

ANNEXURE A



**THIS NOTICE IS SENT BY ORDER OF
THE SUPREME COURT OF VICTORIA**

**NOTICE TO GROUP MEMBERS: OPT OUT OR REGISTRATION
UBER CLASS ACTIONS (GROUP PROCEEDINGS)**

The Supreme Court of Victoria has ordered that you receive this notice because you may be a group member in one of the Uber Class Actions.

If you are a group member:

- You **must** register by 2 October 2023 in order to be eligible to receive any compensation if there is a settlement before trial. A mediation will occur in December 2023 and if there is no settlement, the trial will start in March 2024. Unless you register, you will lose your right to participate in any pre-trial settlement.
- If you do not want your rights determined by the class actions, you may opt out by 2 October 2023.
- If there is anything you are unsure about, you can find more information by visiting the Uber Class Actions Website or by contacting Maurice Blackburn via:
 - calling the Uber Class Actions Hotline on 1800 291 047; or
 - emailing uber@mauriceblackburn.com.au.

**IT IS IMPORTANT THAT YOU READ THIS NOTICE CAREFULLY
BECAUSE IT MAY AFFECT YOUR LEGAL RIGHTS**



WHAT IS A CLASS ACTION?

1. A class action is a legal case in which one or more plaintiffs make a claim for themselves and on behalf of other people. The people make a claim together because their claims arise out of the same, similar, or related circumstances. The group of people are referred to as 'group members'.

WHY HAVE YOU RECEIVED THIS NOTICE?

2. The Supreme Court of Victoria has ordered that you receive this Notice because you may be a Group Member in the class actions, *Andrianakis v Uber Technologies Inc & Ors* (called the "**Andrianakis Proceeding**") and *Salem v Uber Technologies Inc & Ors* (called the "**Salem Proceeding**"). These class actions are called the "**Uber Class Actions**" because they involve claims against certain companies in the Uber group (**Uber**).
3. You may be a Group Member if you were part of the Taxi and Hire Car industries:
 - In Victoria, between 1 April 2014 to 23 August 2017 (called the "**Victorian Claim Period**");
 - In New South Wales, between 7 April 2014 to 18 December 2015 (called the "**New South Wales Claim Period**");
 - In Queensland, between 17 April 2014 to 5 September 2016 (called the "**Queensland Claim Period**"); and
 - In Western Australia, between 10 October 2014 to 4 July 2016 (called the "**Western Australian Claim Period**").
4. A detailed description of the persons who are Group Members in the Uber Class Actions is contained at **Schedule A** of this Notice, however in summary they are:
 - Taxi licence holders;
 - Taxi operators;
 - Taxi drivers;
 - Taxi Network Service Providers



- Hire car licence holders;
 - Hire car operators; and
 - Hire car drivers.
5. If you do not fit any of the descriptions in Schedule A, you may disregard this notice.
 6. If you believe you may be a Group Member because you meet the above description, you should read this Notice carefully as it might affect your rights. If there is anything in this Notice that you do not understand, you should seek legal advice.

INFORMATION ABOUT THE UBER CLASS ACTIONS

7. There are two class actions that are called the Uber Class Actions.
8. The first class action is the Andrianakis Proceeding. The Andrianakis Proceeding is a class action that has been brought by Nicos Andrianakis, who was a taxi driver, operator and licence owner in Melbourne during the Victorian Claim Period. Mr Andrianakis brings the action on his own behalf and on behalf of all other taxi and hire car/limousine/charter vehicle drivers, operators and licence owners as well as taxi network service providers in Victoria, New South Wales, Queensland and Western Australia.
9. The second class action is the Salem Proceeding. The Salem Proceeding is a class action brought on behalf of persons who hold a claim that had vested in or was assigned, devolved or transferred to them prior to 1 July 2022 from a person who would otherwise have been a group member in the Andrianakis Proceeding.
10. Mr Andrianakis and Ms Salem claim that Uber engaged in the tort of “conspiracy by unlawful means,” causing the Group Members to suffer a loss of the equity value of taxi licences and loss of income.
11. Uber denies the claims made against it in the class action, and is defending the class action.
12. Information about how the class action is being funded is at paragraphs 31



to 40 of this Notice. You can obtain further information about the Uber Class Actions (and get any copies of relevant documents) by visiting the Supreme Court website: www.supremecourt.vic.gov.au/areas/group-proceedings/andrianakis-v-uber.

YOUR OPTIONS

13. The purpose of this Notice is to advise you that the Uber Class Actions have been commenced and to notify you of your options, which are explained below.

OPTION 1 - REGISTER YOUR INTEREST TO RECEIVE COMPENSATION

14. You must register if you wish to be eligible to claim money from any settlement of the Uber Class Actions.

What is registration?

15. You may register your claim online with Maurice Blackburn Lawyers (who are acting for the plaintiffs in the Uber Class Actions) at: www.mauriceblackburn.com.au/uber.
16. You must register your claim by **4.00pm AEST on 2 October 2023** to be eligible to participate in any pre-trial settlement.
17. If you choose to register a claim as a group member and become a “Registered Group Member”, you will be required to provide information including:
- your name and contact details; and
 - information in relation to your claim about any taxi, hire car, limousine and/or charter vehicle licences that you may have held during the relevant period (including licence number, category, type and dates you held the licence); and
 - if you were a driver, your driver identification or licence number.
18. Registered Group Members will be provided with updates about the Uber Class Actions by Maurice Blackburn. Registering will ensure that your specific claim can be considered in settlement negotiations.



19. If you have **already registered**, you do not need to register again. You have already registered if you have already:
- provided your name and information about your claim in the Uber Class Actions; and
 - signed an agreement for Maurice Blackburn to represent you in the Uber Class Actions.
20. If you are unsure whether you have already registered your claim, you may contact Maurice Blackburn by emailing uber@mauriceblackburn.com.au or calling the Uber Class Actions Hotline on 1800 291 047.

What are the consequences of not registering?

21. If you **register**, and the parties **agree to settle** the Uber Class Actions and the settlement is approved by the Court, then you will be entitled to participate in that settlement and will be bound by that settlement. There is no guarantee that the proceeding will settle, but if a settlement is agreed and compensation is payable to group members, **you can only receive compensation if you register by 2 October 2023**. If you **do not register**, you cannot receive any compensation if a pre-trial settlement occurs.
22. If you **register**, and the parties **do not agree to settle** the Uber Class Actions, then the Uber Class Action will proceed. You will remain a registered Group Member. You will be bound by the result of the trial. You will be entitled to participate in any subsequent settlement or judgment decided in favour of the plaintiffs.

OPTION 2 - OPT OUT AND CEASE TO BE A GROUP MEMBER

23. If you do not want your rights determined by the Uber Class Actions you must opt out of the Uber Class Actions.

What is opting out?

24. If you wish to **opt out**, you must return the completed opt out notice set out at **Schedule B** to the Commercial Court Registry of the Supreme Court of Victoria by:



- **Emailing the form to:** uberclassactions@supcourt.vic.gov.au
- **Mailing to form to:**
Principal Registry
Supreme Court of Victoria
210 William Street
MELBOURNE VIC 3000

25. You must opt out by **4.00pm AEST on 2 October 2023**. If you do not opt out before this deadline, you will remain a group member (unless otherwise approved by the Court).

What are the consequences of opting out?

26. If you are a Group Member and you **decide to opt out** you will:

- cease to be a Group Member in the Uber Class Actions;
- not be bound by the outcome of the Uber Class Actions;
- not receive any money from the cases if they succeed or settle; and
- be able to commence your own court proceeding against Uber if you wish, provided you commence that proceedings within the time limits applicable to your claim.

27. However, if you decide **not to opt out**, whether you register or not (see option 1 above), you will remain as a group member in the Uber Class Actions and:

- if the class action is successful, you will be entitled to a share in the benefit of any order or judgment, provided that you satisfied the elements of your claim that are specific to you;
- you will be bound by the outcome of the proceeding; and
- you will not be able to bring any individual claim against Uber in relation to the subject matter of the class action.

28. If you are unsure how opting out will affect your rights, you should seek legal advice before opting out.

WHAT IF YOU DO NOTHING?

29. If you are a Group Member and you decide **not to opt out and do not register**, you will **not** be entitled to receive any compensation if there is an agreement reached between the plaintiffs and Uber to settle the class



action before 3 March 2024 (the day prior to the commencement of trial), unless the Court makes an order permitting you to participate.

30. If the proceeding **does not settle** before trial, you will be bound by the judgment determined at the trial and will remain a Group Member.

INFORMATION ABOUT HOW THE CLASS ACTION IS BEING FUNDED

No 'out of pocket' costs for group members in this class action

31. Group Members are not, and will not be, liable for any legal costs out of their own pocket by remaining in this class action.
32. If the class action is unsuccessful, Group Members will not pay any costs.
33. If the class action is successful (that is, if any money compensation is recovered from Uber), any legal and funding costs that are payable will be deducted from, and will not exceed, the amount of monetary compensation recovered for the Group Members. These costs must first be approved by the Court before they are able to be deducted from any monetary compensation.
34. This position will not change, even if the way in which the Uber Class Actions are being paid for changes in the future.

How the Uber Class Actions are currently being paid for

35. The solicitors running the case on behalf of Mr Andrianakis, Mrs Salem and the Group Members are Maurice Blackburn. They have entered into contracts with Mr Andrianakis, Mrs Salem and some of the Group Members to act on their behalf.
36. Part of Maurice Blackburn's legal costs as well as all of the external costs (for example, to barristers and experts) are being paid for by a litigation funder, Harbour Fund III, L.P. (called "**Harbour**"). Group Members may have entered into contracts with Maurice Blackburn and have also entered into a Funding Agreement with Harbour.
37. In the event that there is a successful outcome (such as a settlement that is approved by the Court or a judgment by the Court awarding damages to



Group Members), Harbour may be entitled to recover both:

- the legal costs and disbursements it paid during the course of the proceeding; and
- a funding commission.

The funding commission is a percentage of the recovery which reflects the risks assumed by Harbour in funding the case, as set out in the Funding Agreement. The amount of the funding commission under the Funding Agreements varies between 25% - 30% of any recovery, depending on when a successful outcome occurs. An additional 5% is added for any appeals which Harbour agrees to fund.

38. It may be that, instead of ordering that Harbour receives a funding commission under the Funding Agreements, the Court makes either a common fund order or a funding equalisation order. Those orders have the effect of ensuring that all group members are treated equally in terms of the amount deducted from their recovery for funding costs, regardless of whether they had a Funding Agreement with Harbour.
39. If the class action is successful Maurice Blackburn may also apply to the Court to be permitted to charge an 'uplift' fee of no more than 25% of their bills that were not paid by Harbour. An uplift fee is not a percentage of the money compensation recovered for Group Members. Instead, it is a percentage of the legal costs approved by the Court. For example, if there was a settlement for \$100,000 and the amount of legal costs not paid by Harbour of \$5,000, then under the contract the lawyers would be permitted to ask the Court to approve the payment of \$6,250, which would include the 25% extra uplift fee (being \$1,250 - 25% of \$5,000).
40. As noted at paragraph 33 above, if the class action is successful, no amounts will be paid from any settlement or judgment to Maurice Blackburn for the work they have done or to Harbour, unless the Court approves those amounts.



IF YOU WOULD LIKE MORE INFORMATION

41. Copies of the relevant documents, including the most recent version of the pleadings, may be obtained by:
- accessing the [Supreme Court's website](#);
 - accessing the [Uber Class Actions Website](#); or
 - contacting the Uber Class Actions Hotline on 1800 291 047.
42. If there is anything you are unsure about, you can find more information by visiting the [Uber Class Actions Website](#) or by contacting Maurice Blackburn via:
- calling the Uber Class Actions Hotline on 1800 291 047; or
 - emailing uber@mauriceblackburn.com.au.
43. If there is anything of which you are unsure and you do not want to speak with Maurice Blackburn (or you want to understand their involvement better), you may get legal advice from another lawyer of your choice.



SCHEDULE A

YOU ARE A GROUP MEMBER IN THE ANDRIANAKIS PROCEEDING IF:

1. During the Victorian Claim Period (1 April 2014 to 23 August 2017), you were:
 - A **taxi-cab licence holder**, being a person who or which held a taxi-cab licence as defined in s 86 of the *Transport (Compliance and Miscellaneous) Act 1983* (Vic) (**Victorian Transport Act**);
 - An **accredited taxi-cab operator**, being a person who or which held accreditation under Division 4 of Part VI of the Victorian Transport Act as a taxi-cab operator;
 - An **accredited taxi-cab driver**, being a person accredited under Division 6 of Part VI of the Victorian Transport Act to drive a taxi-cab as defined in s 86 of the Victorian Transport Act;
 - An **accredited taxi-cab network service operator**, being a person accredited under Division 4 of Part VI of the Victorian Transport Act to provide a "taxi-cab network service", as defined in s 130A of the Victorian Transport Act;
 - A **hire car licence holder**, being a person who or which held a hire car licence as defined in s 86 of the Victorian Transport Act but which licence was not in respect of a vehicle that was a "Stretched Limousine Type Vehicle" as defined in:
 - (a) Schedule 1 to "Victorian hire cars - hire car age and type requirements", published by the Victorian Taxi Services Commission and dated 9 December 2013 (the 2013 Hire Car Policy);
 - (b) Schedule 1 to "Victorian hire cars - hire car age and type requirements", published by the Victorian Taxi Services Commission and dated 30 June 2014 (the 2014 Hire Car Policy),
 - and irrespective of the date on which the 2014 Hire Car Policy ceased

to apply; A **hire car operator**, being a person who or which operated a hire car, as defined in s 86 of the Victorian Transport Act but which hire car was not a "Stretched Limousine Type Vehicle" as defined in:

- (a) Schedule 1 to the 2013 Hire Car Policy;
- (b) Schedule 1 to the 2014 Hire Car Policy,

and irrespective of the date on which the 2014 Hire Car Policy ceased to apply ; and/or

- An **accredited hire car driver**, being a person accredited under Division 6 of Part VI of the Victorian Transport Act to drive a hire car as defined in s 86 of the Victorian Transport Act but which hire car was not a "Stretched Limousine Type Vehicle" as defined in:

- (a) Schedule 1 to the 2013 Hire Car Policy;
- (b) Schedule 1 to the 2014 Hire Car Policy,

and irrespective of the date on which the 2014 Hire Car Policy ceased to apply.

2. During the New South Wales Claim Period (7 April 2014 to 18 December 2015), you were:

- a **taxi-cab licence holder**, being a person who or which held a licence for a taxi-cab as defined in s 3 of the *Passenger Transport Act 1990* (NSW) (NSW Transport Act);
- an **accredited taxi cab operator**, being a person who or which was an accredited taxi-cab operator as defined in s 29A of the NSW Transport Act;
- an **authorised taxi cab driver**, being a person who was an authorised taxi-cab driver as defined in s 29A of the NSW Transport Act;
- an **authorised taxi-cab network provider**, being an authorised taxi-cab network provider as defined in s 29A of the NSW Transport Act;
- a **private hire vehicle licence holder**, being a person who or which held a licence for a private hire vehicle as defined in s 3 of the NSW



Transport Act, and which vehicle was a Category 1, Category 2 or Category 3 (convertible, coupe and sedan vehicles only) “unrestricted’ Private Hire Vehicle”, as defined in part A of the Schedule to the “Notice of Specifications and Criteria for Private Hire Vehicles” published in the New South Wales Government Gazette No 37 (28 March 2008) (page 2556);

- an **accredited private hire vehicle operator**, being a person who or which was an accredited private hire vehicle operator as defined at s 36A of NSW Transport Act, and who or which carried on a private hire vehicle service by means of one or more private hire vehicles that were Category 1, Category 2 or Category 3 (convertible, coupe and sedan vehicles only) “unrestricted’ Private Hire Vehicles”, as defined in part A of the Schedule to the “Notice of Specifications and Criteria for Private Hire Vehicles” published in the New South Wales Government Gazette No 37 (28 March 2008) (page 2556); and/or
- an **authorised private hire vehicle driver**, being a person who was an authorised private hire vehicle driver as defined at s 36A of the NSW Transport Act, and who was authorised to drive a private hire vehicle that was a Category 1, Category 2 or Category 3 (convertible, coupe and sedan vehicles only) “unrestricted’ Private Hire Vehicle”, as defined in part A of the Schedule to the “Notice of Specifications and Criteria for Private Hire Vehicles” published in the New South Wales Government Gazette No 37 (28 March 2008) (page 2556).

3. During the Queensland Claim Period (17 April 2014 to 5 September 2016), you were:

- a **taxi service licence holder**, being a person who:
 - (a) held a taxi service licence as defined in s 69 of the *Transport Operations (Passenger Transport) Act 1994 (Qld) (Queensland Transport Act)*; or
 - (b) owned a peak demand taxi permit as defined in s 80D of the



Queensland Transport Act;

- an **accredited taxi service operator**, being a person who was an accredited operator as defined in Schedule 3 to the Queensland Transport Act, accredited under Part 2 of the *Transport Operations (Passenger Transport) Regulation 2005 (Qld)* (the **Queensland Transport Regulation**) to operate a "taxi service", as defined in Schedule 3 to the Queensland Transport Act;
- an **authorised taxi driver**, being a person who was an authorised driver as defined in Schedule 3 to the Queensland Transport Act, authorised under Part 3 of the Queensland Transport Regulation to drive a taxi as defined in Schedule 3 to the Queensland Transport Act;
- a **taxi service administrator**, being a person who administered a taxi service within the meaning of Part 3 of Chapter 6 of the Queensland Transport Act;
- a **limousine service licence holder**, being a person who or which held a limousine service licence as defined in s 82 of the Queensland Transport Act but which licence:
 - (a) was not a "special purpose limousine service licence" as defined in Schedule 3 to the Queensland Transport Act; and
 - (b) did not require the limousine service to be provided by a "luxury motor vehicle" of the kind referred to in r 105(b) of the Queensland Transport Regulation or which fell within Category D, E, F or G of Schedule 4 to the Queensland Transport Regulation;
- an **accredited limousine service operator**, being a person who or which was an accredited operator as defined in Schedule 3 to the Queensland Transport Act accredited under Part 2 of Division 3 of the Queensland Transport Regulation to operate a "limousine service", as defined in Schedule 3 to the Queensland Transport Act, but which service was not provided by:



- (a) a “special purpose limousine”, as defined in Schedule 3 to the Queensland Transport Act; or
 - (b) a “luxury motor vehicle” of the kind referred to in r 105(b) of the Queensland Transport Regulation or which fell within Category D, E, F or G of Schedule 4 to the Queensland Transport Regulation; and/or
 - an **authorised limousine driver**, being a person who was an authorised driver as defined in Schedule 3 to the Queensland Transport Act authorised under Part 3 of the Queensland Transport Regulation to operate a “luxury motor vehicle” while providing a “limousine service”, as those terms are defined in Schedule 3 to the Queensland Transport Act, which luxury motor vehicle:
 - (a) was not a luxury motor vehicle of the kind referred to in r 105(b) of the Queensland Transport Regulation; and
 - (b) did not fall within Category D, E, F or G of Schedule 4 to the Queensland Transport Regulation.
4. During the Western Australian Claim Period (10 October 2014 to 4 July 2016), you were:
- a **taxi plate holder**, being a person who or which owned or leased one or more taxi plates as defined in s 3 of the *Taxi Act 1994 (WA)* (the **Taxi Act (WA)**);
 - a **district taxi-car licence holder**, being a person who or which held a taxi-car licence under Part IIIB of the *Transport Co-ordination Act 1966 (WA)* (the **Transport Co-ordination Act (WA)**);
 - a **taxi operator**, being a person who or which:
 - (a) was an operator of a taxi within the meaning of s 3 of the *Taxi Act (WA)* because you:
 - 1) drove the vehicle as a taxi; or
 - 2) were a taxi plate holder; or



3) caused another person to drive a vehicle as a taxi by providing to the person the vehicle, under a lease or otherwise and taxi plates for use on or in the vehicle, under a plate owner's lease or otherwise,

and where the vehicle being operated as a taxi used taxi plates; or

(b) operated a taxi-car within the meaning of s 47Z and Part IIIB of the Transport Co-ordination Act (WA) because you:

1) drove a taxi-car; or

2) permitted, caused or employed another person to drive that taxi-car;

and where the owner of the taxi-car was a district taxi-car licence holder.

- a **taxi driver**, being a person who held a driver's licence endorsed with an extension T under r 12 of the *Road Traffic (Authorisation to Drive) Regulations 2008 (WA)* or the *Road Traffic (Authorisation to Drive) Regulations 2014 (WA)* and who drove one or more taxis as defined in s 3 of the Taxi Act (WA) and/or one or more taxi-cars as defined in s 47Z of the Transport Co-ordination Act (WA);
- a **taxi dispatch service provider**, being a person who or which provided a taxi dispatch service as defined in s 3 of the Taxi Act (WA) and was registered under Division 2 of Part 3 of the Taxi Act (WA);
- an **omnibus licence holder**, being a person granted a licence under Division 2 of Part III of the Transport Co-ordination Act (WA) in respect of an omnibus, as defined in s 4 of the Transport Co-ordination Act (WA), which omnibus was a "Small Charter Vehicle" as defined in the "Small Charter Vehicle Licence Policy" published by the Western Australian Department of Transport (the **WA SCV Policy**) but which omnibus did not fall within Group B or C of Schedule 1 to the WA SCV Policy;
- an **omnibus operator**, being a person who or which operated an



omnibus within the meaning of s 4 of the Transport Coordination Act (WA), in respect of which omnibus a licence had been granted under Division 2 of Part III of the Transport Co-ordination Act (WA), which omnibus was a "Small Charter Vehicle" as defined in the WA SCV Policy but which omnibus did not fall within Group B or C of Schedule 1 to the WA SCV Policy; and/or

- an **omnibus driver**, being a person who held a driver's licence endorsed with an extension F under r 12 of the *Road Traffic (Authorisation to Drive) Regulations 2008* (WA) or the *Road Traffic (Authorisation to Drive) Regulations 2014* (WA) and who drove an omnibus in respect of which a licence had been granted under Division 2 of Part III of the Transport Co-ordination Act (WA) and which omnibus was a "Small Charter Vehicle" as defined in the WA SCV Policy but which omnibus did not fall within Group B or C of Schedule 1 to the WA SCV Policy.

YOU ARE A GROUP MEMBER IN THE SALEM PROCEEDING IF, PRIOR TO 1 JULY 2022:

1. A person who - but for their death - would otherwise have been a group member in the Andrianakis Proceeding, died, and their estate, including the claim for the tort alleged in the Further Amended Statement of Claim filed in the Salem Proceeding, devolved by the laws of succession to you as their respective legal personal representative(s);
2. A person who - but for being made bankrupt - would otherwise have been a group member in the Andrianakis Proceeding, was made bankrupt and the claim for the tort alleged in the Further Amended Statement of Claim filed in the Salem Proceeding vested in you as their respective trustee(s) in bankruptcy;
3. A person or company, who would have otherwise have been a group member in the Andrianakis Proceeding, assigned or transferred their claim for the tort alleged in the Further Amended Statement of Claim filed in the



Salem Proceeding to you as a person or company with a pre-existing genuine commercial interest in the claim;

4. A person or company, who would have otherwise have been a group member in the Andrianakis Proceeding in their capacity as a trustee of a trust, was replaced by you as another trustee in whom was vested the claim for the tort alleged in the Further Amended Statement of Claim filed in the Salem Proceeding; and/or
5. A company, formerly operating as the trustee of a trust, who would have otherwise have been a group member in the Andrianakis Proceeding in that capacity, was deregistered pursuant to Part 5A.1 of the *Corporations Act 2001* (Cth), thereby having ceased to exist and for that reason is incapable of pursuing the claim for the tort alleged in the Further Amended Statement of Claim filed in the Salem Proceeding in circumstances in which you, as a beneficiary of that trust, ought to be permitted to enforce the claim.



SCHEDULE B

IN THE SUPREME COURT OF VICTORIA
AT MELBOURNE
COMMON LAW DIVISION
MAJOR TORTS LIST

S ECI 2019 01926

BETWEEN

NICOS ANDRIANAKIS

Plaintiff

and

UBER TECHNOLOGIES INC and others

Defendants

S ECI 2020 01834

BETWEEN

JAMAL SALEM in her capacity as executor for the estate of ANWAR SALEM

Plaintiff

and

UBER TECHNOLOGIES INC and others

Defendants

NOTICE OF OPTING OUT BY GROUP MEMBER

DO NOT COMPLETE AND RETURN THIS FORM UNLESS YOU WISH TO OPT OUT OF THE UBER CLASS ACTIONS.
IF YOU OPT OUT, YOU WILL NO LONGER BE A GROUP MEMBER

To: Principal Registry
Supreme Court of Victoria
210 William Street
Melbourne VIC 3000
uberclassactions@supcourt.vic.gov.au

I, *[print name]*.....

am a group member in the above group proceeding.

I give notice under s 33J(2) of the *Supreme Court Act 1986* (Vic) that I am opting out of this proceeding.

Dated:	
Signature of group member or the group member's solicitor:	
Address of group member:	
Email address of group member:	



*If you would like to **opt out** of the Uber Class Actions please return this form to the Commercial Court Registry of the Supreme Court of Victoria by email or post at the above addresses by 2 October 2023.*