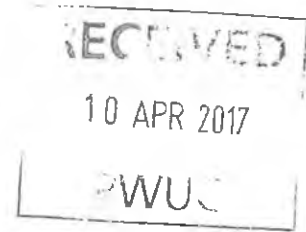


Peter Coxshall

[REDACTED]



RE: Transport and Other Legislation (Personalised Transportation Reform)

Dear Committee Secretary.

I am writing to voice my concern on the above-mentioned bill and how it will affect me and other drivers.

I am 61 years old, and my wife is 56. We do have some superannuation, but we fear not enough to see us through our twilight years. I work part time, (36 hrs. pw), and for the last 2 months I have been a driving partner for UBER averaging around 20 hrs. per week. I get on average [REDACTED] per week, from which I must deduct [REDACTED] for insurances per year, approximately [REDACTED] per 3 months for my accountant, [REDACTED] for yearly medical certificate, my drivers authority which I think costs me [REDACTED] per year, yearly Safety cert for my car, plus maintenance costs such as tyres, brakes, servicing etcetera & registration.

I am guessing I will need to replace my car every 4 years as I average 700 to 1000 k's a week for UBER, so on top of the costs listed above I would be looking at an additional cost of [REDACTED] minus what ever I can get as a trade in on my existing car.

I believe UBER better serves the community and the govt by the fact that UBER drivers own their cars, therefore care for them better, we are better placed to promote our community because we actually talk to our customers, our vehicles are better presented than a lot of cabs because things like dents, bad paint, torn seats and foul smells (all of which I have experienced in cabs) are not tolerated either by UBER, or our riders. Our riders rate our vehicles and us just as we rate them, and both sides of the ride answer for bad behavior and presentation. Maintaining this high standard of presentation costs us time and money, which is not paid for by the rider or UBER, so add that to the above costs.

I would also ask WHY would you restrict where we can operate in Qld unless it's for safety reasons.

I don't think it is fair for me to pay the same for CTP and licensing cost as professional drivers whose vehicles are on the road for up to 24 hrs a day 7 days a week. I don't see any statistics saying we are in as many accidents or more than anyone else, so again, how to justify the CTP fees. I also have a taxi license and have undergone a police check, again for working less than a third of the time a professional driver spends behind the wheel. I'd be happy to fill out a legal logbook, as truck drivers do to show this.

I understand our industry requires regulation for a number of reasons, but as the premier and other government ministers have often asked, "Why is Queensland so expensive". I would humbly ask that Queensland take a leaf out of other states books and make any necessary fees and charges reasonable and reflect the true cost and relevance to our business.

In closing, I would like to say that any increase in our existing costs would lead my wife and I to seriously consider pulling out of this occupation because the main reason for taking part is to add to our funds for retirement. I do not like to take handouts from government or anyone else. I have worked hard all my life, and have NEVER taken money for ANY reason from Center link or anyone else, so my wife and I humbly ask the government of Queensland to give us a break.

Kind regards

