



TRANSPORT AND RESOURCES COMMITTEE

Members present:

Mr SR King MP—Chair
Mr CE Boyce MP
Mr JR Howard MP
Mr JR Martin MP
Mr LL Millar MP
Mr TJ Watts MP

Staff present:

Ms D Jeffrey—Committee Secretary
Mr Z Dadic—Assistant Committee Secretary

PUBLIC BRIEFING—SUBORDINATE LEGISLATION NO. 112 OF 2021—TRANSPORT OPERATIONS (ROAD USE MANAGEMENT— DRIVER LICENSING) REGULATION 2021 (DEPARTMENT OF TRANSPORT AND MAIN ROADS)

MONDAY, 11 OCTOBER 2021

Brisbane

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The committee met at 11.19 am.

CHAIR: Good morning. I declare open this public briefing from the Department of Transport and Main Roads. I start by respectfully acknowledging the traditional custodians of the land on which we meet today and pay our respects to elders past and present. We are very fortunate to live in a country with two of the oldest continuing cultures in Aboriginal and Torres Strait Islander people whose lands, winds and waters we all share. My name is Shane King, member for Kurwongbah, chair of this committee. With me here today are: Lachlan Millar MP, member for Gregory, who is our deputy chair; Colin Boyce MP, the member for Callide; James Martin MP, the member for Stretton; Trevor Watts MP, the member for Toowoomba North; and Jennifer Howard MP, the member for Ipswich, who is filling in for the member for Mundingburra for today's proceedings.

The purpose of today's briefing is for the committee to receive a general briefing from the Department of Transport and Main Roads about subordinate legislation No. 112 of 2021, Transport Operations (Road Use Management—Driver Licensing) Regulation 2021. The committee's proceedings are proceedings of the Queensland parliament and are subject to the standing rules and orders of the parliament. As parliamentary proceedings under the standing orders, any person may be excluded from the hearing at the discretion of the chair or by order of the committee. The committee will not require evidence to be given under oath, but I remind witnesses that intentionally misleading the committee is a serious offence.

You have previously been provided with a copy of instructions to witnesses so we will take those as having been read. The proceedings are being recorded by Hansard and broadcast live on the parliament's website. Media may be present and will be subject to the chair's direction at all times. Media rules endorsed by the committee are available from committee staff if required.

All those present today should note that it is possible you might be filmed or photographed during the proceedings by the media and that your images may also appear on the parliament's website or social media pages. In line with COVID-safe guidelines issued by the Chief Health Officer, I remind everyone to maintain social distancing while in the committee room. We have had a recent face mask relaxation that we all discussed earlier.

I ask everyone present to turn your mobile phones off or to silent mode, please. I also ask that responses taken on notice today are provided to the committee by 4 pm on Monday 18 October 2021.

DUMONT, Ms Nadine, Manager (Licensing), Land Transport Safety and Regulation, Customer Services, Safety and Regulation Division, Department of Transport and Main Roads

MAGOFFIN, Mr Geoffrey, Acting Deputy Director-General, Customer Services, Safety and Regulation Division, Department of Transport and Main Roads

ROSE, Ms Suzanne, Acting General Manager (Land Transport Safety and Regulation), Customer Services, Safety and Regulation Division, Department of Transport and Main Roads

CHAIR: I welcome the representatives from the Department of Transport and Main Roads. Would you like to make an opening statement after which we no doubt will have some questions?

Mr Magoffin: Thank you, Chair; yes, we would. Thank you for the opportunity to brief the committee today on the Transport Operations (Road Use Management—Driver Licensing) Regulation 2021. The regulation replaces the 2010 driver licensing regulation which expired on 31 August 2021 due to the operation of Part 7 of the Statutory Instruments Act 1992. This provides that subordinate legislation expires on 1 September on the 10th anniversary of the regulation unless repealed or exempt. As a result, the regulation needs to be rewritten or allowed time to expire if there is not any ongoing need for it. The driver licensing regulation was granted a one-year extension from expiry due to TMR's focus on the COVID response and the need to make COVID-specific regulation to assist the people of Queensland.

To assist the committee, I will provide some background on the regulation, its purpose and key features. I will then provide an overview of the rewrite process and explain any notable enhancements or changes that differ from the old regulation.

The driver licensing regulation is important legislation that provides the legislative framework through which driver licensing functions operate in Queensland. This includes the issue, renewal, amendment, transfer, surrender, suspension and cancellation of driver licences. The provisions are primarily based on road safety requirements and are in line with the nationally agreed best practice. The regulation also prescribes rules about the testing and management of drivers, including standards about driver skills and knowledge. Driver licences also have a function as identification documents. The regulation supports this practice.

The main objective of the regulation is to prevent and reduce road trauma by providing the legislative requirements for drivers, including competency-based assessments and sanctions for driving offences. Road trauma costs Queensland about \$5 billion every year, not to mention the significant social cost caused to individuals, families and the broader community. The regulation alone cannot remove the risk of harm or guarantee driver compliance despite the inclusion of penalties to encourage compliance. However, the regulation provides a balanced approach to risk mitigation which complements and reinforces other activities undertaken by TMR, including driver education and awareness.

The key aspect of both the old and new regulation is the graduated licensing system which remains unchanged. Regrettably, young drivers are overrepresented in Queensland's road toll. The aim of the graduated licensing system is to develop safer, more proficient drivers in a progressive way. This is achieved by requiring novice drivers to gain minimum experience and improve their driving skills before they are allowed to progress to a higher type or class of licence.

A young person can obtain their learner licence at 16. They must hold that licence for at least one year before they can progress to a P1 provisional licence. The P1 licence must be held for at least one year before progressing to a P2 provisional licence which must be held for two years. Within these licence phases, restrictions are gradually lifted. A young learner driver under 25 must complete a minimum of 100 hours of driving experience before they can progress. Mobile phone use is restricted for learner and P1 licence holders under 25 years of age as is the use of high-powered vehicles.

The regulation also contains testing requirements, such as the knowledge test to obtain a learner licence, and a hazard perception and practical driving test to obtain a provisional licence. Additional knowledge and practical testing are also required to move into heavy vehicle licence classes. The regulation also provides a separate motorcycle licensing system which requires a person to do specific training for motorcycles. This includes a knowledge test, a motorcycle-specific hazard perception test and a training course or practical driving test.

Given the safety risks involved in driving a motor vehicle on the road, it is important that people comply with the various requirements set out in the regulation. To support that, the regulation sets out a range of sanctions that can apply. The committee no doubt will be familiar with the demerit point scheme that applies to drivers. If a licence holder accrues too many demerit points, a process of managing that person is triggered. For example, once a demerit point threshold is exceeded, a person has the option to choose a licence suspension or what is commonly known as a good-driving behaviour period under which they must drive for 12 months without accruing any further demerit points. If they accrue more points in this good-driving period, their licence will be suspended for double the original suspension period unless they can convince the court to make an order.

Under the order, they can be permitted to continue driving for certain specific purposes; for example, to get to work to maintain their means of providing for their family. A further breach of the court order will result in a suspension that is double the already doubled suspension period. These orders are known as special hardship orders and are provided for in Chapter 10 of the regulation. Similar court orders can be made in relation to people who are awaiting the hearing of a drink-driving charge. These are known as section 79E orders and are provided for in the Transport Operations (Road Use Management) Act 1995. However, supporting provisions in relation to eligibility and the process of applying for an order are provided in Chapter 9 of the regulation.

The regulation also contains provisions to support the Alcohol Ignition Interlock Program. This program is vital to supporting Queensland's efforts to address the dangerous behaviour of drink driving on our roads.

I will now move to the regulation rewrite process which has been undertaken this year. As I have outlined to the committee, the regulation provides a critical function to millions of Queenslanders. It was also essential that the regulation be remade rather than allowed to expire.

I would also like to make it clear to the committee that the policy fundamentals captured in the 2021 regulation are consistent with those in the 2010 regulation at the time of its expiry. It also incorporates some changes to the provisions of the alcohol interlock program, which I will now speak to.

One thing the committee may have noticed is that the regulation is a significant document. It is now 382 pages long, which is a sizeable increase from the 2010 regulation. Much of that increase can be attributed to the drafting approach that has been taken by the Parliamentary Counsel. It now contains preliminary provisions that explain the basic concepts of licensing such as classes and types of licence that a person might hold. Through the regulation, the provisions are now more detailed to clearly reflect the intended operation of the regulation. The provisions that relate to the progression through the driver licensing scheme have been significantly restructured to make them flow more logically and make them easier to understand and administer. While this has resulted in additional provisions, those provisions are now more user friendly.

Finally, it is worth noting that the regulation needs to cater for the many and varied circumstances that impact on the 3.9 million driver licence holders that we have in Queensland. By necessity, this results in a certain level of complexity that is required to ensure fairness and consistency in our licensing system. As part of reviewing the 2010 regulation prior to its remake, it was determined that the regulation largely reflected the current policy, national frameworks and/or best practice in relation to the driver licensing system. However, in reviewing the regulation specific feedback from stakeholders and the community generally provided through correspondence was considered. In addition, where it was felt original policy outcomes could be better met or the customer experience improved, changes were also made.

These enhancements or modernised policies in the new regulation as are follows: to align with requirements based on the Queensland driver's licence, non-Queensland licence holders, particularly those on long-term visas, are now required to notify the department of new or exacerbated medical conditions that are likely to impact their ability to drive safely—this reflects the need for all drivers to be safe on our roads regardless of licence type; new criteria for access to the special need heavy combination vehicle licence scheme have been incorporated to improve access to those seeking employment in regional areas, better reflecting the original policy intent; for the purpose of the grant of a special need heavy combination licence, the definition of 'remote area' has been changed from reliance upon old local government areas to 'remote' and 'very remote' areas under the Australian Bureau of Statistics remoteness structure, ensuring its contemporary nature; and enhancements to the special need motorbike licence scheme have been incorporated to more appropriately provide for people with mobility impairments and evolving technology. Several penalty amounts related to driver licensing offences have been increased or decreased to more appropriately reflect the severity of the offence.

The regulation also incorporates several minor clarifications to reflect existing longstanding operational practice. For example, the regulation requires a person to hold a motorcycle licence for 90 days. While communications say three months, the system calculates this by adding 90 days. This amendment provides certainty to the motorcycle community. The maximum licence term in the legislation has also been reduced from 10 years to five years to align with the current practice and available products, which were already provided for in the 2010 regulation.

The remade regulation does incorporate changes to support the government's recent drink-driving reforms. On 10 September, primary legislation expanding the Alcohol Ignition Interlock Program commenced. This requires a larger group of drink drivers to clearly demonstrate that they have separated drinking and driving. It also includes new education programs that must be completed. Provisions have been included in the regulation to support these laws that specify the new interlock devices to be used in the revised program. Provisions also deal with the limited exemptions that may be available from the drink-driving Repeat Offender Education Program, for example, where a person would need to travel more than a prescribed distance or time to attend a face-to-face program and they cannot attend the program virtually. Obsolete provisions were also removed. These include references to old P—probationary—licences that have not been used for some time.

In terms of consultation undertaken to support the regulation rewrite, targeted consultation was undertaken where changes to the legislation were proposed. This included the RACQ, the Royal Australian College of General Practitioners, the Queensland Trucking Association and the now disbanded Motorcycle Riders Association of Queensland. The broader interlock reforms also have had extensive consultation through an intergovernmental working group, the Queensland Council of Civil Liberties, the RACQ and the Queensland Law Society.

As I have noted previously, clarifications made in the regulation also reflect community and stakeholder feedback over time. The new driver licensing regulation maintains Queensland's existing driver licensing framework. As you have heard, the changes have been minimal. However, the regulation is now aligned with more contemporary drafting practices, which improves usability and more clearly articulates the policy intent. This in turn supports a more efficient licensing system. Thank you for your time and I welcome any questions.

CHAIR: Do you have any questions, member for Gregory?

Mr MILLAR: No, Chair. That was very comprehensive.

Mr WATTS: I am curious: in the regulations, what provision has been made for digital licences to be used rather than the physical licence?

Ms Dumont: There were already provisions provided in the driver licensing regulation 2010 that allowed for digital licences to be provided. The 2021 regulation maintains those provisions. In essence, there is nothing that specifically says you can provide a digital licence, but it does provide broad-based legislation that does not restrict the ability for that to be used.

Mr WATTS: In Queensland now, under these regulations do we have the capacity to issue a digital licence?

Ms Dumont: Yes, we do. There is nothing in the legislation that prohibits it. It does not say that it must be in the form of plastic. It allows for the issue of a driver's licence that could be electronic or plastic.

Mr MILLAR: Geoffrey, this question relates to regional and rural areas and the interlock system. Say a person works for a company that requires them to drive three different vehicles. What is the situation if they are under an interlock system order? What is the process there?

Mr Magoffin: I see correspondence on that frequently. I might ask Nadine to answer that.

Ms Dumont: I will clarify the question. This is if a person has three—

Mr MILLAR: They are under a court ordered interlock period, but they work for a company that requires them to drive three different vehicles. What are their options at the moment?

Ms Dumont: I might take that question on notice, if that is all right?

Mr MILLAR: Yes.

Ms Dumont: I will get one of our interlock experts to provide that greater detail about the system, just to ensure that I am not misleading you in any way.

Mr MILLAR: To add to that, I am looking at the hardship and being able to provide a means of supporting income. Don't get me wrong: I believe that drink driving is—

CHAIR: Do not drink and drive.

Mr MILLAR: Do not drink and drive. But you will have someone who does, unfortunately, and there may be consequences for their current employment. Say they have to drive three different vehicles or something like that. What are their options? That is all I am looking for.

Ms Dumont: There is no exemption for employment. If you are to drive a vehicle, you need to have an interlock fitted in that vehicle. I will get a little more clarification on what happens if they need to drive three different vehicles.

Mr MILLAR: That is great, but also I want the department to understand that certainly out my way you could be required to drive a HiLux, a truck—

CHAIR: And a tractor.

Mr MILLAR: And a tractor. I am looking at people who work on the land. Those are some of the difficulties that we face.

Ms Dumont: Sure.

CHAIR: A road driven tractor I was thinking of. We had a discussion earlier about how the new regulation alters the requirements for foreign drivers who fail the practical driving test. We had some questions on that. Could you go further into the reasons behind those proposed changes? When we were discussing it earlier we understood that if a driver is using a foreign licence and then goes for a larger licence—say a truck or motorcycle licence—and fails that, they lose their ability to use their foreign licence to drive a normal vehicle.

Ms Dumont: Yes, that is correct.

CHAIR: Can you flesh that out a little. Say you were going for a truck licence and you crunched the gears, you could still drive a manual car, but if you failed to stop at a stop sign—that is where we were going. Can you flesh that out a little for us?

Ms Dumont: Not a problem. That is not a change requirement from the 2010 regulation. It is the same requirement that we had in the 2010 regulation which in essence says that if you are trying to convert your foreign driver licence to a Queensland driver licence and you undertake a practical driving test to prove your competency and you fail that practical driving test, we take away your ability to drive on your foreign licence. That is for safety reasons. If somebody jumps in a practical driving test and runs a red light or mounts a curb or something like that, it is reasonable that we take away that authority to drive.

Generally speaking, when you book a practical driving test as a foreign driver's licence holder, you do that over the phone. We do advise people generally that it is better to convert at your current class rather than have a tenure requirement and say, 'I've been on this licence for X number of years and I would like to upgrade to the next licence', because it increases the risk of failing the test and then having your authority to drive revoked. We do have a little bit of customer service in that aspect to say, 'Are you sure that you want to go for the higher licence or would you like to convert at your current driver licence?' We always recommend that it is a like for like. It makes a lot more sense and then they can always upgrade if need be.

However, in terms of the actual practical test and your question about those kinds of things, that is online. We have a QSAFE manual that provides all the requirements for undertaking a driving test. It is available publicly online. In essence, there are minor problems. You can do several minor infractions or a few medium sized infractions or one major infraction. It really depends. There is a bit of a sliding scale or a threshold. Some of the things that might terminate the test immediately are things like mounting a curb, having a crash—

Mr WATTS: A crash would do it. That would terminate the test.

Ms Dumont: That would be bad, yes—failing to shoulder check, trying to merge on top of somebody else, mounting a curb, failing to give way to a pedestrian. Those are things that are really fundamental to driving safely. If you are committing what we call critical driving errors, your test is terminated immediately. But if it is something small like—I am trying to think of one of the more minor things—it could be failing to do the three things: doing a shoulder check, a mirror check and a rear-view mirror check. You may fail to do that on occasion. That would not be a critical driving error; that would just get marked down as a minor issue, but they build up. If you keep doing that several times, it amounts to a failure as well. Everything is relative in terms of the manual process.

Mr WATTS: Say someone from overseas has a manual licence and they say, 'I just want to get an automatic licence.' They can do that and it does not preclude them from going for a manual licence at some point?

Ms Dumont: The short answer is no. If for whatever reason you only have an automatic vehicle available to you and you choose to go for an automatic licence, you can absolutely choose to take the test in an automatic vehicle and get an automatic licence. At a later stage if they feel that they do need the manual licence they are more than welcome to upgrade to that manual licence.

Mr MILLAR: Do they have to test again?

Ms Dumont: Yes, they will have to test.

Mr WATTS: How does that apply to a student versus a permanent migrant versus someone who is here on a working visa for a period of time? Can you run through the different categories of international licence and its transition to a Queensland licence?

Ms Dumont: Absolutely. There are categories of countries which are in line with Austroads, which is the national driver licensing body which has representation from all states and territories and New Zealand. They set the national driver licensing practices. There are different types of countries. There is a recognised country which is a country that in essence it has been assessed as being like for like. The UK, for example, is a country that we consider is much of a muchness with our graduated licensing system. Then there is experienced driver recognition countries. That is where a country has deficiencies in their GLS where we feel it is not quite like for like with us. That has a threshold of 25 years. There is the experienced driver recognition, which is in the middle. You have got your recognised country and your non-recognised country basically. Countries that we feel do not have an adequate safety record or an adequate graduated licensing system fit into the non-recognised category.

Depending on which country you come from means you will have different requirements. With a country that we would recognise as like for like you can just transfer your driver licence, whereas a country that we do not recognise as like for like we require you to do practical testing and a knowledge test just to make sure that you are meeting that benchmark as a safe driver on Queensland roads. That middle category is once you hit the 25-year-old mark, which is considered a more mature driver, then those testing requirements get lowered as well.

For starters, there are three different types of countries. Once you have moved to Queensland you have got three months to convert your driver licence. Once you have moved as a permanent resident to Queensland then you have three months to convert your driver licence. After three months your authority to drive on your overseas licence is revoked and you will need to do the appropriate conversion and testing. If you are a person on a long-term visa, that is that example that you provided in terms of a student, you are not a permanent resident therefore that three-month requirement to convert does not apply to you. That is the reason why we have included that brand-new provision in the regulation which requires them to report any medical fitness because they do not fall within our framework so therefore we are trying to provide a safe framework and put some boundaries around the system just to make sure that they are safe and we are all safe as Queensland drivers.

Mr BOYCE: To reverse that whole licensing system, is there a list of international countries that correspond with our licensing regime?

Ms Dumont: Yes. There are countries that are not recognised. India, for example, is a non-recognised country. It just means that their driver licensing system is not considered in line with ours so therefore we provide the extra testing requirements on top of that.

Mr BOYCE: To work that backwards, if I want to go and drive a car in India is my licence—

Ms Dumont: The other way around?

Mr BOYCE: Yes. Does that work or not?

Ms Dumont: In some countries yes, in some countries no. We do not have the ability to enforce the like for likeness with our driver licence overseas so it is up to that overseas jurisdiction to actually accept that licence and consider us like for like. It is generally a reciprocal arrangement. It is not perfect.

We actually had a customer write to us not a month ago having that exact circumstance where they were moving to South Carolina. We recognise USA driver licences, but South Carolina does not recognise many countries as a conversion. They had asked us to look into it.

There is a process through Austroads, which is that body that I talked about earlier, where we can actually write to that country through our federal counterparts and say we would like to be recognised and then we just have to work through whatever process that that jurisdiction provides us. It is often trying to demonstrate that we are a safe country and a safe driving place. We are very confident in our driver licensing system. It is one of the world's best so really we should be recognised, but sometimes there are administrative hoops to jump through.

Mr BOYCE: In terms of heavy vehicles, many modern heavy vehicles now are push-button gear change arrangements. Is there a certain endorsement now that you have to have on your licence if you want to drive an older truck, for example, with a manual gear change?

Ms Dumont: Yes. In essence, it is exactly the same as a car. If you do your testing in a manual you will get the manual vehicle. If you do your testing in a synchromesh you can drive the synchromesh or the automatic. If you do your test in an auto you can only drive the auto. If you have only got the automatic endorsement on your heavy vehicle licence we do not consider it safe for you to jump in a truck with all the double manual gearboxes so you would have to take a test to upgrade.

Mr BOYCE: What I am saying though is if you have a manual truck licence, for example, you can drive an automatic one, that is fine.

Ms Dumont: Yes, manual is the highest.

Mr BOYCE: But not the other way around.

Ms Dumont: Correct. It goes manual, synchromesh, automatic. If you drive a manual you can drive synchromesh and automatic, a synchromesh can drive synchromesh or automatic and an automatic is only automatic.

CHAIR: Member, you would be able to go and be an ice road trucker in Antarctica.

Ms Dumont: If Antarctica recognises our licence.

CHAIR: That is right. If we are world class as you said I am sure that can happen. Going back to the foreign driver coming and testing, is that consistent with other jurisdictions within Australia, do you know? You probably said that earlier, but there was a lot of information.

Ms Dumont: Yes, it is based on a national system. Austroads looks after that system and ensures that there is consistency because obviously you can transfer in amongst different states in Australia. Our national driver licensing system ensures that we are consistent and you can have that portability of your licence across Australia.

CHAIR: In case I have missed it, and for my own weird interest in this, are there any specific incidents that have brought about those sorts of changes? Not Mr X drove over a kerb or anything, but has there been a body of things happening for these changes to be brought about?

Ms Dumont: No, there has not been any particular crash that triggered the changes that we have made to the overseas licence system. However, we were involved in some recent coronials which were about medical condition reporting and ensuring that you are fit to drive. I suppose as part of that process it really caused us to examine our systems and make sure that they were fit for purpose and where we found a little loophole or a gap we were determined to close it so we would not have to front a coronial and to ensure that the rules were as safe as possible.

CHAIR: Over the last few parliaments I have been on this committee and with the onset of rideshare and things like that I did not know if that had brought this about. There are a lot of foreign drivers driving rideshare vehicles.

Ms Dumont: There is nothing specific. It is purely future proofing: a 'just in case'.

CHAIR: It is good.

Mr WATTS: To take you back to the example of a permanent resident needing to transition versus a student, I do not know if there is a time limit here, but a student could come here, do matriculation, they could do university, they could do an honour's degree, they could do a master's degree, they could do a Phd—they could be here for 15 years. At what point are they considered a permanent resident and be told you need to now get a Queensland licence and not be operating on an overseas licence?

Ms Dumont: That is a very good question. In essence, the overseas licensing requirements align with the Migration Act. Once they take up permanent residency and get a permanent resident visa that is when it triggers the three-month requirement. If they are not triggered under that federal legislation they can continue to drive on their overseas licence for as long as they are a student. Again that was one of the reasons why we brought in that medical fitness to drive requirement because that will apply to all overseas licence holders regardless of visa type.

Mr WATTS: There is no trigger for number of years living here. For example, let us say I am a New Zealand resident of New Zealand origin. I got my licence in China, but I come and live in Queensland. I can stay on that licence forever just because I am never going to be a permanent resident because a Kiwi cannot become a permanent resident.

Ms Dumont: As long as you are not a visa holder and you are just a temporary visitor you can continue to drive on your overseas driver licence in Queensland. However, they are still subject to all the requirements. If they accumulate demerit points or anything like that their driver licence can be suspended or cancelled. Similarly, if we find out that they are not fit to drive we can also suspend or cancel that. The goodwill which allows a person to drive on an overseas licence in Queensland as a recognised authority to drive can be revoked at any time if they do the wrong thing.

Mr WATTS: Just to clarify, that is revoked by the department?

Ms Dumont: Yes. We cannot revoke the overseas licence because we have no authority over that, what we can do is revoke their authority to drive on the roads. We say we do not allow you to be on Queensland roads.

Mr WATTS: That is on an individual basis?

Ms Dumont: Correct, yes.

CHAIR: I had a question about the interlock exemptions. You said that the Council for Civil Liberties had something to say about that. That piqued my interest. Could you let us know what they thought about that?

Ms Dumont: As part of the broader alcohol interlock reforms, which were primary legislative amendments that went through the parliament, they were consulted. However, there were some flow-on effects into the driver licensing regulation such as exemptions from the education program. If you live too far away from the program such that you cannot attend face-to-face and you do not have any internet access whatsoever and therefore are unable to attend virtually you can get an exemption from the education program. That was the little element that was dealt with as part of this regulation rewrite, whereas the Council for Civil Liberties were consulted as part of the broader alcohol interlock requirements and my understanding is that they were supportive of the amendments.

CHAIR: Any further questions?

Mr WATTS: I have a final question—and I am certainly not picking on overseas people, I am just trying to get some clarity. What happens where a date of birth might be operating on a different calendar or the licence is in a different language? If someone is here potentially for 10 years driving on a licence that is in a foreign language with a date of birth that does not follow our calendar, how do our enforcement agencies understand and recognise that?

Ms Dumont: That is an excellent question. A person who is on a foreign driver licence must provide an English translation of that licence if asked by an enforcement officer. When you come to Queensland and you have that licence we would recommend that you get a translation of that licence so if an enforcement officer does pull you over they actually know what they are seeing because we do not expect our enforcement officers to know every language under the sun so that is why that English translation is needed. It should then be able to align. If they do not provide that advice, the enforcement officer can bring them into the station and ask for further information and ask for that translation to be provided.

CHAIR: Thank you all very much. We just had one question on notice from the member for Gregory. It does not have to be three vehicles—more than one vehicle—and what the arrangements are with the employer or any obligations. If we could get that response by 4 pm on Monday, 18 October. That concludes this briefing. Thank you for your assistance and your attendance here today. A transcript of these proceedings will be available on the committee's parliamentary webpage in due course. I declare this briefing closed. Thank you again.

The committee adjourned at 12.00 pm.