

From: [REDACTED]  
To: [Public Works and Utilities Committee](#)  
Subject: Transport and Other Legislation (Personalised Transport Reform) Amendment Bill 2017  
Date: Monday, 10 April 2017 9:49:43 AM

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The Committee Secretary  
Public Works and Utilities Committee  
Parliament House  
George Street  
Brisbane  
Qld 4000

Dear Committee Secretary

I am writing to you out of concern regarding the proposed changes to the 'Transport and Other Legislation (Personalised Transport Reform) Amendment Bill 2017' and the negative impact these will have on rideshare drivers like myself. I believe I have been unable to secure paid employment because I am nearly 65. Despite still being physically active and in excellent health I have been unable to attract any interest and even get an interview despite having over 40 years professional experience. Other employment options are limited where I live. I have obtained my Driver Authorisation to enable me to drive for Uber and find that with being able to work flexible hours and use our own car, I can just about make ends meet. However with the proposed changes and resultant increased annual fees as well as having to pay GST on my earnings, I may not be able to continue with Uber driving especially when I consider the other costs of fuel, more regular servicing, cleaning, BAS preparation etc. In that case I will become dependent on the State for financial assistance. This would also mean a hit to my self-esteem in not being gainfully employed.

The committee needs to understand that the entry of Uber to the landscape has shaken the taxi industry out of the complacency of having a monopoly in the carriage of people and they have, for a number of years, failed to provide a reasonable standard of service. If they had provided that level of service Uber would have failed to get off the ground. Uber drivers drive modern/up-to-date, clean cars, provide a reliable and affordable service and because they choose when to work, are alert and prepared for each shift they choose to work. Taxi drivers at the end of their 10/12-hour shift cannot provide the same level of driver safety.

The number of hours I choose to drive will be different to another Uber driver. Therefore the imposition of both an extra fee for licensing, but particularly any increase in CTP insurance, cannot be applied equally across the Uber-driver landscape. There are those who choose to drive only a couple of hours each week, others who drive many more hours. In weeks when there are numerous events happening in Brisbane I will drive more hours, other weeks I may only drive a couple of hours each morning and evening. How can the CTP for a driver choosing to drive a couple of hours each week be compared to one who chooses to drive, say, forty hours? It is unfair and unreasonable. Those with limited means would find the start-up costs unaffordable.

I would also like to object to the cost disparity between the states. The licensing fee in NSW is only \$40, it costs more than three times that in Queensland. I also object to the fact that we are being told certain areas of the state may be restricted. This is not a level-playing field for private enterprise. I also note that a Queensland Uber driver can deliver a rider to NSW but cannot bring a rider back into Queensland. This is ridiculous for one country!

Our increasing use of technologies has seen the birth of numerous new business enterprises. Travel agents and high street shops have seen the explosion of on-line shopping. Just as the postal service has seen their industry changed by emails, and the film photography industry hit by the digital photography revolution, we now see the taxi industry challenged by the introduction of rideshare services.

I sincerely trust you will take these comments into consideration as well as those of others in a similar position in your deliberations. I know the Uber Driver community, and no doubt the rider community as well, will not implement these proposed changes.

Sincerely

Peter S Upton

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