1. The towing industry in Queensland is regulated by the *Tow Truck Act 1973* and *Tow Truck Regulation 2009*, however, removing vehicles from private property, such a car park, is not covered by the regulatory framework.
2. In response to the growing community concerns regarding the removal of vehicles from private property the Queensland Government commissioned an independent investigation conducted by Mr Michael Forde. The Queensland Government accepted all recommendations and matters raised for consideration as a result of the investigation.
3. The Tow Truck and Other Legislation Amendment Bill 2018 gives effect to 16 recommendations requiring legislative amendment and progresses four of the eight matters for further consideration. These reforms include:

* requiring private property towing to be performed by accredited drivers using licensed tow trucks
* increasing the penalties for operating a tow truck without a licence or accreditation
* setting maximum fees of $250 for vehicle’s towed from private property, $150 if the vehicle is released onsite after being loaded onto the tow truck and $25 per day for storing towed vehicles
* imposing conduct requirements on tow truck operators and drivers to ensure fair, reasonable and professional towing practices
* restricting the disclosure of information about private property towing and personal information to protect motorists’ privacy
* clarifying the criminal history assessment process for applicants for a tow truck licence or accreditation
* introducing longer tow truck licence and accreditation issue periods.

1. The Tow Truck and Other Legislation Amendment Bill 2018 also proposes changes to provide flexibility in the issuing of tolling demand notices and to ensure the appropriate management of 17-year-old drivers is maintained following the commencement of the *Youth Justice and Other Legislation (Inclusion of 17-year-olds) Amendment Act 2016*.
2. The amendments for demand notice aggregation are intended to provide a clear statutory basis for the aggregating of multiple unpaid tolls on demand notices. The amendments put beyond doubt a toll road operator’s ability to issue a single demand notice for multiple unpaid tolls with only one administration charge.
3. Amendments in the Bill will ensure 17-year-old drivers who commit serious driving offences will continue to be subject to mandatory driver licence disqualification periods. The Bill also ensures that 17-year-old drivers remain liable to enforcement action by SPER for unpaid demerit point penalty infringement notices.
4. Cabinet approved the introduction of the Tow Truck and Other Legislation Amendment Bill 2018 into the Legislative Assembly.
5. *Attachments*

* [Tow Truck and Other Legislation Amendment Bill 2018](Attachments/Bill.PDF)
* [Explanatory Notes](Attachments/ExNotes.PDF)