

Tow Truck Bill 2023

Submission No: 9
Submitted by: [REDACTED]
Publication: Making the submission public but withholding your name
Attachments: No attachment

Submitter Comments:

I AM THE OWNER OF MAROOCHYDORE TOWING SERVICE, THAT IS A FAMILY BUSINESS THAT HAS 5 TOW TRUCKS AND HAS BEEN RUNNING FOR 26 YEARS AND MY COMPANY IS A MEMBER OF THE SUNSHINE COAST REGIONAL TOWING ASSOCIATION.I HAVE NOT HAD MUCH TIME TO LOOK AT THIS BILL BUT THERE ARE A FEW PARTS OF THE BILL WHICH I FIND CONCERNING, THAT COULD BE THE CAUSE OF SOME SERIOUS UNINTENDED CONSEQUENCES FOR SMALLER OPERATORS SUCH AS MY COMPANY.THE SECTION FOR OFFENCES REGARDING DAMAGE TO A MOTOR VEHICLE, IT IS HARD ENOUGH TO GET STAFF ALREADY BUT THIS WILL MAKE IT EVEN HARDER AS I WOULD HAVE TO INFORM A PROSPECTIVE DRIVER THAT IF THEY MAKE A MISTAKE AND DAMAGE A VEHICLE, THAT THEY COULD BE FINED AROUND \$7700 AS WELL AS MYSELF COULD ALSO GET FINED FOR THE SAME INCIDENT.WE ALREADY HAVE TO PAY EXPENSIVE INSURANCE TO COVER ANY DAMAGE THAT HAPPENS TO A VEHICLE WHILST IT IS IN OUR CARE, AND TO FINE SOMEBODY FOR A GENUINE ACCIDENT I FEEL IS JUST GOING A LITTLE BIT TOO FAR, WE ALWAYS TAKE CARE AND TRY OUR BEST TO NOT CAUSE ANY FURTHER DAMAGE TO VEHICLES THAT WE ARE RECOVERING AT AN ACCIDENT SCENE.I AM ALSO WORRIED ABOUT THE SECTION WHERE A DRIVER CAN HAVE THER TOWING ACCREDITATION IMMEDIATELY SUSPENDED FOR 56 DAYS OVER AN ALLEGATION THAT HAS NOT YET BEEN PROVEN IN A COURT ROOM AS THIS COULD LEAD TO FALSE ALLEGATIONS TO BE MADE AGAINST DRIVERS BY THEIR OPPOSITION, WHICH WOULD THEN CAUSE FINANCIAL HARDSHIP TO THE DRIVER AND THE COMPANY THAT THEY WORKED FOR AND THE ALLEGATION MAY TURN OUT TO BE PROVEN IN COURT. I AM ALL FOR SUSPENDING SONEONES LICENCE ONCE IT HAS BEEN PROVEN THAT THEY HAVE DONE THE WRONG THING BUT I THINK THAT PUNISHING A DRIVER BEFORE THE OFFENCE HAS BEEN PROVEN IS GOING A LITTLE BIT TOO FAR.THE OTHER MATTER OF CONCERN FOR MYSELF AND OTHER SMALL TOWING COMPANIES IS PART 3 (2) (c) WHICH SAYS "REGULATING THE CHARGES THAT MAY BE IMPOSED IN RELATION TO REGULATED TOWING" AS THERE HAVE BEEN RUMOURS SWIRLING AROUND THAT TMR IS GOING TO CAP THE STORAGE FOR ACCIDENT DAMAGED VEHICLES TO THE SAME RATE AS THEY HAVE PREVIOUSLY DONE WITH THE STORAGE FOPR PRIVATE PROPERTY TOWING.THE WAY I READ THAT, AS THE CRASH TOW IS ALREADY REGULATED, THE CHARGES THAT MAY BE IMPOSED IN RELATION TO REGULATED TOWING COULD MEAN THE STORAGE CHARGES AND IF THAT STORAGE WAS TO BE CAPPED AT A LOW RATE LIKE THE PRIVATE PROPERTY TOWED VEHICLES, IT WOULD MAKE MY BUSINESS NOT VIABLE.I AM NOT OPPOSED TO THE CAPPING OF STORAGE, IT IS JUST THAT THERE WOULD BE NEED TO BE CONSULTATION WITH ALL OPERATORS, NOT JUST THE 4 BIGGEST COMPANIES, SO THAT IT WOULD BE CAPPED AT A FAIR AND REASONABLE RATE UNLIKE THE PRIVATE PROPERTY TOWING BECAUSE NO TOWING COMPANIES THAT I AM AWARE OF, OFFER THAT SERVICE ANYMORE BECAUSE IT IS NO LONGER VIABLE BECAUSE OF THAT LOW STORAGE RATE.I CANNOT STRESS ENOUGH THAT THE RUNNING COSTS OF A HOLDING ARE HUGE WHEN YOU TAKE INTO ACCOUNT THE PRICE OF COMMERCIAL RENTS, OUTGOINGS, INSURANCE AND SECURITY THAT IS INVOLVED WITH OPERATING A LICENCED HOLDING YARD.ALSO WITH CRASH TOWING STORAGE, THE INSURANCE COMPANIES CHOOSE HOW MUCH THEY ACTUALLY PAY FOR STORAGE AS THEY HAVE 3 DAYS FOR FREE, AND THEY CAN MOVE THE VEHICLE OUT WITHIN THOSE 3 FREE DAYS AND PAY \$0 DOLLARS STORAGE, BUT IF THEY WANT TO LEAVE THE VEHICLE THERE LONGER AND USE THE STORAGE SERVICE THAT WE PROVIDE, THEN THEY SHOULD HAVE TO PAY A REASONABLE FEE THAT ALLOWS US TO COVER THE COSTS INVOLVED IN HAVING THAT HOLDING YARD.