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 parks, 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. The independent investigation, conducted by Mr Michael Forde, made 22 recommendations and raised a further eight matters for consideration. The Queensland Government accepted all of the recommendations and matters for further consideration.
3. The Tow Truck and Other Legislation Amendment Bill 2017 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 vehicles 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. In addition to the towing industry reforms, the Tow Truck and Other Legislation Amendment Bill 2017 also proposes changes to ensure the management of young drivers is not adversely affected and to provide flexibility in the issuing of tolling demand notices.
2. The changes to the legislation regarding young drivers will make sure they remain accountable for their driving behaviour by ensuring they are liable for mandatory disqualifications for serious driving offences, and are subject to the state penalty enforcement regime to recover unpaid fines and the demerit point system.
3. The amendments to tolling demand notices will provide flexibility in the issuing of tolling demand notices, by allowing toll road operators to issue a single demand notice for multiple unpaid tolls, and reduce the administration fees payable by motorists.
4. Cabinet approved the introduction of the Tow Truck and Other Legislation Amendment Bill 2017 into the Legislative Assembly.
5. *Attachments*

* [Tow Truck and Other Legislation Amendment Bill 2017](Attachments/Bill.pdf)
* [Explanatory Notes](Attachments/ExNotes.pdf)