

**Translation Summary:**

**Not a wise long-term plan for young Singaporeans to work as private hire car drivers**

**Experts: Can't see future developments**

More young Singaporeans are seen taking jobs as private car drivers. While there is nothing wrong driving private cars to earn the extra cash, MPs and HR experts warned that it is unwise for the long-term as there is not future career development.

Lately, Uber and Grab private car services have been thriving. With its low criteria and no minimum age limit, many younger Singaporeans are attracted to the private car industry. However, this can become an issue in the employment market. PeopleWorldWide Consulting, Mr David Leong said that before the private car industry entered our market, we had already 28,000 to 29,000 taxi drivers but today, the number of private car drivers are more than taxi drivers. With the huge numbers, such a situation is unsustainable. He said, while this provides an avenue for drivers to meet new people during their extra time, this cannot be a long term career. MP (Ang Mo Kio GRC) and Advisor to National Taxi Association, Mr Ang Hin Kee said that driving for a few hours every week is a good option as a side job, but it is a different issue to work as a full-time driver. He said, young Singaporeans in their twenties may see this as a viable source of income and be their own boss rather than going for trainings and working from bottom up.

With the rapid progress in digitisation and smart technologies, reliance on manpower will be decreased. This meant that younger drivers may need to change their career path in the future and if one works as a full-time private car driver for too long, he/ she will become easily detached from other jobs. If we see this future trend, younger drivers should reconsider and receive more career counselling and guidance, said Mr Ang.

***Lack of skills transference and experience***

Private car drivers do not receive employment benefits and there is no career development. It also lacks opportunities for skills transference, applications and work experience. Mr Leong pointed out that drivers do not have much benefits or CPF contributions. They will have to be independent and becoming a driver should not be the aspiration of our young Singaporeans. "If their first job is to be driver, without accumulation of experience, they will certainly fall behind in terms of career development. Other than good customer service, there isn't other skills sets that can be applied. Such independent contract work, is difficult to be termed as a business. This could be a short-term solution while finding work or as a part-time work but will not be sustainable in the long-term," Mr Leong said.

Mr Leong encouraged young Singaporeans to seriously consider their career journey. Some may think that being a private car driver is a form of "starting one's own business" because they take charge of their time and resources. But the two are not the same and it could thwart the

career of the young ones. Driving private cars ultimately do not lead to career development, or promotion.

## 专家：看不到未来发展

# 年轻人当私召车司机非长久之计



◀专家指出，当全职司机难以长久，并不是适合年轻人的职业选择。（档案照）

**周自慧 报道**  
chchew@sph.com.sg  
● 24小时新闻热线：1800-8227288/91918727  
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越来越多年轻人当起私召车司机，但议员与人力专家提醒，若为赚外快无可厚非，但若当全职司机则非长久之计，也看不到将来的职业发展。

近年来，优步（Uber）和Grab私人召车服务兴起，由于门槛低且没有最低年龄限制，不少年轻人被吸引而加入当司机的行列，但这却可能成为我国人力市场的隐忧。

人力资源公司仁立国际执行董事梁昌国就指出，在私召车业者进入到我国前，市场有2万8000到2万9000名德士司机就已经饱和，但现在私召车司机的人数比德士司机多，由于人数实在太大，这种情况将难以持久。“这个工作的新奇之处在于能在空闲的时开车认识新的人，但这并不是可以长久做下去的工作。”

宏茂桥集选区议员、全国德士师傅

协会执行顾问洪鼎基也指出，若是一周开车四五个小时赚点外快，在现有的共享经济环境下，何乐而不为，但若是当成全职工作则另当别论。

“二三十岁的年轻人也去当司机，一般看中这行能赚现金且入门门槛低，与其接受培训、从低做起，他们就干脆选择这个看起来是自己当老板的职业。”

然而，我国未来朝高科技智能化的通行系统迈进，需要的人力将大大减少，这意味着这一群年轻的司机未来将需要转换跑道，但当全职司机太久，容易与其他行业脱轨，既然已能预知未来趋势，洪鼎基认为，年轻司机应该对此多加考虑，也应获得更多的职业辅导帮助。

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**缺乏可转移技能与经验**

司机没有职场福利、没有职业进展，也缺乏可转移的技能和工作经验。

梁昌国指出，当司机没有福利或公积金等，基本上只能靠自己，成为司机不应是年轻人向往的工作。

“若他们第一份工作就当司机，没有累积相关的经验，他们在职业发展上绝对会吃亏，除了好的客户例外，没有可转移的技能科研，这类独立承包商的工作很难称作是建立自己的事业，这或许可作成为在觅职时的短期选择或兼职，但对许多人而言无法持久。”

“我强力促请年轻人谨慎思考自己的职业道路，一些人常误解当私召车司机是创业的一种，因为他们也是根据自己的时间和资源在做事，但其实两者不尽相同，反而可能扼杀年轻人的事业前景。”

“开私召车没有职业发展、没有升职、没有晋升阶梯，分别只有年轻司机或年长司机而已。”

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