

TRANSPORT (ROAD PASSENGER SERVICES) BILL 2018
TRANSPORT (ROAD PASSENGER SERVICES) AMENDMENT BILL 2018

Cognate Debate

Leave granted for the Transport (Road Passenger Services) Bill 2018 and the Transport (Road Passenger Services) Amendment Bill 2018 to be considered cognately, and for the Transport (Road Passenger Services) Bill 2018 to be the principal bill.

Second Reading — Cognate Debate

Resumed from 20 September.

The DEPUTY PRESIDENT: I understand that the lead speaker for the opposition is engaged in other parliamentary business at the moment, so we will have to wait with bated breath to see what he has to say! The question is that the bills be read a second time.

HON NICK GOIRAN (South Metropolitan) [4.25 pm]: I am delighted to briefly contribute to the second reading debate on the Transport (Road Passenger Services) Bill 2018 and the Transport (Road Passenger Services) Amendment Bill 2018. I indicate at the outset that I am not the lead speaker for the opposition, and so I will once again be constrained by limited speaking minutes. Our hardworking lead spokesperson, Hon Simon O'Brien, will of course not be constrained by time limits and the like, with the threat of the bell ringing, as I will for the second time today. I very much look forward to hearing from the opposition spokesperson on these bills, and I indicate that I was pleased to support the motion of the Minister for Environment that asked us to consent to these bills being dealt with cognately. I understand a number of members are keen to contribute to this cognate debate, and I look forward to hearing what they say.

HON COLIN TINCKNELL (South West) [4.27 pm]: I will make a start, in the limited amount of time before questions without notice, on my contribution to debate on the Transport (Road Passenger Services) Bill 2018 and the Transport (Road Passenger Services) Amendment Bill 2018. Firstly, to get to where we are today has been a long, sorry and sad tale. When I became a member of this house 18 months ago, one of the first things that came across my desk was the taxi plate buyback scheme. There has been no hurry about this because it was taken off the agenda, and now, 12 months later, we are finally debating this important issue.

I make clear to the house that the previous government also had blood on its hands over this. I am not happy with how we got to today's position. The members of Pauline Hanson's One Nation are not happy with the package proposed by the government. Where do I start? So many things are wrong with where we are today and what we are here to debate. Members will see that in the public gallery today there are a few taxi owners and drivers. They have waited a long, long time to get justice and an even playing field. That is one of the issues we are here to talk about today. When Uber came into the market, it created a completely uneven playing field. The situation we are in now is a shambles. Other on-demand providers are coming into the market. These are people who do not operate in a regulated market, and it is an uneven playing field.

Later in the debate, fellow One Nation member Hon Robin Scott will detail what we believe is a fair and equitable proposal. Today, I am here to talk about where we are at today. I believe that we have a once-in-a-generation opportunity to fix the taxi industry and to create the reform that is needed—that is, a fair and equal reform that will be fair to the public. The public is our number one responsibility in this house. A 10 per cent levy or tax—whatever you want to call it—will not be fair to, firstly, the public, secondly, taxi operators, and, thirdly, taxidivers and all other on-demand drivers. I am not overly worried about a certain company called Uber or other on-demand companies.

Debate interrupted, pursuant to standing orders.

[Continued on page 6998.]