiarise themselves with same in view of the E Petition which has recently been lodged.

This letter of SUBMISSION has an attachment detailing figures to substantiate my above figures, together with 16 points which we would ask Government to implement while putting wheels in motion for the BUY BACK.

Thank you for taking the time to read my submission and I trust you will look favourably on same.

Yours faithfully,



Please find here under a few points that I would appreciate your addressing:

- 1. Bailment Agreements must be retained, with the minimum work conditions and standards for all personalised transport drivers enshrined in legislation.**
- 2. Security camera requirements must be of a minimum standard, be consistent and uniform across all personalised transport providers, thus ensuring the safety of all drivers and passengers regardless of service. Plus meet Queensland Police requirements.**
- 3. Commercial grade, anti-tamper proof GPS units must be fixed to all personalised transport vehicles and be remotely accessible to authorised parties.**
- 4. All personalised transport vehicles to have emergency systems in place to ensure/support driver safety.**
- 5. 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.**
- 6. All personalised transport vehicles be required to have dedicated number plates (similar to Taxi "T" Plate) Stickers are too easily removed. Plates only to be provided when evidence of appropriate CTP, Public Liability and certificate of inspection are provided. Plus all drivers must have an ABN and be registered for GST before receiving their Driver Authorisation.**
- 7. Immediately define and establish appropriate and equitable premiums for, the class/classes of Compulsory Third Party Insurance for all Personalised transport providers to address the continual uncertainty of adequate insurance cover in hire vehicles, and insufficient passenger cover. It should be mandatory that a hire passenger vehicle pay the same premium as a taxi regardless of the number of hours on the road. A taxi may not be on the road 24/7 but is required to pay the highest premium.**
- 8. 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.**
- 9. Due to the fact that a Taxi Service Licence was necessary to have the privilege of operating a Taxi, I believe the same restriction be enforced upon Taxi/Rideshare and a fee be charged accordingly. The average value of a TSL prior to Uber April 2014 was \$532,083.00 so how about even halving that cost for Taxi/Rideshare operators.....\$266,000.00 which I believe would be fair and just. This money could be used to help compensate Perpetual Taxi Service Licence Owners who have been made suffer at the hands of Government.**

10. Fully integrate taxis into the GoCard Public transport network in the short term
11. Expressly prohibit the establishment and operation of Booked Hire Service pick up and drop off zones, on public and private land, which represents pseudo taxi ranks.
12. 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.
13. Establish clear and enforceable requirements for Government access to all data related to the delivery of personalised transport services in Queensland.
14. Expressly identify Police check requirements in the Bill for all personalised transport drivers as part of Driver Authorisation approval.
15. 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 our unique circumstances without the need for regulatory or legislative changes.
16. Should the above implementations be too complex may I suggest establishing an independent Personalised Transport Commission with Legislative amendment, policing/enforcement, regulatory and policy development capacity.

Agriculture and Environment Committee

Role of the Committee

The Agriculture and Environment Committee was established by the Queensland Legislative Assembly on 27 March 2015 as a portfolio committee with responsibility for the following portfolios:

- Minister for Agriculture and Fisheries and Minister for Rural Economic Development, and
- Minister for Environment and Heritage Protection and Minister for National Parks and the Great Barrier Reef.

The departments within the committee's areas of responsibility are:

- Department of Agriculture and Fisheries and Rural Economic Development
- Department of National Parks, Sport and Racing, and
- Department of Environment and Heritage Protection.

In relation to its areas of responsibility, the committee's role is to:

- examine Bills to consider the policy to be enacted and the application of the fundamental legislative principles set out in s.4 of the *Legislative Standards Act 1992* (Qld)
- consider the lawfulness of subordinate legislation
- examine the budget estimates for the portfolios within its responsibility
- assess the public accounts of each portfolio unit in regard to the integrity, economy, efficiency and effectiveness of financial management by examining government financial documents; and considering the Auditor-General's annual and other reports, and
- consider portfolio public works, in light of matters including, but not limited to: the suitability of the works for the purpose; necessity for the works; value for money of the works; revenue produced by, and recurrent costs of, the works, or estimates of revenue and costs; present and prospective public value of the works; procurement methods used for the works; and actual suitability of the works in meeting the needs in and achieving the stated purpose of the works.

The committee is also required to deal with any issue referred to it by the Legislative Assembly or under an Act, whether or not the issue is within the committee's areas of responsibility.

Email updates

To receive regular updates about the committee's activities send an email with 'subscribe AEC updates' in the subject line to aec@parliament.qld.gov.au.

Members of the Committee



Mr Joe Kelly (Chair)
Member for Greenslopes (ALP)



Mr Pat Weir MP (Deputy Chair)
Member for Condamine (LNP)



Mrs Julieanne Gilbert MP
Member for Mackay (ALP)



Mr Jim Madden MP
Member for Ipswich West (ALP)



Mr Robbie Katter MP
Member for Mount Isa (KAP)



Mr Lachlan Millar MP
Member for Gregory (LNP)

Contacting the Committee

All correspondence regarding committee matters should be addressed to the committee's research director at: Parliament House, Brisbane QLD 4000

Phone: 07 3553 6662 or Freecall: 1800 504 022

Fax: 07 3553 6699

Email: aec@parliament.qld.gov.au

Web: www.parliament.qld.gov.au/aec

LIC PROFIT MODULE

[REDACTED]

[REDACTED]

[REDACTED]

A WORKABLE PLAN TO RECOUP TAXI SERVICE LICENCE BUY BACK EXPENDITURE

We are proposing a corporation modeled on Queensland Railways. Take over the taxi and the personalised transport industry such as Ride-share and driver-less taxi/ride-share. This model would allow for the BUY BACK OF THE TAXI SERVICE LICENCES at \$530,000. The Government can lease the taxi licences for \$26,000 per year, Limos for \$7,200.00 per year and Ride-share for \$7,200.00 per year.

When driver-less cars arrive there will not be Driver Wages, which would then enable the Government to charge \$26,000 to \$52,000 per year licence fee. (Note a driver-less could take \$250,000 to \$350,000 per year) There is also the option to sell 49% of the corporation on the Stock-market, thereby recouping the Buy Back monies paid for the Taxi Service Licence Buy Back, plus secure an ongoing dividend.

The Queensland Railways has been used as an example. The state would end up with a corporation worth billions of dollars. The Tax Payers would be happy, by way of Government being able to reduce Taxes. Taxi Service Licence owners would be released from the ongoing destruction of an Industry which they loved, and handed down to third generation. The many self funded retirees, and those with disabilities, who borrowed heavily to support themselves and not be a drain on Society. The self managed Superannuation Funds that are not producing. Many borrowed to invest in what they believed was a safe and secure business, mainly, due to the fact that it was Government controlled via strict laws and regulations. And last but not least, the Mums and Dads who are struggling to meet their home loans repayments, pay off a Licence to secure a future retirement income plus raise and educate their children.

The adoption of the above would mean a win win for all concerned within the Taxi Industry, plus produce an ongoing income for Government, who are then at liberty to operate the entire Passenger Transport Industry from within the Department of Transport & Main Roads. Website example.....<https://www.queenslandrail.com.au/aboutus/governance>

CORPORATION GOVERNANCE: The following has been copied from <https://www.queenslandrail.com.au/aboutus/governance>

Queensland Rail is a statutory authority established under the Queensland Rail Transit Authority Act 2013 (Qld) (QRTA Act) and is a statutory body for the purposes of the Financial Accountability Act 2009 (Qld) and the Statutory Bodies Financial Arrangements Act 1982 (Qld). Queensland Rail discharges its statutory functions through its wholly-owned subsidiary Queensland Rail Limited (QRL). QRL does not employ any personnel, but owns all non-employee related assets and contracts. It performs the role of rail transport operator under the Transport (Rail Safety) Act 2010 (Qld). The Board Members of Queensland Rail are also appointed as Directors of QRL.

The Board is accountable to two responsible Ministers for the successful operation of Queensland Rail. Minister for Transport and the Commonwealth Games, and the Treasurer. An Operational Plan and Strategic Plan are prepared and submitted by the Board each year for responsible Ministers' approval in accordance with the QRTA Act. The Operational Plan is a formal performance agreement between Queensland Rail and responsible Ministers detailing proposed undertakings and target performance for the financial year.

Queensland Rail is committed to ensuring that its systems, procedures and practices reflect the highest standards of corporate governance. The Queensland Rail Board has adopted the principles and recommendations set out in the Corporate Governance Guidelines for Government Owned Corporations. The guidelines provide a framework for Queensland Rail to develop, implement, review and report on its corporate governance arrangements.