

From: [REDACTED]
To: [Public Works and Utilities Committee](#)
Subject: "Transport and Other Legislation (Personalised Transport Reform) Amendment Bill 2017"
Date: Monday, 10 April 2017 1:20:50 PM

"Transport and Other Legislation (Personalised Transport Reform) Amendment Bill 2017"

Hi, my name is Matthew Mather. I am 32 years old, married and I have 3 children. I live in Townsville. I am currently employed full time as a Cabinet Maker and working part time as an UBER driver. My address is [REDACTED]. My contact number is [REDACTED].

The reason that I am working as an UBER driver is to try and supplement my wage to work our way out of debt. We also want to try and get enough money together so that when our children reach high school age they will be able to attend private school and hopefully reach their potential so why don't find themselves in our position having to work multiply jobs to survive.

The reason I am emailing is to express my concern over the proposed changes to "Transport and Other Legislation (Personalised Transport Reform) Amendment Bill 2017".

I accept that the Queensland Government has to make changes to try and present a level playing field for the ride sharing and taxi service industries.

However I feel as though some of the changes that this bill is looking to implement will be significantly detrimental to myself and others like me.

I am happy to pay the state government a small licensing fee as proposed. But I am not willing to pay increases to my CTP and registration as proposed. As I am a part time driver my vehicle is my families primary mode of transport. I do not have a special vehicle used for driving UBER. I feel as though this is an unfair penalty for people that could potentially only use their vehicle for 1 - 2 nights of the week. This also concerns me as with any thing in life if for some reason I am unable to work as an UBER driver for an extended period of time I will not be compensated for any excess registration fees that I will be paying.

Also as is required by UBER as a conditional term of my employment contract I am required to have my own valid insurance at all times. When you are working as and UBER driver UBER covers you with their own 20 million dollar liability insurance.

I feel as though any portion of this increase should be built in to the proposed ride sharing license fee. To level the playing field for the taxi industry, the government needs to be lowering the cost for taxi services not increasing the cost to ride sharing. Customers are already paying extremely high prices for transport and these need to be able to be lowered by taxis not to be increased by ride sharing.

The proposal that ride sharing drivers will be banned from driving in certain areas I find to be extremely dangerous legislation. What right does the government have to further restrict what areas ride sharing operators can work. We are already not allowed to pick up or drop off people anywhere that a taxi or bus can. What is stopping the government from deciding that ride sharing operators cannot pick people up from the airport in the future or they aren't allowed to drive a certain distance from a home base or pick up location. I find that to be regulation gone mad how can the state government feel it has the power or the right to control how a business can operate to directly benefit another? When Bunnings started to sell flat pack kitchens did the government step in and try and change the laws to make it more beneficial for cabinet makers?

In summary I find it wrong to try and regulate one industry so much to help another industry that is already over regulated. This will discourage potential ride sharing drivers from possibly becoming new drivers and also potentially cause some to stop. The benefits from the launch of UBER to the Townsville economy can only be positive. More people traveling out means more jobs and more money spent. I urge the review committee to consider all drivers and their families when this bill is reviewed.

Regards,

Matthew Mather