

Committee Secretary public works and utilities committee Parliament House George Street Brisbane
Queensland 4000 transport and other legislation personalized transportation reform Bill Amendment 2017

6th April 2017

Dear Committee Secretary,

As a proud 4th generation Australian and Uber driver, doing up to 40 hours a week with over 500 rides at (4.98-star average rating) since 22nd December 2016, I now at age 63, with 42years as a professional driver/driver trainer and assessor. I see this as my only source of employment after hundreds of applications for jobs.

I personally want to thank you for taking the time to read and consider my opinion and if you will also add that to the weight of general opinion of other drivers and riders alike.

Rideshare is a private person to person arrangement as I see it and should not be regulated beyond that. Uber is not a taxi or Limo service and therefore the driver's and riders have no access to taxi stands / limos sites or bus zones a Queensland, they would be to pay the same fee's.

The extra fees at a proposed in this legislation appear to be the thin edge of the wedge to establish a platform to set a precedent to then increase the fees and charges and wipe out the business model, How-ever it is really a small business of free enterprise and not related to taxi limo or public transport service pays tax and GST.

The proposed changes by the (personalized transportation reform Bill Amendment 2017) of the current legislation is not in the best interest of the riders or driver's and will raise prices to the taxi and limo levels hurting the almost 1 million Aussie tax payers that choose a better quality of service.

Even Uber and its Australian workforce will suffer these extra penalties on the entrepreneurial spirit that this country and state believe in. It will severely restrict otherwise useful people from making on an extra income to sustain their families and will have a negative effect on the greater economy of Queensland.

I, for one cannot see that it is related in anyway to safety or in the real interest of the people concerned who in free spirit have chosen this model that allows the driver and the rider to rate each other which is not available anywhere else; therefore giving a better policing and ongoing safety to Queenslanders, if you will look beyond the pressure from taxi supporters and truly discover how this whole system works for the betterment and the safety, economy and peace of mind of the people who ride and the people who drive with Uber.

After recovering from a work based accident, resulting in a broken leg, Uber enables me to drive my own hours, it allows me to perform this duty better than I could possibly perform the duties of my past job and I am now self-employed rather than being not employer based, so please consider this and others like me when you make your decisions on the personalized transportation reform Bill Amendment 2017.

I'd like to see the regulation amended in a way that will benefit Queensland and perhaps the rest of the country, I'm certain that after careful consideration you as a compassionate law maker will view this in a different light.

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