

---

**From:** Andrew Simmons  
**Sent:** Thursday, 29 August 2019 2:07 PM  
**To:** Tow Truck Industry Regulation 2019  
**Subject:** HPE CM: Towing reform

Good afternoon on behalf of operator

I would like to raise the below issues from our view and some

detail surrounding each.

- Mutual Recognition

This has been a long term issue and of the more recent times highlighted significantly. Our Example being Tweed Heads Nsw/Qld border. Qld operators can get a easily achieved permit gain a MR yet a NSW fully licensed operator cannot do such in QLD. I assume Albury/Wodonga has a similar issue on the NSW/VIC border

- Storage

Given storage is frowned upon by insurers anyway, with often nil storage deals being done outside of the regulation, the value of such has some discrepancy. Speaking of experience Byron Bays industrial value to that of Sydney metropolitan is double- sydney 750/m<sup>2</sup> (at best) Byron Bay \$1350/m<sup>2</sup> yet the storage rate in "regional is halved" this may well be the case outside of NSW regional centers however not a true reflection of what is referred to as "other non metro areas"

- Corruption

The industry has seen its fair share of corruption, however with a very limited resource based to combat such, leaves the industry open to further corruption (\$50 spotters fees) (\$200 job payment fees) these infringements should be further policed with adequate resources from the regulator to keep the industry clean

- TTA books

The costs for these books appear to be well outside the general realm of administration costs for such

- Regulator Processing Times

At times the simplest of tasks, ie, removing a truck plate on and off a license comes with a significant delay and loss of potential revenue and effectively jobs in general to do extended processing time.

Thanks for making available the opportunity to express the opinion of a operator with the positive intent for the industry going forwards

Regards,

Andrew Simmons

Simmo's Automotive