

STRATEGIC PLANNING COMMITTEE LIMOUSINES MEETING: **DATE: TUESDAY 27 SEPTEMBER 2011**

**RECORD OF MEETING**

6TH FLOOR LARGE CONFERENCE ROOM, T-CENTRAL, 420 GEORGE STREET, BRISBANE

AGENDA ITEM NO	TOPIC	DISCUSSION
<p><b>Present: Industry</b> – Frank Bonomo, Darryl Huhse, Ray Jaworski  <b>TMR</b> – Rose Kent(Chair), Scott Notley, Bill Rayney, Amanda Gibbons, Theresa Guy  <b>Apologies:</b> Ryan Huelin, Janine Girvan, Lee Baker, Frank Intelisano, Kevin Barratt, John Quane, Graeme Matthews</p>		
1	Welcome and Apologies	Rose Kent opened the meeting at 10:00 am and welcomed members. Apologies were noted.
2	Previous Minutes	Minutes of 21 June 2011 were agreed as a true and accurate record of the meeting.
3	Review of Actions	<p><b>Action 1 – Regional Limousine Licences</b>  TMR confirmed 5 licences have been surrendered under the ‘one off surrender’ policy – 2 Whole of Queensland licences, 2 Rest of Queensland licences and 1 Far North Queensland licence.</p> <p><b>Action 2 – Temporary Licence Surrender Policy</b>  TMR sent email to regional managers asking that a reasonable approach to enforcement be taken.</p> <p><b>Action 3 – Schedule 4 Response Feedback</b>  LAQ advised they will make a submission on the inclusion of wheelchair-accessible limousines in the Special Purpose Limousine Review, before the next meeting in December.</p>

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		<p><b><u>New Action:</u> LAQ to provide feedback on Special Purpose Limousine Review prior to December 2011 meeting.</b></p> <p><b><i>Action 4 – Limousine Issues/Complaints Register</i></b></p> <p>TMR confirmed Transport Services Division has developed a register which will be used to capture issues/complaints at operational meetings.</p> <p><b><i>Action 5 – ozEcab &amp; Bribie Bayside Cab Company</i></b></p> <p>LAQ advised that they considered the ongoing issue with ozEcabs a policy issue, however, TMR thought LAQ were to raise this issue at the last operational meeting. TMR explained Transport Services Division is responsible for investigating these sorts of matters and where appropriate, collecting evidence and providing briefs of evidence to the department's Prosecution Unit. LAQ advised they will take this issue to the next operational meeting.</p> <p>LAQ advised Bribie Bayside Cab Company operates 6 to 8 limousines as substitute taxis. It was originally thought that only one limousine could be used as a substitute, but it is now understood by LAQ that two limousines can be used for this purpose. LAQ suggests that TMR should require the taxi operator to nominate the limousines to be used as substitute taxis and meters should only be installed in these vehicles. TMR advised a new project has been included on the work plan to review current policy and legislation in regard to meters in limousines to ensure legislation supports policy intent. TMR will also review the history of Bribie Bayside's use of limousines as substitute taxis, including the submission of a peak demand management plan.</p>

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		<p><b><u>New Action:</u> LAQ to raise issue of ozEcab at next operational meeting with Transport Services Division.</b></p> <p><b><u>New Action:</u> TMR to examine Bribie Bayside Cab Company use of limousines as substitute taxis.</b></p>
4	Work Plan Review	<p><b>Regional Limousine Licence Issue</b> TMR advised five licences have been surrendered to date.</p> <p><b>Special Purpose Limousine Licence Review</b> TMR waiting on feedback from LAQ.</p> <p><b>Luxury Vehicle Policy</b> TMR waiting on LAQ submission before next meeting.</p> <p><b>Action: LAQ to provide feedback on Luxury Vehicle Policy prior to December 2011 meeting.</b></p> <p><b>Review of Regional Limousine Licences</b> TMR has recently assigned a lead for this project, and contact will be made with the LAQ in regard to project scope.</p> <p><b>OA Review</b> TMR advised that this is a complex project It includes a review of the OA categories, OA fees, the scope of General Services OA, OA for infrequent special events, OA training, Community and Courtesy OA, OA exemptions and a review of OA policy and procedures documents. LAQ reiterated its position that a Limousine OA should have two</p>

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		<p>different categories - hands on operator and investor.</p> <p><b>Alcohol Interlock</b></p> <p>TMR is proposing to amend the Regulation to prohibit an alcohol interlock driver from holding driver authorisation and to prohibit a public passenger vehicle from being a “nominated vehicle” under Part 3B of the <i>Transport Operations (Road Use Management) Act 1995</i></p> <p><b>National Occupational Licensing Scheme</b></p> <p>TMR advised that public passenger transport drivers will not be part of the national system, however the process to remove them from the requirement has not yet been finalised.</p> <p><b>Prohibit the use and fitment of taxi meters in Limousines</b></p> <p>TMR developing a policy paper.</p>
5	General Business	<p>LAQ advised TMR that limousine booking companies who utilise subcontractors are not being held responsible for ensuring that their procedures and policies comply with TMR legislation, particularly in the area of fatigue management, leaving only the subcontractor open to the possibility of a breach. When a booking company takes a booking and allocates it to a subcontracted operator, the requirement to comply with TMR legislation passes (with the job) to the subcontracted operator. LAQ has been advised by Zillmere PT that there is no responsibility on the booking company to ensure that their operations comply as they are not actually completing the job. LAQ believes that there should be an additional requirement to the training aspect of the industry which requires operators to</p>

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		<p>ensure that non-driver/chauffeur staff e.g. fleet/base controllers, reservations staff, some administrative staff (who has an involvement in booking, dealing with the public) are also trained and regularly updated on the legislative requirements for operators. TMR confirmed that what is being suggested is to have similar requirements in place for limousine booking companies as those in place for taxi booking companies.</p> <p><b>Action: TMR to add 'Requirements for Limousine Booking Companies' to the work plan.</b></p> <ul style="list-style-type: none"> <li>• LAQ advised Pelican Motors still has a vehicle, an old Fairlane stretch with private plates, supposedly providing a courtesy service but also offering a limousine service. TMR advised LAQ that as this is an operational issue, it should be raised at the next operational meeting with Transport Services Division.</li> </ul> <p><b>Action: LAQ to raise the use of a courtesy limousine by Pelican Motors at the next operational meeting with Transport Services Division.</b></p>
6	Meeting Closed	The meeting closed at 12.00 pm.