



Ride Share Drivers' Association Australia

12th August 2016

Ms Emma Wood

Committee Manager

Committee on Transport and Infrastructure, Parliament of New South Wales

transportinfrastructure@parliament.nsw.gov.au

Inquiry into Workplace Arrangement in the Point to Point Transport Industry

Dear Ms Wood,

Thank you for inviting me to speak on behalf of the Ride Share Drivers' Association of Australia last month in relation to the Inquiry into Workplace Arrangement in the Point to Point Transport Industry.

Since the Ride Share Drivers' Association of Australia is a young organisation we currently have limited resources to explore, in depth, the questions that were taken on notice. In saying that we are growing rapidly daily in all states and wish to have a greater presence in the near future.

The following is our response to the three questions taken on notice:

1. Chapter 6 of the *Industrial Relations Act 1996* (transcript, p 30)

The section currently does not relate to ridesharing in particular as almost all cars are owned by the drivers themselves, however, taking a broad view of the situation, one could argue that the arrangement to use the technology that Uber (etc) provides, is very similar in nature and outcome to the arrangement with bailees to use a vehicle.

2. The Committee received evidence from Uber that upon deactivation the driver is notified in by phone call or email. Uber also indicated that the driver has the option of walking into a support centre. What is your response to this evidence?

Please see attached emails we received from four previous Uber "Partners" which were deactivated without notice and without right of reply. Two of these drivers [REDACTED] were deactivated without warning or phone call and were only emailed a final decision from Uber. Remember that the feedback that Uber is relying on can come from disgruntled passengers at 2-4 in the morning. Also, no effort was provided beforehand to address the "number of concerns" as mentioned in the emails.

