

Queensland



TRANSPORT OPERATIONS (PASSENGER TRANSPORT) ACT 1994

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Information about this reprint

This Act is reprinted as at 15 August 1997. The reprint shows the law as amended by all amendments that commenced on or before that day (Reprints Act 1992 s 5(c)).

The reprint includes a reference to the law by which each amendment was made—see list of legislation and list of annotations in endnotes.

This page is specific to this reprint. See previous reprints for information about earlier changes made under the Reprints Act 1992. A table of earlier reprints is included in the endnotes.

Also see endnotes for information about—

- **when provisions commenced**
- **editorial changes made in earlier reprints.**



TRANSPORT OPERATIONS (PASSENGER TRANSPORT) ACT 1994

TABLE OF PROVISIONS

Section		Page
CHAPTER 1—PRELIMINARY		
1	Short title	9
2	Objectives of Act	9
3	Definitions—the dictionary	10
4	Act binds all persons	10
CHAPTER 2—RESPONSIBILITIES FOR TRANSPORT STRATEGIES AND PROGRAMS		
PART 1—PASSENGER TRANSPORT STRATEGIES		
5	Development of passenger transport strategies	11
6	Contents of passenger transport strategies	11
PART 2—PASSENGER TRANSPORT IMPLEMENTATION PROGRAMS		
7	Development of passenger transport implementation programs	12
8	Consistency with passenger transport strategies	13
9	Report on operation of passenger transport programs	13
PART 3—CHIEF EXECUTIVE’S GENERAL ACCOUNTABILITIES		
10	Obligations about public passenger transport	13
CHAPTER 3—OPERATOR ACCREDITATION		
11	Purpose of operator accreditation	14
12	What is operator accreditation	15
13	Scope of operator accreditation	15
14	Operator accreditation standards	15
15	Duties of operators	16

*Transport Operations (Passenger Transport)
Act 1994*

16	Responsibility for system of operator accreditation	16
17	Granting, renewing or refusing operator accreditation	16
18	Provisional operator accreditation	17
19	Applicant to notify charge for disqualifying offence etc.	17
20	Amendment, suspension and cancellation of operator accreditation	17
21	Accredited operator to notify charge for disqualifying offence etc.	18
22	Member of partnership must inform another partner of charge for disqualifying offence etc.	19

CHAPTER 4—DRIVER AUTHORISATION

23	Purpose of driver authorisation	19
24	What is driver authorisation	19
25	Scope of driver authorisation	20
26	Driver authorisation standards	20
27	Driver must hold appropriate authorisation	21
28	Responsibility for system of driver authorisation	21
29	Granting, renewing or refusing driver authorisation	21
30	Provisional driver authorisation	21
31	Applicant to notify charge for disqualifying offence etc.	21
32	Amendment, suspension and cancellation of driver authorisations	22
33	Authorised driver must notify charge for disqualifying offence etc.	22
34	Authorised driver must notify suspension or cancellation of licence etc.	22
35	Obligation to notify accredited operator of suspension or cancellation of licence etc.	23

CHAPTER 5—MARKET ENTRY RESTRICTIONS

36	Market entry restrictions	23
----	-------------------------------------	----

CHAPTER 6—SERVICE CONTRACTS

PART 1—PRELIMINARY

Division 1—Application of service contracts

37	Purpose of service contracts	24
38	What are service contracts	24
39	Scope of service contracts	24
40	Service contracts to include minimum service levels	25

*Transport Operations (Passenger Transport)
Act 1994*

41 Other matters to be included in service contracts 25

Division 2—Requirement for service contracts

42 Declaration that service contracts are required 26

43 Obligation to hold service contracts 27

Division 3—Administrative provisions

44 Term of service contracts 27

45 Conditions of service contracts 28

46 Review of operator’s performance 28

47 Breach of service contracts 29

48 Transfer or surrender of service contracts 29

PART 2—SCHEDULED PASSENGER SERVICES

Division 1—Preliminary

49 Application of part 29

50 Commercial and government funded service contracts 30

51 Conditions of funding 30

52 Approval of basis for funding or other financial assistance by State 30

53 Special condition for government funded service contracts for the
transport of eligible school children 31

54 Special condition for commercial service contracts for restricted
school services 31

Division 2—Entering into service contracts for scheduled services

55 Entering into a service contract for a scheduled service—no
existing operators 31

56 Entitlement of existing operators 32

57 Entering into a service contract for a scheduled service—single
existing operator 32

58 Entering into a service contract for a scheduled
service—multiple existing operators 33

59 Matters to be considered 34

60 Amendments of service contracts 34

61 Compensation 35

62 Offer of new service contract 35

*Transport Operations (Passenger Transport)
Act 1994*

PART 3—ADMINISTRATION OF TAXI SERVICES

63	Application of part	36
64	Provision of taxi services	36
65	Taxi services to be provided only by taxis	37
66	Regulation may declare that service contracts are required	37
67	Amendments of taxi service contracts	37

CHAPTER 7—TAXI SERVICE LICENCES

68	Purpose of taxi service licences	38
69	What are taxi service licences	38
70	Requirement for taxi service licences	38
71	Taxi service areas	38
72	Issue of new taxi service licences	39
73	Term of taxi service licences	39
74	Conditions of taxi service licences	39
74A	Maximum taxi fares	40
75	Amendment of taxi service licence conditions	41
76	Transfer, lease and surrender of taxi service licences	41
77	Transfer of taxi service licences between areas	41
78	Limitation on number of licences held by single operator and associates	42
79	Suspension and cancellation of taxi service licences	42
80	Taxi subsidy scheme	43

CHAPTER 8—LIMOUSINE SERVICE LICENCES

81	Purpose of limousine service licences	43
82	What are limousine service licences	43
83	Requirement for limousine service licences	43
84	Limousine service areas	43
85	No limit on number of licences held	43
86	Term of limousine service licence	44
87	Conditions of limousine service licences	44
88	Amendment of limousine service licence conditions	44
89	Transfer, lease and surrender of limousine service licences	45

*Transport Operations (Passenger Transport)
Act 1994*

90	Transfer of limousine service licences between areas	45
91	Suspension and cancellation of limousine service licences	45

CHAPTER 9—STANDARDS

92	Making of standards	46
93	Notice of proposal to prepare draft standard	46
94	Preparation of draft standard	46
95	Notice of draft standard	47
96	Preparation of standard	47
97	Interim standards	47
98	Regulations prevail over standards	48
99	Review of standards	48
100	Direction to comply with standards	48
101	Standards do not apply to railway managers or operators	48

**CHAPTER 10—REVIEW OF AND APPEALS AGAINST
DECISIONS**

PART 1—REVIEW OF DECISIONS

102	Who may apply for review etc.	49
103	Applying for review	49
104	Stay of operation of decision etc.	49
105	Reference to review panel	50
106	Review panels	50
107	Consideration of application by review panel	51
108	Decision on reconsideration	51

PART 2—APPEALS

109	Who may make an appeal	51
110	Making appeals	52

CHAPTER 11—ENFORCEMENT

PART 1—AUTHORISED PERSONS

111	Appointment of authorised persons etc.	52
112	Identity cards	53
113	Production or display of authorised person's identity card	53
114	Powers of authorised persons	54

*Transport Operations (Passenger Transport)
Act 1994*

115	Protection from liability	54
PART 2—AUTHORISED PERSONS FOR RAILWAYS		
116	Appointment of authorised persons for railways	54
117	Identity cards	55
118	Producing or displaying authorised person’s identity card	55
119	Protection from liability	56
PART 3—POWERS OF AUTHORISED PERSONS IN RELATION TO PLACES AND VEHICLES		
120	Entry of place	56
121	Warrants	57
122	Warrants—applications made otherwise than in person	58
123	Entry or boarding of vehicles	59
124	General powers in relation to places and vehicles	60
125	Power to seize evidence	62
126	Procedure after thing seized	63
PART 4—OTHER ENFORCEMENT POWERS OF AUTHORISED PERSONS		
127	Power to require name and address	64
128	Power to require information from certain persons	65
129	Power to require production of certain documents	65
PART 5—OTHER ENFORCEMENT MATTERS		
130	False or misleading information	66
131	False, misleading or incomplete documents	66
132	Compensation	67
133	Authorised person to give notice of damage	67
134	Consent to entry by an authorised person	68
135	Obstruction of authorised person	69
136	Impersonation of authorised person	69
PART 6—POWERS OF AUTHORISED PERSONS FOR RAILWAYS		
137	Power to require name and address etc.	69
138	Power to require information from certain persons	70
139	Power to require production of tickets	71

*Transport Operations (Passenger Transport)
Act 1994*

140	Power to require person to leave train etc.	72
-----	---	----

PART 7—RAILWAY OFFENCES

141	Creating disturbance on trains etc.	72
142	Travelling without paying fare etc.	73
143	Travelling on invalid tickets	75

CHAPTER 12—MISCELLANEOUS

144	Transport arrangements for pupils	75
145	Impact of certain decisions by local governments on public passenger transport	75
146	Effect of decisions of Planning and Environment Court	77
147	Demand management	78
148	Inquiries about person's suitability to hold accreditation or authorisation	78
149	Offences of dishonesty	78
150	Records and evidence from records	79
151	Proceedings for offences	80
152	No need to prove appointments	80
153	Prosecutions for railway offences	80
154	Attempt to commit offence	80
155	Regulations	81

CHAPTER 13—TRANSITIONAL PROVISIONS

PART 1—SAVINGS AND TRANSITIONAL

156	Application of Judicial Review Act to certain transitional decisions	82
157	Compensation not recoverable for certain decisions	82
158	Continued application of State Transport Act, s 77 to certain decisions etc.	83
159	Operators of scheduled passenger services	83
160	Contracts to provide scheduled urban bus services	84
161	Arrangements for school transport—fixed term contracts	86
162	Arrangements for school transport—other contracts	87
168	Operator accreditation for courtesy and community transport services	88
170	Driver authorisation for courtesy and community vehicle drivers	88
172	Preservation of financial arrangements—interest subsidy	88

*Transport Operations (Passenger Transport)
Act 1994*

172A	Preservation of financial arrangements—gross fare revenue	89
172B	Preservation of other financial arrangements	90
172C	Financial arrangements for operator without service contract	91
172D	Financial arrangements for operators with service contracts entered into between commencement and 1 December 1996	92
172E	Financial arrangements for operators with service contracts entered into on or after 2 December 1996	92
172F	Preservation of financial arrangements—local pensioner fares	93

PART 2—TRANSITION OF REFERENCES IN ACTS

174	Application of part	93
175	Urban Passenger Service Proprietors Assistance Act 1975 references	94
176	Urban Public Passenger Transport Act 1984 references	94
177	State Transport Act 1960 references etc.	94

PART 3—TRANSITIONAL REGULATIONS

178	Transitional regulations	94
179	Expiry of part	95

SCHEDULE 1	96
-------------------	----

**DISQUALIFYING OFFENCES—PROVISIONS OF THE
CRIMINAL CODE**

SCHEDULE 2	98
-------------------	----

APPEALS AGAINST ADMINISTRATIVE DECISIONS

SCHEDULE 3	100
-------------------	-----

DICTIONARY

ENDNOTES

1	Index to endnotes	107
2	Date to which amendments incorporated	107
3	Key	108
4	Table of earlier reprints	108
5	Tables in earlier reprints	108
6	List of legislation	109
7	List of annotations	109
8	Table of renumbered provisions	114

TRANSPORT OPERATIONS (PASSENGER TRANSPORT) ACT 1994

[as amended by all amendments that commenced on or before 15 August 1997]

An Act about passenger transport, and for other purposes

CHAPTER 1—PRELIMINARY

Short title

1. This Act may be cited as the *Transport Operations (Passenger Transport) Act 1994*.

Objectives of Act

2.(1) This Act is intended to achieve the provision of the best possible public passenger transport at reasonable cost to the community and government, keeping government regulation to a minimum.

(2) However, this Act recognises that market entry restrictions may be needed in the public interest.

(3) The overall objectives of this Act are, consistent with the objectives of the *Transport Planning and Coordination Act 1994*, to—

- (a) enable the effective planning and efficient management of public passenger transport in the State; and
- (b) provide a system of public passenger transport in the State that—
 - (i) is responsive to community needs; and
 - (ii) offers an attractive alternative to private transport in a way that reduces the overall environmental, economic and social costs of passenger transport; and

- (iii) addresses the challenges of future growth; and
 - (iv) provides a high level of accountability; and
 - (v) provides public passenger services at a reasonable cost to the community and government; and
- (c) provide a reasonable level of community access and mobility in support of the Government's social justice objectives; and
- (d) provide an adequate framework for coordinating the different forms of public passenger transport to form a comprehensive, integrated and efficient system.

Definitions—the dictionary

3.(1) The dictionary at the end of this Act defines particular words used in this Act.

(2) To remove any doubt, the dictionary is a schedule.

Act binds all persons

4.(1) In this section—

“government entity” includes—

- (a) the State, the Commonwealth or another State; or
- (b) an instrumentality or agent of the State, the Commonwealth or another State.

(2) This Act binds all persons, including every government entity.

(3) However, a regulation may exempt a government entity from this Act or a provision of this Act.

CHAPTER 2—RESPONSIBILITIES FOR TRANSPORT STRATEGIES AND PROGRAMS

PART 1—PASSENGER TRANSPORT STRATEGIES

Development of passenger transport strategies

5.(1) The chief executive must, from time to time, develop for the Minister's approval passenger transport strategies designed to give effect to the transport coordination plan in accordance with this Act's objectives.

(2) In developing passenger transport strategies, the chief executive must take reasonable steps to engage in public consultation.

(3) The Minister may, at any time, direct the chief executive to prepare new passenger transport strategies for the Minister's approval or to amend passenger transport strategies in the way the Minister directs.

(4) The Minister may approve passenger transport strategies submitted for approval by the chief executive or require the chief executive to amend the strategies in the way the Minister directs.

(5) The Minister must table a copy of each passenger transport strategy, and each amendment of a passenger transport strategy, approved by the Minister in the Legislative Assembly within 5 sitting days after it is approved.

Contents of passenger transport strategies

6.(1) Passenger transport strategies must include—

- (a) a statement of the specific objectives sought to be achieved; and
- (b) proposals for the provision of public passenger transport; and
- (c) criteria for deciding priorities for government spending on public passenger transport, and options for raising the necessary finance; and
- (d) appropriate performance indicators for deciding whether, and to what extent, the objectives of the strategies have been achieved.

(2) Passenger transport strategies must aim to provide an adequate framework for coordinating and integrating the provision of passenger transport between the different transport modes and different levels of government.

(3) Passenger transport strategies may also take into account agreements between the State and the Commonwealth, other States and local governments about passenger transport.

(4) Passenger transport strategies for the SEQTA area under the *Transport Planning and Coordination Act 1994* must not be inconsistent with, and must give effect to any integrated regional transport plan in force for the area.

PART 2—PASSENGER TRANSPORT IMPLEMENTATION PROGRAMS

Development of passenger transport implementation programs

7.(1) Before the start of each financial year, the chief executive must develop for the Minister's approval passenger transport implementation programs for the year and for 1 or more later years.

(2) A passenger transport implementation program must include a statement of—

- (a) the policies, projects and financial provisions for implementing the passenger transport strategies; and
- (b) the performance targets to be achieved.

(3) A passenger transport implementation program may include proposals to spend amounts not directly related to public passenger transport if the proposals would contribute to the effectiveness and efficiency of public passenger transport.

(4) In developing passenger transport implementation programs, the chief executive must take reasonable steps to engage in public consultation.

(5) A passenger transport implementation program must be made available to the public in a way decided by the Minister.

(6) The Minister may at any time direct the chief executive to amend a passenger transport implementation program.

(7) The Minister may approve passenger transport implementation programs submitted for approval by the chief executive or require the chief executive to amend the programs in the way the Minister directs.

Consistency with passenger transport strategies

8.(1) Subject to directions of the Minister, a passenger transport implementation program must be consistent with the passenger transport strategies.

(2) If the Minister gives a direction under this section resulting in a passenger transport implementation program being inconsistent with passenger transport strategies, the Minister must table a copy of the direction in the Legislative Assembly within 5 sitting days after it is given.

Report on operation of passenger transport programs

9. Each annual report of the department must include a report on the implementation of passenger transport implementation programs during the year to which the report relates.

PART 3—CHIEF EXECUTIVE’S GENERAL ACCOUNTABILITIES

Obligations about public passenger transport

10.(1) The chief executive must ensure—

(a) public passenger transport is developed in a way that—

(i) takes into account national and international benchmarks and best practice; and

- (ii) promotes, within overall transport objectives, the safety of passengers; and
 - (iii) encourages efficient, competitive and commercial behaviour in the provision of public passenger transport; and
 - (iv) ensures a strategic and integrated approach to the provision of public passenger transport; and
 - (v) promotes energy efficiency and reduces adverse environmental impact; and
- (b) public passenger transport operates to achieve—
- (i) efficiency; and
 - (ii) cost effectiveness; and
 - (iii) the highest quality and accessibility of services, and effective infrastructure, consistent with reasonable cost; and
- (c) funding provided by the State for public passenger transport is applied in an efficient, cost effective and equitable way.

(2) Each annual report of the department must include a report on how effect has been given to subsection (1) during the year to which the report relates.

CHAPTER 3—OPERATOR ACCREDITATION

Purpose of operator accreditation

11. The purpose of operator accreditation is to encourage the high quality operation of public passenger services by—

- (a) raising standards and awareness of operators in the areas of safety, service delivery and business acumen; and
- (b) ensuring public passenger service operators are held accountable for complying with appropriate standards.

What is operator accreditation

12. “Operator accreditation” is a qualification an operator of certain public passenger transport services must attain and maintain to provide the services.

Scope of operator accreditation

13.(1) The categories of public passenger service for which operator accreditation is required are—

- (a) scheduled passenger services; and
- (b) long distance scheduled passenger services; and
- (c) charter bus services; and
- (d) tourist services; and
- (e) taxi services; and
- (f) limousine services; and
- (g) courtesy transport services; and
- (h) community transport services; and
- (i) other categories of public passenger services prescribed by regulation.

(2) However, operator accreditation is not required for—

- (a) public passenger services provided by a railway operator; or
- (b) air services; or
- (c) a type of public passenger service exempted by regulation.

Operator accreditation standards

14. Standards about operator accreditation may relate to—

- (a) the applicant’s capacity to ensure the appropriate operation and maintenance of public passenger vehicles; and
- (b) the applicant’s ability to provide a quality public passenger service; and

- (c) an operator's responsibility to comply with vehicle design, safety and operational requirements; and
- (d) the applicant's business management skills, including, expertise in timetabling, route planning, marketing, customer services and financial management; and
- (e) other matters prescribed by regulation.¹

Duties of operators

15. A person must not provide a public passenger service for which operator accreditation is required under this Act unless—

- (a) the person is accredited to operate the service; and
- (b) the person uses appropriately authorised drivers.

Maximum penalty—160 penalty units.

Responsibility for system of operator accreditation

16.(1) The chief executive is responsible for administering the scheme of operator accreditation.

(2) If a person to whom the chief executive delegates powers about operator accreditation that are prescribed by regulation fails, without reasonable excuse, to comply with a condition of the delegation, the person commits an offence.

Maximum penalty—160 penalty units.

Granting, renewing or refusing operator accreditation

17.(1) A regulation may make provision about granting, renewing, or refusing to grant or renew, operator accreditation.

(2) Without limiting subsection (1), a regulation may authorise the chief executive to refuse to grant a person operator accreditation if—

¹ Chapter 9 deals with the making of standards.

- (a) for an individual—the person has been convicted of a disqualifying offence or has been charged with a disqualifying offence and the charge has not been finally disposed of; or
- (b) for a member of a partnership—the person, or another member of the partnership, has been convicted of a disqualifying offence or has been charged with a disqualifying offence and the charge has not been finally disposed of; or
- (c) for a corporation—the person, or an executive officer of the corporation, has been convicted of a disqualifying offence or has been charged with a disqualifying offence and the charge has not been finally disposed of.

Provisional operator accreditation

18. A regulation may provide for granting, or refusing to grant, operator accreditation on a provisional basis.

Applicant to notify charge for disqualifying offence etc.

19.(1) If an applicant for an operator accreditation is charged with a disqualifying offence, the applicant must immediately notify the chief executive under the regulations.

(2) When the charge is dealt with, the applicant must immediately notify the chief executive under the regulations of the outcome of the charge.

Maximum penalty—10 penalty units.

Amendment, suspension and cancellation of operator accreditation

20.(1) A regulation may make provision about amending, suspending or cancelling operator accreditation.

(2) Without limiting subsection (1), a regulation may authorise the chief executive to suspend or cancel a person's operator accreditation if—

- (a) for an individual—the person is convicted of a disqualifying offence; or

- (b) for a member of a partnership—the person, or another member of the partnership, is convicted of a disqualifying offence; or
- (c) for a corporation—the person, or an executive officer of the person, is convicted of a disqualifying offence.

(3) Without limiting subsection (1), a regulation may authorise the chief executive immediately to suspend a person’s operator accreditation if—

- (a) for an individual—the person is charged with a disqualifying offence or the chief executive otherwise considers it necessary in the public interest; or
- (b) for a member of a partnership—the person, or another member of the partnership, is charged with a disqualifying offence or the chief executive otherwise considers it necessary in the public interest; or
- (c) for a corporation—the person, or an executive officer of the person, is charged with a disqualifying offence or the chief executive otherwise considers it necessary in the public interest.

Accredited operator to notify charge for disqualifying offence etc.

21.(1) A person who is an accredited operator must immediately notify the chief executive under the regulations if—

- (a) for an individual—the person is charged with a disqualifying offence; or
- (b) for a member of a partnership—the person, or another member of the partnership, is charged with a disqualifying offence; or
- (c) for a corporation—the person, or an executive officer of the person, is charged with a disqualifying offence.

(2) When the charge is dealt with, the person must immediately notify the chief executive under the regulations of the outcome of the charge.

Maximum penalty—10 penalty units.

Member of partnership must inform another partner of charge for disqualifying offence etc.

22.(1) A member of a partnership that is an accredited operator must immediately inform, under the regulations, another member of the partnership if the member is charged with a disqualifying offence.

(2) When the charge is dealt with, the member must immediately inform, under the regulations, another member of the partnership of the outcome of the charge.

(3) An executive officer of a corporation that is an accredited operator must immediately inform, under the regulations, another executive officer of the operator if the executive officer is charged with a disqualifying offence.

(4) When the charge is dealt with, the executive officer must immediately inform, under the regulations, another executive officer of the operator of the outcome of the charge.

Maximum penalty—10 penalty units.

CHAPTER 4—DRIVER AUTHORISATION

Purpose of driver authorisation

23. The purpose of driver authorisation is to ensure drivers of public passenger vehicles—

- (a) are capable of safely operating the relevant type of vehicle; and
- (b) are aware of their customer service responsibilities; and
- (c) conduct themselves appropriately.

What is driver authorisation

24. “Driver authorisation” is a qualification a driver of a vehicle providing certain public passenger transport services must attain and maintain to operate the vehicle while providing the services.

Scope of driver authorisation

25.(1) The categories of public passenger service for which driver authorisation is required are—

- (a) scheduled passenger services; and
- (b) long distance scheduled passenger services; and
- (c) charter bus services; and
- (d) tourist services; and
- (e) taxi services; and
- (f) limousine services; and
- (g) courtesy transport services; and
- (h) community transport services; and
- (i) other categories of public passenger services prescribed by regulation.

(2) However, driver authorisation is not required for—

- (a) public passenger services provided by a railway operator; or
- (b) air services; or
- (c) a type of public passenger service exempted by regulation.

Driver authorisation standards

26. Standards about driver authorisation may—

- (a) relate to the applicant's ability to operate safely a public passenger vehicle of the relevant category; and
- (b) include requirements about the applicant's medical fitness; and
- (c) require compliance with the *Anti-Discrimination Act 1991*; and
- (d) relate to customer service and other matters prescribed by regulation.²

² Chapter 9 deals with the making of standards.

Driver must hold appropriate authorisation

27. A person must not operate a public passenger vehicle providing a public passenger service for which driver authorisation is required unless the person is an appropriately authorised driver.

Maximum penalty—30 penalty units.

Responsibility for system of driver authorisation

28.(1) The chief executive is responsible for administering the scheme of driver authorisation.

(2) If a person to whom the chief executive delegates powers about driver authorisation that are prescribed by regulation fails, without reasonable excuse, to comply with a condition of the delegation, the person commits an offence.

Maximum penalty—160 penalty units.

Granting, renewing or refusing driver authorisation

29.(1) A regulation may make provision about granting, renewing, or refusing to grant or renew, driver authorisation.

(2) Without limiting subsection (1), a regulation may authorise the chief executive to refuse to grant a person driver authorisation if the person has been convicted of a disqualifying offence or has been charged with a disqualifying offence and the charge has not been finally disposed of.

Provisional driver authorisation

30. A regulation may provide for granting, or refusing to grant, driver authorisation on a provisional basis, including provisional authorisation in an emergency.

Applicant to notify charge for disqualifying offence etc.

31.(1) If an applicant for driver authorisation is charged with a disqualifying offence, the applicant must immediately notify the chief

executive under the regulations.

(2) When the charge is dealt with, the applicant must immediately notify the chief executive under the regulations of the outcome of the charge.

Maximum penalty—10 penalty units.

Amendment, suspension and cancellation of driver authorisations

32.(1) A regulation may make provision about amending, suspending or cancelling driver authorisations.

(2) Without limiting subsection (1), a regulation may authorise the chief executive to suspend or cancel a person's driver authorisation if the person is convicted of a disqualifying offence.

(3) Without limiting subsection (1), a regulation may authorise the chief executive immediately to suspend a person's driver authorisation if the person is charged with a disqualifying offence or the chief executive otherwise considers it necessary in the public interest.

Authorised driver must notify charge for disqualifying offence etc.

33.(1) An authorised driver must immediately notify the chief executive under the regulations if the driver is charged with a disqualifying offence.

(2) When the charge is dealt with, the authorised driver must immediately inform the chief executive under the regulations of the outcome of the charge.

Maximum penalty—10 penalty units.

Authorised driver must notify suspension or cancellation of licence etc.

34. If a licence or other authorisation required under another Act to drive a vehicle of a type to which a person's driver authorisation relates is suspended or cancelled, the person must immediately notify the chief executive under the regulations.

Maximum penalty—10 penalty units.

Obligation to notify accredited operator of suspension or cancellation of licence etc.

35. If—

- (a) a licence or other authorisation required under another Act to drive a vehicle of a type to which a person's driver authorisation relates is suspended or cancelled; or
- (b) a person's driver authorisation is suspended or cancelled;

and the authorised driver drives a vehicle for an accredited operator, the person must immediately notify the operator under the regulations.

Maximum penalty—10 penalty units.

CHAPTER 5—MARKET ENTRY RESTRICTIONS

Market entry restrictions

36.(1) A regulation may declare that a public passenger service is to be provided with market entry restrictions.

(2) Before a regulation is made under subsection (1), the Minister must be of the opinion that the following criteria are met, or can be met or substantially met—

- (a) the level of services would be greater than the level that would otherwise be provided;
- (b) access to public passenger transport would be greater than would otherwise be achieved;
- (c) service innovation would be greater than would otherwise be achieved;
- (d) the particular public passenger services would better meet the Government's social justice objectives at a lower cost to the Government than would otherwise be achieved.

CHAPTER 6—SERVICE CONTRACTS

PART 1—PRELIMINARY

Division 1—Application of service contracts

Purpose of service contracts

37. The purpose of service contracts is to hold accredited operators accountable for minimum performance levels to ensure the communities served under the contracts receive, at a reasonable cost, quality and innovative public passenger services.

What are service contracts

38.(1) A “**service contract**” is a contract between the chief executive for the State and an operator under which the operator is required to provide a public passenger service for an area or route in a way that meets or exceeds performance levels stated in the contract.

(2) If—

- (a) a regulation has been made under section 36 (Market entry restrictions) for a public passenger service; and
- (b) the chief executive has declared, under section 42 (Declaration that service contracts are required), that a service contract is required to provide the service for an area or a route;

a service contract may provide the operator with the exclusive right to operate the public passenger service for the area or route.

Scope of service contracts

39. The categories of public passenger service for which service contracts may be required are—

- (a) scheduled passenger services; and

- (b) administration of taxi services; and
- (c) ferry services; and
- (d) air services; and
- (e) another category of public passenger services prescribed by regulation.

Service contracts to include minimum service levels

40.(1) A service contract must state minimum service levels to be complied with by the operator.

(2) Minimum service levels for a particular public passenger service must specify—

- (a) the periods when the public passenger service is to be provided; and
- (b) the nature, frequency and extent of the public passenger service during the periods or particular parts of the periods.

(3) Minimum service levels must have regard to—

- (a) the needs of the community for whose benefit the service is provided; and
- (b) service levels in comparable communities, whether in Queensland, elsewhere in Australia or in a foreign country; and
- (c) the cost of service provision.

Other matters to be included in service contracts

41.(1) A service contract may—

- (a) establish performance outcomes for frequency, regularity, punctuality and accessibility; and
- (b) establish performance outcomes for customer information and service; and
- (c) establish principles for fare setting; and

- (d) establish performance levels for the quality and type of public passenger vehicles; and
 - (e) establish criteria for government payments under the contract; and
 - (f) require the operator to provide or fund infrastructure associated with providing the public passenger service; and
 - (g) require the operator to have or develop a business plan outlining how the performance levels are to be achieved; and
 - (h) require the operator to establish a management information system to monitor, record and report periodically on performance; and
 - (i) require the operator to provide the chief executive with information the chief executive may require; and
 - (j) establish performance outcomes for other aspects of the way the operator provides the public passenger service or carries on business; and
 - (k) provide for the payment of compensation by the operator if the operator contravenes a condition of the contract, including, for example, compensation for the cost of providing the service through another operator; and
 - (l) include other terms required by the chief executive.
- (2) The chief executive—
- (a) is obliged under a service contract to act in a reasonable way to facilitate the contract's operation; and
 - (b) has the other obligations stated in the contract.

Division 2—Requirement for service contracts

Declaration that service contracts are required

42.(1) This section applies to a public passenger service to which a regulation under section 36 (Market entry restrictions) applies.

(2) The chief executive may, by public notice, declare that a service contract will be required to provide a public passenger service of a specified kind for a specified area or route.

(3) In the notice given under subsection (2) or another public notice, the chief executive must fix the day on and from which the service contract is required.

Obligation to hold service contracts

43. A person must not provide a public passenger service for an area or route if the area or route is a service contract area or route for public passenger services of that type unless the person is entitled to provide the public passenger service under—

- (a) a service contract; or
- (b) an agreement with the holder of a service contract.

Maximum penalty—

- (a) if an operator has the exclusive right to operate the public passenger service for the area or route—160 penalty units; or
- (b) in any other case—30 penalty units.

Division 3—Administrative provisions

Term of service contracts

44.(1) A service contract is for a term of 5 years.

(2) However, the chief executive may, in special circumstances, enter into temporary service contracts for a shorter term to ensure continuity of public passenger services.

(3) Subsection (1) is subject to the following sections—

- section 47 (Breach of service contracts)
- section 53 (Special condition for government funded service contracts for the transport of eligible school children).

Conditions of service contracts

45. A service contract is subject to conditions agreed by the parties.

Review of operator's performance

46.(1) The chief executive may arrange for reviews of an operator's performance under a service contract.

(2) However, each service contract must be reviewed as near as practicable to the middle of the term of the contract (a **“midterm review”**).

(3) A service contract may also be reviewed at another time if the parties agree.

(4) Each operator under a service contract must, for a midterm review, conduct a market based needs assessment for public passenger services of the relevant type for the contract area or route.

(5) The chief executive may make, and distribute to operators, guidelines to which operators must have regard in conducting assessments under subsection (4).

(6) The chief executive must take into account any relevant research done by the operator.

(7) If, on a review, it is shown that the operator—

- (a)** has taken all reasonable steps to fulfil the contract and actively promoted the use of public passenger transport; but
- (b)** has not achieved the patronage levels agreed to by the chief executive and the operator;

the chief executive may review the operator's minimum service levels or work with the operator to achieve increased patronage.

(8) If, after a review, the chief executive is of the opinion the operator's performance has been inadequate in a significant respect, the chief executive—

- (a)** must notify the operator of the inadequacy; and
- (b)** may require the operator to take specified steps to remedy the inadequacy.

(9) If an operator fails to take the required steps to remedy the inadequacy within the time allowed by the chief executive, the chief executive may, by notice to the operator, terminate the service contract.

(10) Compensation is not recoverable from anyone (including the chief executive and the State) for or in relation to the termination of the service contract under subsection (9).

Breach of service contracts

47.(1) The chief executive may, by notice given to an operator, amend, suspend or cancel the operator's service contract if the operator contravenes a condition of the contract.

(2) Before taking action against a person under subsection (1), the chief executive must give the person written notice of the intended action, and allow the person an opportunity to make written representations about the intended action within 10 working days.

Transfer or surrender of service contracts

48. The holder of a service contract may, with the chief executive's approval—

- (a) transfer the operator's rights and liabilities under the contract to another operator; or
- (b) surrender the contract.

PART 2—SCHEDULED PASSENGER SERVICES

Division 1—Preliminary

Application of part

49. This part applies only to scheduled passenger services.

Commercial and government funded service contracts

50.(1) Service contracts for scheduled passenger services are classified as commercial service contracts or government funded service contracts.

(2) A “**commercial service contract**” is a service contract under which the operator is remunerated from revenue generated by passengers’ fares.

(3) A “**government funded service contract**” is a contract under which the operator is remunerated—

- (a) entirely from government payments for services provided; or
- (b) partly from revenue generated by fares and partly from government payments for services provided.

(4) Reimbursement for government specified fare concessions is to be treated as remuneration from revenue generated by passengers’ fares.

Conditions of funding

51.(1) If an operator is required under a service contract to provide concessions, the contract must also provide for a scheme under which the operator will be reimbursed for the concessions by government funding.

(2) A service contract may require the operator to provide improved levels of productivity.

(3) A service contract may require the operator to provide a discount for infants, children and school students.

Approval of basis for funding or other financial assistance by State

52.(1) The chief executive may enter into a service contract providing for funding or other financial assistance by the State only if the Minister has approved the basis on which the funding or other financial assistance is to be provided.

(2) In considering whether to give an approval under subsection (1), the Minister must have regard to the principle that funding or other financial assistance by the State for scheduled passenger services should be provided principally for—

- (a) scheduled passenger services that the Government requires to be provided and that would not be provided, or provided at the same level, without funding or other financial assistance by the State; and
 - (b) reimbursement for government specified fare concessions.
- (3)** Each annual report of the department must include—
- (a) details of funding or other financial assistance provided by the State to each operator who receives funding or other financial assistance during the year to which the report relates; and
 - (b) reasons for the funding or other financial assistance.

Special condition for government funded service contracts for the transport of eligible school children

53. A government funded service contract about the transport of eligible school children must include a condition that the contract may be terminated or amended if the number of eligible school children using the service changes significantly.

Special condition for commercial service contracts for restricted school services

54. A commercial service contract may include a condition that the provision of transport of students to particular schools may be provided by another operator over the service contract area or route, or part of the service contract area or route, as a restricted school service for which there will be no government funding.

Division 2—Entering into service contracts for scheduled services

Entering into a service contract for a scheduled service—no existing operators

55. If—

- (a) an area or route is identified under section 42 (Declaration that service contracts are required) for a public passenger service; and
- (b) no-one is providing a public passenger service of that kind for the area or route;

the chief executive must, by public notice, invite submissions from the public, whether by tender or in another way, for a service contract to provide the public passenger service for the area or route.

Entitlement of existing operators

56.(1) Each operator who provides a public passenger service for a service contract area or route is entitled to the first opportunity to offer to provide a public passenger service of that kind for the area or route.

(2) This section does not apply to an operator under a service contract that states that this section does not apply to it.

Entering into a service contract for a scheduled service—single existing operator

57.(1) This section applies if a single operator was providing a public passenger service for an area or route and—

- (a) the area or route or part of the area or route is identified under section 42 (Declaration that service contracts are required) for the public passenger service; or
- (b) a service contract for the public passenger service for the area or route is to expire.

(2) However, this section does not apply to an operator under a service contract that states that this section does not apply to it.

(3) If this section applies, the chief executive must, by written notice, invite the operator to offer, whether by tender or in another way, for a service contract to provide the public passenger service for the area or route.

(4) If—

- (a) no response is made to the invitation within 60 days after it is made; or

- (b) the response does not meet or substantially meet the requirements of section 59 (Matters to be considered);

the chief executive must, by public notice, invite submissions from the public, whether by tender or in another way, for a service contract to provide a public passenger service of that kind for the area or route.

Entering into a service contract for a scheduled service—multiple existing operators

58.(1) If—

- (a) an area or route is identified under section 42 (Declaration that service contracts are required) for a public passenger service; and
- (b) 2 or more people (the “**operators**”) were providing public passenger services of that kind for the area or route or part of the area or route; and
- (c) the chief executive is of the opinion that, for the purpose of entering into a service contract for the provision of a public passenger service of that kind for the area or route, rationalisation, joint operation or amalgamation of, or other arrangement between, the operators is required;

the chief executive must give the operators written notice that they are required to work out, within 60 days, a form of rationalisation, joint operation, amalgamation or other arrangement that achieves a just compromise of their respective rights.

(2) If the chief executive is satisfied 1 or more of the operators was not willing to negotiate a just compromise of their respective rights, the chief executive may enter into a service contract with the remaining operators.

(3) If—

- (a) no response is made within 60 days after the notices are given or any further period allowed by the chief executive under subsection (4); or
- (b) the responses do not meet or substantially meet the requirements of section 59 (Matters to be considered);

the chief executive must, by public notice, invite submissions from the public, whether by tender or in another way, for a service contract to provide a public passenger service of that kind for the area or route.

(4) The chief executive may, within the period of 60 days mentioned in subsection (3)(a), allow the operators a further period of not more than 60 days.

(5) Subsection (3)(a) does not apply if the chief executive is satisfied the operators are making substantial progress towards a form of rationalisation, joint operation, amalgamation or other arrangement that achieves a just compromise of their respective rights.

(6) However, subsection (3)(a) again applies to the operators if the chief executive notifies them, in writing, that the chief executive is no longer satisfied that they are making substantial progress.

(7) Only 1 extension may be granted under subsection (4).

Matters to be considered

59.(1) The chief executive is not obliged to accept any offer for a service contract.

(2) In deciding between 2 or more offers for a service contract, the chief executive must accept the offer the chief executive considers the most advantageous in the public interest having regard to—

- (a) the needs of the community for whose benefit the service is provided; and
- (b) the ability of each offerer to meet the minimum service levels and other standards of performance specified in the offer; and
- (c) the cost of service provision; and
- (d) the need for sustainability and continuity of services; and
- (e) matters prescribed by regulation.

Amendments of service contracts

60.(1) The chief executive may amend the area or route of a service

contract if the chief executive is satisfied the amendment is necessary—

- (a) to extend services into developing areas; or
- (b) because of changed traffic conditions or for reasons of public safety; or
- (c) for improvement of services in the public interest.

(2) Before making a decision under this section, the chief executive must give the operator written notice of the intended action and allow the operator the first opportunity to offer to provide the amended services.

Compensation

61.(1) If—

- (a) an existing operator or operators are not awarded a service contract for the area or route, or part of the area or route, for which the operator or operators were providing services; or
- (b) a decision is made under section 60 (Amendments of service contracts) and the existing operator or operators do not wish to provide the services for the amended area or route;

the chief executive may require the new operator, as a condition of the new service contract, to pay compensation to the existing operator or operators.

(2) If submissions for the new service contract were invited from the public, the chief executive may act under subsection (1) only if the invitation stated that this section applied to the contract.

(3) The amount of compensation is to be decided by agreement between the operators or, if there is no agreement, by an arbitrator appointed by the parties.

(4) A regulation may make provision about matters to be considered, or not considered, in deciding the amount of compensation.

(5) The *Commercial Arbitration Act 1990* applies to the arbitration.

Offer of new service contract

62.(1) If—

- (a) an operator's performance under a service contract has been satisfactory; and
- (b) the chief executive proposes to offer a new service contract at the end of the term for the same, or substantially the same, service contract area or route;

the chief executive must, by written notice, invite the operator to offer, whether by tender or in another way, for the new contract.

(2) The chief executive may invite offers from the public or someone else only if the operator—

- (a) refuses the invitation; or
- (b) fails to respond to the invitation within a time (of at least 60 days) allowed by the chief executive; or
- (c) fails to make an offer that meets or substantially meets the requirements of section 59 (Matters to be considered).

(3) This section does not apply to an operator under a service contract that states that this section does not apply to it.

PART 3—ADMINISTRATION OF TAXI SERVICES

Application of part

63. This part applies only to the administration of taxi services.

Provision of taxi services

64. A person administers a taxi service if the person carries on a business in the course of which—

- (a) bookings for taxi services are accepted; and
- (b) taxis are assigned to customers;

whether or not the person operates all or some of the taxis used to provide the services.

Taxi services to be provided only by taxis

65.(1) If a person who administers a taxi service receives a request for the services of a taxi, the person must not—

- (a) provide a vehicle that is not a taxi; or
- (b) suggest to the person who made the request that the person accept a vehicle that is not a taxi.

Maximum penalty—160 penalty units.

(2) To meet demand during peak patronage periods, the chief executive may exempt a person from subsection (1).

Regulation may declare that service contracts are required

66. A regulation may declare that, on and from a day to be fixed by the chief executive by gazette notice, the administration of taxi services in an area must be performed under a service contract.

Amendments of taxi service contracts

67.(1) The chief executive may amend the conditions of a taxi service contract if the chief executive is satisfied that the amendment is necessary to extend services into developing areas or for improvement of services in the public interest.

(2) Before making a decision under this section, the chief executive must give the operator written notice of the intended action, and allow the operator a reasonable opportunity to make written representations about the intended action within 10 working days.

CHAPTER 7—TAXI SERVICE LICENCES

Purpose of taxi service licences

68. The purpose of taxi service licences is to ensure that the communities served by taxis receive quality and innovative taxi services at a reasonable cost.

What are taxi service licences

69. A “**taxi service licence**” is a licence issued by the chief executive under which the holder is required to provide a taxi service in an area in a way that meets or exceeds specified performance levels.

Requirement for taxi service licences

70. A person must not provide a taxi service using a vehicle unless the person has a taxi service licence to provide the service with the vehicle.

Maximum penalty—160 penalty units.

Taxi service areas

71.(1) This section applies to a taxi service to which a regulation under section 36 (Market entry restrictions) applies.

(2) The chief executive may, by public notice, declare a taxi service area.

(3) The chief executive may, by public notice, fix the number of taxi service licences for a taxi service area.

(4) In fixing the number of taxi service licences for a taxi service area, the chief executive must—

- (a)** ensure there are enough taxi service licences for the area to meet public demand; and
- (b)** take into account—
 - (i)** the views of users of taxi services in the area; and
 - (ii)** recent changes in travel patterns in the area; and

- (iii) the types of taxi services available in the area; and
- (iv) the performance of the existing taxi fleet in the area; and
- (v) the productivity of the fleet.

Issue of new taxi service licences

72.(1) Before the chief executive issues a new taxi service licence for a taxi service area, the chief executive must, by public notice, invite offers to purchase the taxi service licence—

- (a) stating—
 - (i) the intention to issue the licence; and
 - (ii) if licences have been previously issued for the area—the most recent prices for which licences have been transferred; and
- (b) calling for offers for the taxi service licence.

(2) The chief executive is not obliged to accept any offer for a taxi service licence.

Term of taxi service licences

73.(1) A taxi service licence is for a term of 5 years.

(2) However, it may be renewed for successive terms of 5 years if its conditions are complied with.

(3) The renewal of a taxi service licence may be for a shorter term if the applicant asks for a shorter term.

(4) This section does not apply to a taxi service licence issued on a nonrenewable basis.

Conditions of taxi service licences

74.(1) A taxi service licence is subject to the conditions stated in it by the chief executive.

(2) The conditions of a taxi service licence must—

- (a) require the operator to use a particular type of vehicle or a vehicle of a type approved for taxis by the chief executive; and
- (b) specify the taxi service area to which the taxi service licence applies; and
- (c) require the operator not to charge more than the maximum fares published in the gazette under section 74A; and
- (d) require the operator to display a distinctive registration plate on the vehicle distinguishing it as a taxi.

(3) The conditions of a taxi service licence may—

- (a) require that the operator have access to a continuously operating booking service; and
- (b) require the operator—
 - (i) to cooperate with the holder of a taxi service contract; and
 - (ii) to comply with all reasonable requests to provide taxi services made by the holder of the contract; and
 - (iii) not to act in a way likely to prevent the holder of the taxi service contract complying with the conditions of the contract; and
- (c) require the operator to install and maintain stated equipment in taxis; and
- (d) require that the operator only operate the taxi on a stated day or at stated times; and
- (e) make other requirements of an operator.

(4) The holder of a taxi service licence must not contravene a condition of the licence.

Maximum penalty for subsection (4)—40 penalty units.

Maximum taxi fares

74A.(1) The chief executive may, by gazette notice, decide maximum fares for taxis.

(2) However, the chief executive may, by gazette notice, decide that the maximum fares do not apply to a type of taxi stated in the notice if the chief executive is satisfied that under the procedure used to book the type of taxi—

- (a) the hirer has to specifically ask for the type of taxi; and
- (b) the operator and the hirer have to agree on the amount of the fare at the time of booking.

Amendment of taxi service licence conditions

75.(1) A regulation may authorise the chief executive to amend the conditions of a taxi service licence if the chief executive is satisfied the amendment is necessary for improving taxi services in the public interest.

(2) A regulation may also authorise the amendment of taxi service licences in other circumstances and make other provision about amending taxi service licences.

Transfer, lease and surrender of taxi service licences

76. A regulation may make provision about transferring, leasing or surrendering taxi service licences.

Transfer of taxi service licences between areas

77.(1) The chief executive may amend the conditions of a taxi service licence applying to a particular taxi service area so that it applies to another taxi service area if—

- (a) the holder of the licence successfully offers for a transfer to the relevant taxi service area following the calling of offers by public notice; or
- (b) the taxi service areas are amalgamated; or
- (c) the holder of the licence applies for a transfer to the relevant taxi service area.

(2) If, in the chief executive's opinion, the value of taxi service licences in the area to which the licence is to be transferred is greater than in the area

from which the licence is transferred, the chief executive may require as a condition of the transfer that the operator pay to the chief executive an amount representing the difference in value.

(3) This section does not limit the power to make regulations about amending taxi service licences.

Limitation on number of licences held by single operator and associates

78. A regulation may make provision about limiting the number of licences held, leased or managed by a single operator (and persons who are, under the regulations, associates of the operator) in a taxi service area.

Suspension and cancellation of taxi service licences

79.(1) A regulation may make provision about suspending and cancelling taxi service licences.

(2) Without limiting subsection (1), a regulation may authorise the chief executive to suspend or cancel a person's taxi service licence if—

- (a) the person contravenes this Act or a condition of the licence; or
- (b) the person holds, leases or manages more than the maximum allowed number of taxi service licences.

(3) Without limiting subsection (1), a regulation may authorise the chief executive to suspend immediately a person's taxi service licence if the chief executive considers it necessary in the public interest.

(4) Without limiting subsection (1), if the operator accreditation of the holder of a taxi service licence is suspended or cancelled—

- (a) for suspension—the licence is suspended while the accreditation is suspended; or
- (b) for cancellation—the licence is suspended until it is transferred to an accredited operator.

Taxi subsidy scheme

80. A regulation may provide a scheme under which the State pays the whole or a part of taxi fares for particular groups.

CHAPTER 8—LIMOUSINE SERVICE LICENCES

Purpose of limousine service licences

81. The purpose of limousine service licences is to ensure that the communities served under the licences receive luxury quality, unscheduled public passenger services.

What are limousine service licences

82. A “**limousine service licence**” is a licence issued by the chief executive under which the holder is required to provide a limousine service in an area in a way that meets or exceeds specified performance levels.

Requirement for limousine service licences

83. A person must not provide a limousine service using a vehicle unless the person has a limousine service licence to provide the service with the vehicle.

Maximum penalty—160 penalty units.

Limousine service areas

84. The chief executive may, by public notice, declare a limousine service area.

No limit on number of licences held

85. There is no limit on the number of limousine service licences a person may hold.

Term of limousine service licence

86.(1) A limousine service licence is for a term of 5 years.

(2) However, it may be renewed for successive terms of 5 years if its conditions are complied with.

(3) The renewal of a limousine service licence may be for a shorter term if the applicant asks for a shorter term.

Conditions of limousine service licences

87.(1) A limousine service licence is subject to the conditions stated in it by the chief executive.

(2) The conditions of a limousine service licence must—

- (a)** prohibit the operator from operating a limousine service unless an earlier booking has been made; and
- (b)** require the operator to use a luxury motor vehicle; and
- (c)** specify the limousine service area to which the limousine service licence applies; and
- (d)** require the operator to display a distinctive registration plate on the vehicle distinguishing it as a limousine.

(3) The conditions of a limousine licence may—

- (a)** restrict the operation of the limousine service to particular occasions, including, for example, weddings; or
- (b)** make other requirements of an operator; or
- (c)** allow the operator in specified circumstances to ply for hire from and to specified locations.

(4) The holder of a limousine service licence must not contravene a condition of the licence.

Maximum penalty for subsection (4)—40 penalty units.

Amendment of limousine service licence conditions

88.(1) A regulation may authorise the chief executive to amend the

conditions of a limousine service licence if the chief executive is satisfied the amendment is necessary for improving limousine services in the public interest.

(2) A regulation may also authorise the amendment of limousine service licences in other circumstances and make other provisions about amending limousine service licences.

Transfer, lease and surrender of limousine service licences

89. A regulation may make provision about transferring, leasing or surrendering limousine service licences.

Transfer of limousine service licences between areas

90.(1) The chief executive may amend the conditions of a limousine service licence applying to a particular limousine service area so that it applies to another limousine service area.

(2) This section does not limit the power to make regulations about amending limousine service licences.

Suspension and cancellation of limousine service licences

91.(1) A regulation may make provision about suspending and cancelling limousine service licences.

(2) Without limiting subsection (1), a regulation may authorise the chief executive to suspend or cancel a person's limousine service licence if the person contravenes this Act or a condition of the licence.

(3) Without limiting subsection (1), a regulation may authorise the chief executive to suspend immediately a person's limousine service licence if the chief executive considers it necessary in the public interest.

(4) Without limiting subsection (1), if the operator accreditation of the holder of a limousine service licence is suspended or cancelled—

- (a) for suspension—the licence is suspended while the accreditation is suspended; or

- (b) for cancellation—the licence is suspended until it is transferred to an accredited operator.

CHAPTER 9—STANDARDS

Making of standards

- 92.(1)** The chief executive may make standards under this Act.
- (2) A standard is subordinate legislation.
- (3) A standard is not effective until it is approved by the Governor in Council.

Notice of proposal to prepare draft standard

- 93.(1)** Before making a standard about a matter, the chief executive must give public notice of a proposal to prepare a draft standard about the matter.
- (2) The notice must—
- (a) invite submissions on the proposal from public authorities, industry, interested groups and persons, and the public; and
 - (b) state where copies of the proposal may be inspected or obtained; and
 - (c) specify a day, not earlier than 14 days from public notice or first public notice of the proposal, by which submissions may be made to the chief executive about the proposal.

Preparation of draft standard

- 94.** In preparing the draft standard, the chief executive must ensure the draft standard—
- (a) sets out its purposes; and

- (b) takes into account national and international benchmarks and best practices.

Notice of draft standard

95.(1) When the draft standard has been prepared, the chief executive must give public notice of the draft standard.

(2) The notice must—

- (a) invite submissions on the draft standard from public authorities, interested groups and persons, and the public; and
- (b) state where copies of the draft standard may be inspected or obtained; and
- (c) specify the day, not earlier than 14 days from public notice or first public notice of the draft standard, by which submissions may be made to the chief executive about the draft standard.

Preparation of standard

96. In preparing the standard, the chief executive must have regard to the advice and submissions properly received about the draft standard.

Interim standards

97.(1) If the chief executive is satisfied that, for reasons of urgency, it is necessary or desirable to make a standard on an interim basis, the chief executive may make the standard even though the following sections have not been complied with—

- section 93 (Notice of proposal to prepare draft standard)
- section 94 (Preparation of draft standard)
- section 95 (Notice of draft standard)
- section 96 (Preparation of standard).

(2) The interim standard must include a sunset provision stating the interim standard expires 6 months after its commencement.

Regulations prevail over standards

98.(1) If there is an inconsistency between a regulation and a standard, the regulation prevails to the extent of the inconsistency.

(2) Subsection (1) applies whether the standard was made before or after the regulation.

Review of standards

99.(1) The chief executive must review each standard within 7 years after its approval.

(2) The procedures applying to the preparation and approval of standards under this chapter apply to the review of standards with any necessary changes and any changes prescribed by regulation.

Direction to comply with standards

100.(1) If the chief executive is of the opinion that a person has not complied with a standard applying to the person, the chief executive may give the person a written direction to comply with the standard within a specified period (of at least 10 working days).

(2) The person must not contravene the direction unless the person has a reasonable excuse for not complying with it.

Maximum penalty for subsection (2)—160 penalty units.

Standards do not apply to railway managers or operators

101. Standards do not apply to railway managers or operators.

CHAPTER 10—REVIEW OF AND APPEALS AGAINST DECISIONS

PART 1—REVIEW OF DECISIONS

Who may apply for review etc.

102.(1) A person whose interests are affected by a decision specified in schedule 2 may apply to the chief executive for a review of the decision.

(2) A person who may seek a review of a decision is entitled to receive a statement of reasons for the decision.

Applying for review

103.(1) An application by a person for review of a decision must be made within 28 days after notice of the decision was given to the person.

(2) However, if—

- (a) the notice did not state reasons for the decision; and
- (b) the person asked for a statement of reasons for the decision within the period mentioned in subsection (1);

the person may make the application within 28 days after the person is given the statement of reasons.

(3) In addition, the chief executive may extend the period for making an application for review.

(4) An application for review must be written and state in detail the grounds on which the applicant seeks review of the decision.

Stay of operation of decision etc.

104.(1) If an application is made under this part for review of a decision, the applicant may immediately apply for a stay of the decision to the court specified opposite to the decision in schedule 2.

(2) The court may stay the decision to secure the effectiveness of the review and any later appeal to the court.

(3) A stay—

- (a) may be given on conditions the court considers appropriate; and
- (b) operates for the period specified by the court; and
- (c) may be revoked or amended by the court.

(4) The period of a stay under this section must not extend past the time when the chief executive reviews the decision and any later period the court allows the applicant to enable the applicant to appeal against the chief executive's decision.

(5) The making of an application under this part for review of a decision affects the decision, or the carrying out of the decision, only if the decision is stayed.

Reference to review panel

105.(1) If an application is made under this part for review of a decision, the chief executive must refer the application to a review panel for advice.

(2) However, the chief executive need not refer an application to a review panel if the chief executive is of the opinion the application is frivolous or vexatious.

Review panels

106.(1) The chief executive may establish review panels for the purposes of this part.

(2) A review panel consists of persons nominated by the chief executive.

(3) Each review panel must include—

- (a) at least 1 representative of the department; and
- (b) at least 1 representative of the relevant part of the passenger transport industry, an interested union or both; and
- (c) at least 1 independent representative.

(4) A regulation may make provision about review panels, including the conduct of their proceedings and the making of recommendations by them.

Consideration of application by review panel

107.(1) If an application made under this part for review of a decision is referred to a review panel, the panel must allow the applicant an opportunity to make representations to the panel.

(2) After considering the representations of the applicant, the review panel must make a recommendation to the chief executive on whether the decision should be confirmed, amended or cancelled.

Decision on reconsideration

108.(1) After considering the review panel's recommendation, the chief executive may confirm the decision, amend the decision or substitute a new decision.

(2) The chief executive must immediately give the applicant written notice of the chief executive's decision.

(3) If the decision is not the decision sought by the applicant, the notice must state—

- (a) the reasons for the decision; and
- (b) that the applicant may appeal against the decision to a specified court within 28 days.

PART 2—APPEALS

Who may make an appeal

109. A person whose interests are affected by a decision of the chief executive under section 108 (Decision on reconsideration) may appeal against the decision to the court specified in schedule 2 opposite to the reference to the decision that was reviewed.

Making appeals

110.(1) An appeal under this part against a decision of the chief executive must be made within 28 days after the notice of the decision was given to the person.

(2) However, if—

- (a) the notice did not state reasons for the decision; and
- (b) the person asked for a statement of reasons for the decision within the period mentioned in subsection (1);

the person may make the application within 28 days after the person is given the statement of reasons.

(3) In addition, the court may extend the period for making an appeal.

(4) The *Transport Planning and Coordination Act 1994*, sections 31 to 35 apply to an appeal.

CHAPTER 11—ENFORCEMENT

PART 1—AUTHORISED PERSONS

Appointment of authorised persons etc.

111.(1) The chief executive may appoint any of the following persons as authorised persons—

- (a) officers and employees of the public service;
- (b) police officers;
- (c) other persons prescribed by regulation.

(2) The chief executive may appoint a person (other than a police officer) as an authorised person only if—

- (a) in the chief executive's opinion, the person has the necessary expertise or experience to be an authorised person; or

(b) the person has satisfactorily finished training approved by the chief executive.

(3) The chief executive may restrict an authorised person's powers by written notice given to the person.

Identity cards

112.(1) The chief executive must issue an identity card to each authorised person.

(2) The identity card must—

- (a) contain a recent photograph of the authorised person; and
- (b) be signed by the authorised person; and
- (c) identify the person as an authorised person; and
- (d) include an expiry date.

(3) A person who ceases to be an authorised person must, as soon as practicable, return the identity card to the chief executive, unless the person has a reasonable excuse for not returning it.

Maximum penalty—10 penalty units.

(4) This section does not apply to an authorised person who is a police officer.

(5) Nothing in this section prevents the issue of a single identity card to a person for this Act and other Acts.

Production or display of authorised person's identity card

113.(1) An authorised person (other than a police officer in uniform) may exercise a power in relation to someone else only if the person—

- (a) first produces his or her identity card for the person's inspection;
or
- (b) has his or her identity card displayed so that it is clearly visible to the person.

(2) However, if for any reason, it is not practicable to comply with subsection (1), the authorised person must produce the identity card for inspection by the person at the first reasonable opportunity.

Powers of authorised persons

114.(1) An authorised person has the powers given under this or another Act.

(2) A regulation may limit the powers of authorised persons.

Protection from liability

115.(1) This section applies to—

- (a) an authorised person; and
- (b) a person acting under the direction of an authorised person.

(2) A person does not incur civil liability for an act done, or omission made, honestly and without negligence under this Act.

(3) If subsection (2) prevents a civil liability attaching to a person, the liability attaches instead to the State.

PART 2—AUTHORISED PERSONS FOR RAILWAYS

Appointment of authorised persons for railways

116.(1) Every police officer is an authorised person for every railway.

(2) The chief executive may appoint an employee of a railway manager or operator to be an authorised person for the railway.

(3) The chief executive may appoint a person to be an authorised person for the railway only if—

- (a) the chief executive considers the person has the necessary expertise or experience to be an authorised person; or

(b) the person has satisfactorily finished training approved by the chief executive.

(4) The chief executive may limit the powers of an authorised person (other than a police officer) by written notice given to the person.

(5) An authorised person may only exercise a power under this Act for the railway for which the person was appointed.

Identity cards

117.(1) This section does not apply to an authorised person for a railway who is a police officer.

(2) A railway manager or operator must give each of its employees who is an authorised person an identity card.

(3) The identity card must—

- (a) contain a recent photograph of the person; and
- (b) be signed by the person; and
- (c) identify the person as an authorised person for the railway; and
- (d) state an expiry date.

(4) A person who stops being an authorised person for the railway must return the person's identity card to the railway manager or operator as soon as practicable (but within 21 days) after the person stops being an authorised person, unless the person has a reasonable excuse.

Maximum penalty—10 penalty units.

(5) This section does not prevent the giving of a single identity card to the person for this and other Acts.

Producing or displaying authorised person's identity card

118.(1) This section does not apply to a uniformed police officer.

(2) An authorised person for a railway may exercise a power in relation to anyone only if—

- (a) the person—

- (i) for an authorised person who is a police officer—first produces the person’s police identity card for the other person’s inspection; or
 - (ii) for any other authorised person—first produces the person’s identity card for the other person’s inspection; or
- (b) the authorised person has the person’s identity card displayed so it is clearly visible to the other person.

(3) However, if for any reason it is not practicable to comply with subsection (2) before exercising the power, the authorised person must produce the identity card as soon as it is practicable.

Protection from liability

119.(1) In this section—

“official” means—

- (a) an authorised person for a railway; or
- (b) a person acting under an authorised person’s direction.

(2) An official is not civilly liable for an act done, or omission made, honestly and without negligence under this Act.

(3) If subsection (2) prevents a civil liability attaching to a person, the liability attaches instead to—

- (a) if the authorised person is employed by a railway manager or operator—the manager or operator; or
- (b) in any other case—the State.

PART 3—POWERS OF AUTHORISED PERSONS IN RELATION TO PLACES AND VEHICLES

Entry of place

120. An authorised person may enter a place if—

- (a) its occupier consents to the entry or the purpose of the entry is to get the occupier's consent; or
- (b) it is a public place and the entry is made when it is open to the public; or
- (c) it is mentioned in an accreditation, authorisation, contract or licence under this Act as a place of business, or another place, required to be open to inspection and the entry is made when the place is—
 - (i) open for the conduct of business or otherwise open for entry; or
 - (ii) required under the accreditation, authorisation, contract or licence to be open for inspection; or
- (d) the entry is authorised by a warrant.

Warrants

121.(1) An authorised person may apply to a magistrate for a warrant for a place.

(2) An application must be sworn and state the grounds on which the warrant is sought.

(3) The magistrate may refuse to consider the application until the authorised person gives the magistrate all the information the magistrate requires about the application in the way the magistrate requires.

Example—

The magistrate may require additional information supporting the application to be given by statutory declaration.

(4) The magistrate may issue a warrant only if the magistrate is satisfied there are reasonable grounds for suspecting—

- (a) there is a particular thing or activity (the “**evidence**”) that may provide evidence of the commission of an offence against this Act; and
- (b) the evidence is, or may be within the next 7 days, at the place.

(5) The warrant must state—

- (a) that the authorised person may, with necessary and reasonable help and force, enter the place and exercise the authorised person's powers under this Act; and
 - (b) the evidence for which the warrant is issued; and
 - (c) the hours of the day when entry may be made; and
 - (d) the day (within 14 days after the warrant's issue) when the warrant ends.
- (6) The magistrate must record the reasons for issuing the warrant.

Warrants—applications made otherwise than in person

122.(1) An authorised person may apply for a warrant by phone, fax, radio or another form of communication if the authorised person considers it necessary because of—

- (a) urgent circumstances; or
- (b) other special circumstances, including, for example, the authorised person's remote location.

(2) Before applying for the warrant, the authorised person must prepare an application stating the grounds on which the warrant is sought.

(3) The authorised person may apply for the warrant before the application is sworn.

(4) After issuing the warrant, the magistrate must immediately fax a copy to the authorised person if it is reasonably practicable to fax the copy.

(5) If it is not reasonably practicable to fax a copy of the warrant to the authorised person—

- (a) the magistrate must—
 - (i) tell the authorised person what the terms of the warrant are; and
 - (ii) tell the authorised person the date and time the warrant was signed; and
 - (iii) record on the warrant the reasons for issuing the warrant; and

- (b) the authorised person must write on a form of warrant (“**warrant form**”)—
 - (i) the magistrate’s name; and
 - (ii) the date and time the magistrate signed the warrant; and
 - (iii) the warrant’s terms.

(6) The facsimile warrant, or the warrant form properly completed by the authorised person, authorises the entry and the exercise of the other powers authorised by the warrant issued by the magistrate.

(7) The authorised person must, at the first reasonable opportunity, send to the magistrate—

- (a) the sworn application; and
- (b) if a warrant form was completed by the authorised person—the completed warrant form.

(8) On receiving the documents, the magistrate must attach them to the warrant.

(9) Unless the contrary is proved, a court must presume that a power exercised by an authorised person was not authorised by a warrant issued under this section if—

- (a) a question arises, in a proceeding before the court, whether the exercise of power was authorised by a warrant; and
- (b) the warrant is not produced in evidence.

Entry or boarding of vehicles

123.(1) An authorised person may enter or board a vehicle if the authorised person has reasonable grounds for suspecting—

- (a) the vehicle is being, or has been, used in the commission of an offence against this Act; or
- (b) the vehicle, or a thing in or on the vehicle, may provide evidence of the commission of an offence against this Act.

(2) If the vehicle is moving or about to move, the authorised person may signal the person in control of the vehicle to stop the vehicle or not to move it.

(3) To enable the vehicle to be entered or boarded, the authorised person may—

- (a) act with necessary and reasonable help and force; and
- (b) require the person in control of the vehicle to give reasonable help to the authorised person.

(4) A person must obey a signal under subsection (2), unless the person has a reasonable excuse for disobeying it.

Maximum penalty—40 penalty units.

(5) A person must comply with a requirement under subsection (3)(b), unless the person has a reasonable excuse for not complying with it.

Maximum penalty—40 penalty units.

(6) It is a reasonable excuse for a person to disobey a signal under subsection (2) if—

- (a) the person reasonably believes that to obey the signal immediately would have endangered the person, someone else or the vehicle; and
- (b) the person obeys the signal as soon as it is practicable to obey it.

General powers in relation to places and vehicles

124.(1) An authorised person who enters a place, or enters or boards a vehicle, under this chapter may—

- (a) search any part of the place or vehicle; or
- (b) inspect, photograph or film anything in or on the place or vehicle; or
- (c) take samples of or from anything in or on the place or vehicle; or
- (d) take extracts from, or make copies of, a document in or on the place of vehicle; or

- (e) take into or onto the place or vehicle any persons, equipment and materials the authorised person reasonably requires for exercising a power under this Act; or
- (f) require the occupier of the place, or a person in or on the place or vehicle, to give the authorised person reasonable help to exercise the powers mentioned in paragraphs (a) to (e); or
- (g) if the authorised person enters or boards a vehicle—by written notice given to the person in control of the vehicle, require the person—
 - (i) to take the vehicle to a stated reasonable place by a stated reasonable time; and
 - (ii) if necessary, to remain in control of the vehicle at the place for a reasonable time;

to enable an authorised person to exercise the powers mentioned in paragraphs (a) to (e).

(2) A person who is required to give reasonable help under subsection (1)(f) must comply with the requirement, unless the person has a reasonable excuse.

Maximum penalty—40 penalty units.

(3) If the requirement is to be complied with by the person by—

- (a) giving information; or
- (b) producing a document (other than a document required to be kept by the person under this Act);

it is a reasonable excuse for the person to fail to comply with the requirement if complying with the requirement might tend to incriminate the person.

(4) A person who is required by an authorised person under subsection (1)(g) to take action in relation to a vehicle must comply with the requirement, unless the person has a reasonable excuse for not complying with it.

Maximum penalty—40 penalty units.

(5) If, for any reason, it is not practicable to make a requirement under subsection (1)(g) by written notice, the requirement may be made orally and confirmed by written notice as soon as practicable.

(6) Nothing in this section prevents an authorised person making a further requirement under subsection (1)(g) of the same person or another person in relation to the same vehicle if it is necessary and reasonable to make the further requirement.

(7) An authorised person may not enter a part of a vehicle used only as a living area, or exercise a power under subsection (1)(a) to (e) in relation to that part, unless the authorised person is accompanied by the person in control of the vehicle.

(8) Subsection (7) does not apply if the person in control of the vehicle is unavailable or unwilling to accompany the authorised person or the authorised person is unable for another reason to comply with the subsection.

(9) This section does not apply to an authorised person who enters a place to get the occupier's consent unless the consent is given or the entry is otherwise authorised.

Power to seize evidence

125.(1) An authorised person who enters a place under this part with a warrant may seize the evidence for which the warrant was issued.

(2) An authorised person who enters a place under this part with the occupier's consent may seize the particular thing for which the entry was made if the authorised person believes on reasonable grounds the thing is evidence of an offence this Act.

(3) An authorised person who enters a place under this part with a warrant or with the occupier's consent may also seize another thing if the authorised person believes on reasonable grounds—

- (a) the thing is evidence of an offence against this Act; and
- (b) the seizure is necessary to prevent the thing being—
 - (i) concealed, lost or destroyed; or
 - (ii) used to commit, continue or repeat the offence.

(4) An authorised person who enters a place under this part other than with a warrant or with the occupier's consent, or who enters or boards a vehicle, may seize a thing if the authorised person believes on reasonable grounds—

- (a) the thing is evidence of an offence against this Act; and
- (b) the seizure is necessary to prevent the thing being—
 - (i) concealed, lost or destroyed; or
 - (ii) used to commit, continue or repeat the offence.

Procedure after thing seized

126.(1) As soon as practicable after a thing is seized by an authorised person under this part, the authorised person must give a receipt for it to the person from whom it was seized.

(2) The receipt must describe generally each thing seized and its condition.

(3) If, for any reason, it is not practicable to comply with subsection (1), the authorised person must—

- (a) leave the receipt at the place of seizure; and
- (b) ensure the receipt is left in a reasonably secure way and in a conspicuous position.

(4) The authorised person must return the seized thing to its owner at the end of—

- (a) 6 months; or
- (b) if a prosecution for an offence involving it is started within the 6 months—the prosecution for the offence and any appeal from the prosecution.

(5) Despite subsection (4), the authorised person must return the seized thing to its owner immediately the authorised person stops being satisfied its retention as evidence is necessary.

(6) However, the authorised person may keep the seized thing if the authorised person believes, on reasonable grounds, it is necessary to continue to keep it to prevent its use in committing an offence.

PART 4—OTHER ENFORCEMENT POWERS OF AUTHORISED PERSONS

Power to require name and address

127.(1) An authorised person may require a person to state the person's name and address if the authorised person—

- (a) finds the person committing an offence against this Act; or
- (b) finds the person in circumstances that lead, or has information that leads, the authorised person to suspect, on reasonable grounds the person just committed an offence against this Act.

(2) When making the requirement, the authorised person must warn the person it is an offence to fail to state the person's name and address, unless the person has a reasonable excuse.

(3) The authorised person may require the person to give evidence of the correctness of the person's stated name or address if the authorised person suspects, on reasonable grounds, that the stated name or address is false.

(4) A person must comply with a requirement under subsection (1) or (3), unless the person has a reasonable excuse for not complying with it.

Maximum penalty—40 penalty units.

(5) A police officer may arrest a person without a warrant if the police officer believes on reasonable grounds that—

- (a) the person has just committed an offence against subsection (1) or (3); and
- (b) proceedings by way of complaint and summons against the person would be ineffective.

(6) The person does not commit an offence against this section if—

- (a) the authorised person required the person to state the person's name and address on suspicion of the person having committed an offence against this Act; and
- (b) the person is not proved to have committed the offence.

Power to require information from certain persons

128.(1) This section applies if an authorised person suspects on reasonable grounds—

- (a) an offence against this Act has been committed; and
- (b) the offence relates to the operation, maintenance or repair of a public passenger vehicle; and
- (c) a person may be able to give information about the offence.

(2) The authorised person may require the person to give information about the offence.

(3) When making the requirement, the authorised person must warn the person it is an offence to fail to give the information, unless the person has a reasonable excuse.

(4) The person must comply with the requirement, unless the person has a reasonable excuse for not complying with it.

Maximum penalty—40 penalty units.

(5) It is a reasonable excuse for the person to fail to give information if giving it might tend to incriminate the person.

(6) The person does not commit an offence against this section if the information sought by the authorised person is not in fact relevant to the offence.

Power to require production of certain documents

129.(1) An authorised person may require a person who holds, or claims to hold, an accreditation, authorisation, licence or contract under this Act to produce it.

(2) The person must produce the document for inspection, unless the person has a reasonable excuse for not producing it.

Maximum penalty—40 penalty units.

(3) The authorised person may keep the document to take an extract from it or make a copy of it.

(4) The authorised person must return the document to the person as soon as practicable after taking the extract or making the copy.

PART 5—OTHER ENFORCEMENT MATTERS

False or misleading information

130.(1) A person must not—

- (a) state anything to the chief executive, an authorised person or a review panel the person knows is false or misleading in a material particular; or
- (b) omit from a statement made to the chief executive, an authorised person or a review panel anything without which the statement is, to the person's knowledge, misleading in a material particular.

Maximum penalty—60 penalty units.

(2) A complaint against a person for an offence against subsection (1)(a) or (b) is sufficient if it states that the statement made was false or misleading to the person's knowledge.

False, misleading or incomplete documents

131.(1) A person must not give to the chief executive, an authorised person or a review panel a document containing information the person knows is false, misleading or incomplete in a material particular.

Maximum penalty—60 penalty units.

(2) Subsection (1) does not apply to a person who, when giving the document to the chief executive, authorised person or review panel—

- (a) informs the chief executive, authorised person or review panel, to the best of the person's ability, how it is false, misleading or incomplete; and
- (b) gives the correct information to the chief executive, authorised person or review panel if the person has, or can reasonably obtain, the correct information.

(3) A complaint against a person for an offence against subsection (1) is sufficient if it states that the statement made was false, misleading or incomplete to the person's knowledge.

Compensation

132.(1) A person may claim compensation from the State if the person incurs loss or expense because of the exercise or purported exercise of a power under this chapter, including, for example, in complying with a requirement made of the person under this chapter.

(2) Payment of compensation may be claimed and ordered in a proceeding for—

- (a) compensation brought in a court of competent jurisdiction for the recovery of compensation; or
- (b) an offence against this Act brought against the person by whom the claim is made.

(3) A court may order the payment of compensation for the loss or expense only if it is satisfied it is just to make the order in the circumstances of the particular case.

Authorised person to give notice of damage

133.(1) An authorised person who, in the exercise, or purported exercise, of a power under this chapter, damages anything must immediately give written notice of the particulars of the damage.

(2) The notice must be given to the person who appears to the authorised person to be the owner of the thing.

(3) If, for any reason, it is not practicable to comply with subsection (2), the authorised person must—

- (a) leave the notice at the place where the damage happened; and
- (b) ensure the notice is left in a reasonably secure way and in a conspicuous position.

(4) In this section—

“owner” of a thing includes the person in possession or control of the thing.

Consent to entry by an authorised person

134.(1) This section applies if the authorised person intends to seek the consent of an occupier of a place to an authorised person entering the place under this chapter.

(2) Before seeking the consent, the authorised person must inform the occupier—

- (a) of the purpose of the entry; and
- (b) that anything found and seized may be used in evidence in court; and
- (c) that the occupier is not required to consent.

(3) If the consent is given, the authorised person may ask the occupier to sign an acknowledgment of the consent.

(4) The acknowledgment must—

- (a) state the occupier was informed—
 - (i) of the purpose of the entry; and
 - (ii) that anything found and seized may be used in evidence in court; and
 - (iii) that the occupier was not required to consent; and

(b) state the occupier gave the authorised person consent under this chapter to enter the place and exercise powers under this chapter.

(5) If the occupier signs an acknowledgment of consent, the authorised person must immediately give a copy to the occupier.

Obstruction of authorised person

135. A person must not obstruct an authorised person in the exercise of a power, unless the person has a reasonable excuse.

Maximum penalty—60 penalty units.

Impersonation of authorised person

136. A person must not pretend to be an authorised person.

Maximum penalty—80 penalty units.

PART 6—POWERS OF AUTHORISED PERSONS FOR RAILWAYS

Power to require name and address etc.

137.(1) An authorised person for a railway may require a person to state the person's name and address if the authorised person—

- (a) finds the person committing an offence (a “**relevant offence**”) against this Act or the *Transport Infrastructure Act 1994*, chapter 6;³ or
- (b) finds the person in circumstances that lead, or has information that leads, the authorised person to reasonably suspect the person has just committed a relevant offence.

³ Chapter 6 (Rail transport infrastructure)

(2) The authorised person may also require the person to state the person's age if the authorised person reasonably suspects the person's age is required for the enforcement of this Act or the *Transport Infrastructure Act 1994*, chapter 6.

(3) When making the requirement, the authorised person must warn the person that it is an offence to fail to state the person's name and address and, if relevant, age unless the person has a reasonable excuse.

(4) The authorised person may require the person to give evidence of the correctness of the person's stated name, address or age if the authorised person reasonably suspects the stated name, address or age is false.

(5) A person must comply with the authorised person's requirement under subsection (1), (2) or (4), unless the person has a reasonable excuse for not complying with it.

Maximum penalty—40 penalty units.

(6) A police officer may arrest a person without a warrant if the police officer reasonably believes—

- (a) the person has just committed an offence against subsection (5); and
- (b) proceedings by way of complaint and summons against the person would be ineffective.

(7) A person does not commit an offence against this section if—

- (a) the person was required to state the person's name and address by an authorised person who suspected the person had committed a relevant offence; and
- (b) the person is not proved to have committed the offence.

Power to require information from certain persons

138.(1) This section applies if an authorised person for a railway reasonably suspects—

- (a) an offence against this Act has just been committed; and
- (b) the offence relates to the construction, operation or maintenance of a railway; and

(c) a person may be able to give information about the offence.

(2) The authorised person may require the person to give information about the offence.

(3) When making the requirement, the authorised person must warn the person it is an offence to fail to give the information, unless the person has a reasonable excuse.

(4) The person must give the information, unless the person has a reasonable excuse.

Maximum penalty—40 penalty units.

(5) It is a reasonable excuse for an individual to fail to give information if giving it might tend to incriminate the individual.

(6) The person does not commit an offence against this section if the information sought by the authorised person is not in fact relevant to the offence.

Power to require production of tickets

139.(1) An authorised person for a railway may require anyone who is travelling by rail to produce to the authorised person the person's ticket for the journey.

(2) If an authorised person reasonably suspects a person who is at a railway station has just travelled by rail, the person may require the person to produce to the authorised person the person's ticket for the journey.

(3) If an authorised person reasonably suspects a ticket produced to the authorised person is an invalid ticket, the authorised person may require the person to give it to the authorised person.

(4) The person must comply with a requirement under subsection (1) to (3), unless the person has a reasonable excuse.

Maximum penalty—40 penalty units.

(5) A person does not commit an offence against subsection (4) because of subsection (1) if, immediately before the person started the journey, the railway station where the person started the journey—

(a) was not open for business; and

- (b) was not equipped with an automatic ticket machine that was able to dispense tickets at the time.

Power to require person to leave train etc.

140.(1) An authorised person for a railway may direct a person to leave a railway, or a train or other passenger vehicle being operated by a railway manager or operator, if—

- (a) the authorised person finds the person committing an offence against section 141, 142 or 143, or the *Transport Infrastructure Act 1994*, section 146;⁴ and
- (b) the authorised person reasonably believes the person may continue to commit or immediately repeat the offence.

(2) However, the authorised person may not give the direction if obeying the direction could put the person’s safety at risk.

(3) The person must obey the direction, unless the person has a reasonable excuse.

Maximum penalty—40 penalty units.

(4) If the person does not obey the direction, the authorised person may use force that is reasonable to get the person to leave.

PART 7—RAILWAY OFFENCES

Creating disturbance on trains etc.

141.(1) A person must not create a disturbance or create a nuisance while on a railway, or a train or other passenger vehicle being operated by a railway manager or operator, unless the person has a reasonable excuse.

⁴ Section 141 (Creating a disturbance on trains etc.)
Section 142 (Travelling without paying fare etc.)
Section 143 (Travelling on invalid tickets)
Transport Infrastructure Act 1994, section 146 (Trespassing on railway)

Maximum penalty—20 penalty units.

(2) A police officer may arrest a person without a warrant if the police officer reasonably believes—

- (a) the person has just committed an offence against subsection (1); and
- (b) proceedings by way of complaint and summons against the person would be ineffective.

Travelling without paying fare etc.

142.(1) A person must not, without reasonable excuse, travel by railway unless—

- (a) before starting the journey, the person—
 - (i) had paid the correct fare and obtained a ticket for the journey; or
 - (ii) if the correct fare could not be paid—had obtained a ticket for the journey from an automatic ticket machine and the cost of the ticket was more than the correct fare, or was less than the correct fare but as close as possible as could be obtained from the machine; or
- (b) the person already had a ticket that authorised the person to travel on the journey.

Maximum penalty—20 penalty units.

(2) A person does not commit an offence against subsection (1) if, immediately before the person started on the journey, the railway station at which the person started the journey—

- (a) was not open for business; and
- (b) was not equipped with an automatic ticket machine that was capable of dispensing tickets.

(3) If—

- (a) a person obtains a ticket from an automatic ticket machine before starting a journey by railway; and

(b) the cost of the ticket is less than the correct fare for the journey; the person must, at or before the end of the journey, pay the difference to the railway operator, unless the person has a reasonable excuse.

Maximum penalty—20 penalty units.

(4) If—

- (a) a person cannot comply with subsection (1)(a) before starting a journey by railway because of circumstances mentioned in subsection (2); and
- (b) the person did not already have a ticket that authorised the person to travel on the journey;

the person must, at or before the end of the journey, pay the correct fare for the journey to the railway operator, unless the person has a reasonable excuse.

Maximum penalty—20 penalty units.

(5) A person does not commit an offence against subsection (3) or (4) for a journey if—

- (a) the person was not required by an authorised person for a railway to produce the person's ticket for the journey before the person left the railway station where the journey ended; and
- (b) that railway station was not open for business when the journey ended.

(6) However, if at or before the end of the journey mentioned in subsection (3) or (4), the person is required by an authorised person for a railway to produce the person's ticket, the person must immediately offer to pay the fare payable for the journey.

Maximum penalty—20 penalty units.

(7) A person must not, without reasonable excuse, travel by another transportation system provided by a railway manager or operator unless, before starting the journey, the person—

- (a) had paid the correct fare and obtained a ticket for the journey; or

- (b) the person already had a ticket that authorised the person to travel on the journey.

Maximum penalty—20 penalty units.

Travelling on invalid tickets

143. A person must not travel, or attempt to travel—

- (a) by railway or by another transportation system provided by a railway manager or operator using an invalid ticket, unless the person has a reasonable excuse; or
- (b) by railway in a railway carriage of a higher class to the class shown on the person's ticket for the journey, unless the person has a reasonable excuse.

Maximum penalty—20 penalty units.

CHAPTER 12—MISCELLANEOUS

Transport arrangements for pupils

144.(1) The chief executive may make arrangements for the transport of pupils to and from schools or other educational establishments.

(2) Without limiting the scope of arrangements, arrangements may include—

- (a) arrangements for transporting pupils with or without charge between their homes and their educational establishments; and
- (b) arrangements for paying all or part of pupils' reasonable travel expenses.

Impact of certain decisions by local governments on public passenger transport

145.(1) A local government must obtain the chief executive's written

approval if it intends to—

- (a) approve a subdivision, rezoning or development of land; or
- (b) carry out road works on a local government road or make changes to the management of a local government road;

and the approval or the works or changes would have a significant adverse impact on the provision of public passenger transport.

(2) The chief executive may make guidelines to which local governments must have regard in deciding whether an approval of the chief executive is required under subsection (1).

(3) An approval by the chief executive under subsection (1) may be subject to conditions consistent with the *Local Government (Planning and Environment) Act 1990*, including, for example, a condition that—

- (a) consideration, whether monetary or otherwise, be given to compensate the chief executive in taking action to rectify the impact the subdivision, rezoning, development, road works or changes will have; or
- (b) action be taken to rectify the impact the subdivision, rezoning, development, road works or changes will have.

(4) Subsection (1) does not apply if the conditions applied and enforced by the local government for the subdivision, rezoning, development, road works or changes comply with permission criteria fixed by the chief executive.

(5) The permission criteria may include conditions consistent with the *Local Government (Planning and Environment) Act 1990*, including, for example, a condition that—

- (a) consideration, whether monetary or otherwise, be given to compensate the chief executive in taking action to rectify the impact the subdivision, rezoning, development, road works or changes will have; or
- (b) action be taken to rectify the impact the subdivision, rezoning, development, road works or changes will have.

(6) A local government must comply with conditions applying to it under this section.

(7) A failure by a local government to obtain an approval under subsection (1) for a subdivision, rezoning or development of land does not invalidate the local government's approval.

(8) An application for approval by the chief executive under subsection (1) must be dealt with—

- (a) within 21 days after it is received; or
- (b) within a longer period notified to the local government by the chief executive within the 21 day period.

(9) If—

- (a) a local government applies for an approval under subsection (1); and
- (b) the chief executive does not respond to the application within 21 days after receiving it;

the chief executive is taken to have given approval at the end of the 21 days.

Effect of decisions of Planning and Environment Court

146.(1) If—

- (a) an approval under section 145(1) is subject to conditions; and
- (b) a local government imposes conditions on the subdivision, rezoning, development, road works or changes to which the approval relates; and
- (c) the Planning and Environment Court amends the conditions mentioned in paragraph (b);

then, to the extent to which the amendment relates to the conditions of the approval under section 145(1), the conditions of the approval are taken to be amended accordingly.

(2) If—

- (a) there are permission criteria relevant to a subdivision, rezoning, development, road works or changes mentioned in section 145; and

- (b) a local government imposes conditions on the subdivision, rezoning, development, road works or changes; and
- (c) the Planning and Environment Court amends the conditions mentioned in paragraph (b);

then, to the extent to which the amendment relates to the permission criteria, the permission criteria are taken to be amended accordingly in their application to the subdivision, rezoning, development, road works or changes.

Demand management

147. The Minister may authorise a local government to carry out demand management measures to encourage the use of public passenger transport.

Inquiries about person's suitability to hold accreditation or authorisation

148.(1) The chief executive may make inquiries about a person to help in deciding whether—

- (a) the person is a suitable person to hold, or continue to hold, operator accreditation; or
- (b) the person or another person of whom the person is a partner is a suitable person to hold, or continue to hold, operator accreditation; or
- (c) a corporation of which the person is an executive officer is a suitable person to hold, or continue to hold, operator accreditation.

(2) If asked by the chief executive, the commissioner of the police service must give the chief executive a written report about the person's criminal history.

(3) Subsection (2) applies to the criminal history in the commissioner's possession or to which the commissioner has access.

Offences of dishonesty

149.(1) A person must not obtain an accreditation, authorisation, contract

or licence under this Act by intentionally or recklessly making a false representation.

Maximum penalty—60 penalty units.

(2) A person must not forge an accreditation, authorisation, contract or licence under this Act.

Maximum penalty—60 penalty units.

(3) A person must not intentionally or recklessly obtain, or help someone else obtain, a financial benefit under this Act to which the person is not entitled.

Maximum penalty—60 penalty units.

(4) A person must not—

- (a) use an accreditation, authorisation, contract or licence under this Act fraudulently; or
- (b) permit the fraudulent use by someone else of an accreditation, authorisation, contract or licence under this Act.

Maximum penalty—60 penalty units.

Records and evidence from records

150.(1) The chief executive must keep records of the grant, refusal to grant, amendment, suspension and cancellation of accreditations, authorisations, contracts and licences under this Act.

(2) A certificate apparently signed by a delegate of the chief executive and stating any of the following matters is evidence of the matter—

- (a) that a person mentioned in the certificate held or did not hold an accreditation, authorisation, contract or licence of a stated kind on a day or throughout a period mentioned in the certificate;
- (b) the conditions of an accreditation, authorisation, contract or licence held by a named person under this Act on a day or throughout a period mentioned in the certificate;
- (c) that a person did not give a stated notice to the chief executive.

Proceedings for offences

151.(1) An offence against this Act is a summary offence.

(2) A proceeding for an offence must start—

- (a) within 1 year after the offence is committed; or
- (b) within 6 months after the offence comes to the complainant's knowledge, but within 2 years after the offence is committed.

No need to prove appointments

152. In a proceeding for an offence against this Act, there is no need to prove the appointment of an authorised person for a railway.

Prosecutions for railway offences

153.(1) This section applies to an offence against this Act committed by a person while the person was travelling by rail.

(2) A complaint for the offence may be heard at a place appointed for holding Magistrates Courts within any of the districts through which the person travelled on the rail journey.

(3) This section has effect despite, but does not limit, the *Justices Act 1886*, section 139.⁵

Attempt to commit offence

154.(1) A person must not attempt to commit an offence against this Act.

Maximum penalty—half the maximum penalty for committing the offence.

(2) Section 4 (Attempts to commit offences) of the Criminal Code applies to subsection (1).

⁵ *Justices Act 1886*, section 139 (Where summary cases to be heard)

Regulations

155.(1) The Governor in Council may make regulations under this Act.

(2) A regulation may be made prescribing offences for a contravention of a regulation and fixing a maximum penalty of not more than 80 penalty units for the contravention.

(3) A regulation may—

- (a) prescribe fees and charges payable for the issue of instruments or doing other things under this Act; or
- (b) make provision about the safety of public passenger services and issues affecting the safety of the services; or
- (c) relate to fares charged for the use of public passenger services; or
- (d) make provision about the rights and obligations of passengers and drivers of public passenger vehicles; or
- (e) specify the requirements for operator accreditation or driver authorisation; or
- (f) provide for the funding or operation of public passenger services and issues affecting the services; or
- (g) specify requirements for public passenger vehicles or for equipment for public passenger vehicles; or
- (h) require the collection, maintenance, retention or production of records.

CHAPTER 13—TRANSITIONAL PROVISIONS

PART 1—SAVINGS AND TRANSITIONAL

Application of Judicial Review Act to certain transitional decisions

156.(1) The *Judicial Review Act 1991*,⁶ section 29(2) and (3) do not apply to a decision of the chief executive—

- (a) made under this chapter; or
- (b) to cancel, suspend, grant or refuse to renew a licence, permit, contract or other authority under—
 - (i) a provision of the *State Transport Act 1960* that continues to have effect under this chapter; or
 - (ii) the *Urban Public Passenger Transport Act 1984*; or
- (c) to declare that a service contract is required to provide the public passenger services for a specified area or route;⁷ or
- (d) to refuse to grant the initial service contract under chapter 6 for an area or route.

(2) This section expires 6 years after it commences.

Compensation not recoverable for certain decisions

157.(1) To remove any doubt, compensation is not recoverable from anyone (including the chief executive and the State)—

- (a) for or in relation to a decision mentioned in section 156(1) (Application of Judicial Review Act to certain transitional decisions); or

⁶ *Judicial Review Act 1991*, section 29(2) and (3) deals with the stay of decisions.

⁷ Declarations are made under section 42 (Declaration that service contracts are required).

(b) because the application of this part to a licence, permit, contract, subsidy or other payment.

(2) This section expires 6 years after it commences.

(3) The *Acts Interpretation Act 1954*, section 20A applies to this section.

Continued application of State Transport Act, s 77 to certain decisions etc.

158.(1) Despite the repeal of provisions of the *State Transport Act 1960*, section 77 of the Act continues to have effect for a decision mentioned in section 156(1) (Application of Judicial Review Act to certain transitional decisions).

(2) This section expires 6 years after it commences.

(3) The *Acts Interpretation Act 1954*, section 20A applies to this section.

Operators of scheduled passenger services

159.(1) This section applies to a scheduled passenger service by road that—

(a) was being provided under the *State Transport Act 1960*, part 4 or 5 for an area or route immediately before the commencement; and

(b) falls within the definition “scheduled passenger service” in the dictionary to this Act.

(2) Despite the repeal of provisions of the *State Transport Act 1960*, parts 4 and 5 of the Act continue to apply to the service.

(3) If a licence under the *State Transport Act 1960*, part 4 expires, it may be renewed until the end of 5 years after the commencement.

(4) If a permit under the *State Transport Act 1960*, part 5 expires, another permit with similar provisions may be issued under that part to expire no later than 5 years after the commencement.

(5) A licence or permit issued under the *State Transport Act 1960*, part 4 or 5 terminates—

- (a) at the end of its term; or
- (b) if the chief executive enters into a new service contract for the provision of public passenger services of that kind for the area or route and the chief executive notifies the operator in writing that this section ceases to apply from a day fixed in the notice—on the fixed day; or
- (c) if the chief executive enters into a new service contract for the provision of public passenger services of that kind for part of the area or route and the chief executive notifies the operator in writing that this section ceases to apply from a day fixed in the notice—on the fixed day; or
- (d) at the end of 5 years after the commencement;

whichever happens first.

- (6) This section expires 5 years after the commencement.

Contracts to provide scheduled urban bus services

160.(1) This section applies to scheduled urban bus services for an area or route that were, at the commencement, the subject of a contract between the corporation sole established under the *Urban Public Passenger Transport Act 1984*, section 10 and the operator of the services.

(2) Section 159 (Operators of scheduled passenger services) of this Act does not apply to the services to which this section applies.

(3) Despite the repeal of provisions of the *State Transport Act 1960*, parts 4 and 5 of the Act continue to apply to the services.

(3A) If a contract (an “**expired contract**”) for the services expires, to ensure continuity of the services the chief executive may, subject to sections 172B and 172C, enter into a temporary service contract on substantially the same conditions, other than conditions about the term of the contract, as the expired contract.

(3B) A temporary service contract under subsection (3A) ends at the time stated in subsection (6).

*Transport Operations (Passenger Transport)
Act 1994*

(3C) If the chief executive enters into a temporary service contract under subsection (3A), the chief executive is taken to have declared, under section 42 that a service contract is required to provide the service.

(4) If a licence for the services under the *State Transport Act 1960*, part 4 expires, it may be renewed until—

- (a) the end of the term of the contract (not including any renewal); or
- (b) the contract is terminated; or
- (d) the parties agree to enter into a service contract under chapter 6 for the area or route to which the licence applied, or for part of the area or route;

whichever happens first.

(5) If a permit under the *State Transport Act 1960*, part 5 expires, another permit with similar provisions may be issued under that part to expire no later than—

- (a) the end of the term of the contract (not including any renewal); or
- (b) the contract is terminated; or
- (d) the parties agree to enter into a service contract under chapter 6 for the area or route to which the permit applied, or for part of the area or route;

whichever happens first.

(6) A contract entered under the *Urban Public Passenger Transport Act 1984*, section 10, a temporary service contract under subsection (3A) or a licence or permit under the *State Transport Act 1960*, part 4 or 5 terminates—

- (a) at the end of its term; or
- (b) if the chief executive enters into a new service contract for the provision of public passenger services of that kind for the area or route and the chief executive notifies the operator in writing that this section ceases to apply from a day fixed in the notice—on the fixed day; or
- (c) if the chief executive enters into a new service contract for the provision of public passenger services of that kind for part of the

area or route and the chief executive notifies the operator in writing that this section ceases to apply from a day fixed in the notice—on the fixed day; or

(d) at the end of 5 years after the commencement;

whichever happens first.

(7) This section expires 5 years after the commencement.

Arrangements for school transport—fixed term contracts

161.(1) This section applies to a school transport service that was being provided immediately before the commencement by an operator for an area or route under an arrangement under the *State Transport Act 1960*, part 9A between the State and the operator that was entered into for a fixed term.

(2) The chief executive is taken to have declared, under section 42 (Declaration that service contracts are required), that a service contract is required to provide the service.

(3) The operator is taken to have entered into a service contract under chapter 6 with the chief executive in the same terms as the existing arrangement between the State and the operator for the service.

(4) Section 62(1) (Offer of new service contract) does not apply to the service contract.

(5) This section ceases to apply to an operator at the sooner of—

(a) the end of the term of the existing arrangement; or

(b) 7 November 1999.

(6) The chief executive may apply additional conditions specifying minimum levels of service.

(7) This section does not prevent the termination of an arrangement in accordance with its terms.

(8) This section expires 5 years after it commences or, if an earlier date is prescribed by regulation, on that date.

Arrangements for school transport—other contracts

162.(1) This section applies to a school transport service being provided immediately before the commencement for an area or route by an operator under an arrangement under the *State Transport Act 1960*, part 9A between a local conveyance committee established under the *Education Regulation 1988* and the operator.

(2) The chief executive is taken to have declared, under section 42 (Declaration that service contracts are required), that a service contract is required to provide the service.

(3) The operator is taken to have entered into a service contract under chapter 6 with the chief executive in the same terms (other than terms about the term of the contract) as the existing arrangement between the local conveyance committee and the operator for the service.

(4) However, this section ceases to apply to an operator—

- (a) if the chief executive enters into a new service contract for the provision of public passenger services of that kind for that area or route and the chief executive notifies the operator in writing that this section ceases to apply from a day fixed in the notice—on the fixed day; or
- (b) if the chief executive enters into a new service contract for the provision of public passenger services of that kind for part of the area or route and the chief executive notifies the operator in writing that this section ceases to apply from a day fixed in the notice—on the fixed day; or
- (c) at the end of 5 years after the commencement;

whichever happens first.

(5) In addition, this section does not prevent the termination of an arrangement in accordance with its terms.

(6) This section expires 5 years after it commences or, if an earlier date is prescribed by regulation, on that date.

Operator accreditation for courtesy and community transport services

168.(1) Section 15 (Duties of operators) does not apply to courtesy and community transport services until the day fixed under a regulation.

(2) This section expires 3 years after it commences or, if prescribed under subsection (1), that day.

Driver authorisation for courtesy and community vehicle drivers

170.(1) Section 27 (Driver must hold appropriate authorisation) does not apply to courtesy and community transport services until the day fixed under a regulation.

(2) This section expires 3 years after it commences or, if prescribed under subsection (1), that day.

Preservation of financial arrangements—interest subsidy

172.(1) *If the Minister had, before 7 November 1994, approved under the Urban Passenger Service Proprietors Assistance Act 1975, section 18, the payment of an interest rate subsidy mentioned in section 17(1)(a) of that Act to an operator of public passenger services, the subsidy may continue to be paid to the operator on the terms on which it was being paid before 7 November 1994 while the operator—*

- (a) holds a licence or permit to which section 159 applies to operate the services; or*
- (b) holds a service contract under chapter 6 to operate the services or similar services.*

(2) *A person who holds a licence or permit to which section 159 applies to operate public passenger services—*

- (a) may apply under the Urban Passenger Service Proprietors Assistance Act 1975, section 18 for payment of an interest rate subsidy mentioned in section 17(1)(a) of that Act for the services; or*

(b) *if the person is eligible under the Urban Passenger Service Proprietors Assistance Act 1975, section 17(1)(a) for payment of an interest rate subsidy—may apply under this section for payment of an interest rate subsidy on a financial lease of a bus used to provide the services.*

(3) *If a subsidy is granted under subsection (2), it may continue to be paid while the operator—*

(a) *holds the licence or permit to which section 159 applies to operate the services; or*

(b) *holds a service contract under chapter 6 to operate the services or similar services.*

(4) *An agreement to pay an interest rate subsidy of the kind mentioned in the Urban Passenger Service Proprietors Assistance Act 1975, section 17(1)(a) must not be entered into under section 52 in a service contract under chapter 6 after 7 November 1999.*

(5) *An interest rate subsidy mentioned in subsection (4) must not be paid after 7 November 2009.*

(6) *Despite the repeal of the Urban Passenger Service Proprietors Assistance Act 1975, sections 17, 18 and 19 of the Act continue to have effect for the purposes of the subsidies.*

(7) *This section expires on 30 November 1996.*

(8) *The Acts Interpretation Act 1954, section 20A applies to this section.⁸*

Preservation of financial arrangements—gross fare revenue

172A.(1) *The Minister may continue to pay to an operator of a public passenger service who holds a licence or permit to which section 159 applies, subsidies calculated on the basis of gross fare revenue under the Urban Passenger Service Proprietors Assistance Act 1975, section 17, and amounts payable for revenue foregone for providing concessions to holders of seniors' cards if—*

⁸ These provisions have expired and are included in the reprint for informational purposes only. They will be omitted in the next reprint.

*Transport Operations (Passenger Transport)
Act 1994*

(a) *the Minister had, before 7 November 1994, approved the subsidies under the Urban Passenger Service Proprietors Assistance Act 1975, section 18; and*

(b) *the operator continues to hold the licence or permit.*

(2) *However, to remove doubt it is declared that from 7 November 1994 the subsidy payable to an operator under subsection (1) is to be calculated using the same percentage of gross fare revenue that was used to calculate the subsidy payable to the operator for the year starting on 1 July 1994.*

(3) *Payments under subsection (1) to an operator of a public passenger service end on the sooner of—*

(a) *30 November 1996; or*

(b) *if the operator enters into a service contract under chapter 6 for the service—the day the operator enters into the service contract.*

(4) *Despite the repeal of the Urban Passenger Service Proprietors Assistance Act 1975, sections 17, 18 and 19 of the Act continue to have effect for the purposes of the subsidies.*

(5) *This section expires on 30 November 1996.⁸*

Preservation of other financial arrangements

172B.(1) *If immediately before 7 November 1994, amounts were payable to an operator of a scheduled urban bus service under a contract⁹ mentioned in section 160, the Minister may continue to pay amounts to the operator in accordance with the contract and by the authority of this section.*

(2) *Payments under this section end on the sooner of—*

(a) *30 November 1996; or*

⁹ These contracts were made between the operator and the corporation sole established under the *Urban Public Passenger Transport Act 1984*, section 10.

(b) *if the operator enters into a service contract under chapter 6 for the service—the day the operator enters into the service contract.*

(3) *This section expires on 30 November 1996.*¹⁰

Financial arrangements for operator without service contract

172C.(1) This section applies to an operator who—

- (a) has received payments under section 172A or 172B for a service; and
- (b) has not entered into a service contract, other than a temporary service contract, for the service before 2 December 1996; and
- (c) continues to hold a licence or permit mentioned in section 159¹¹ or a contract or temporary service contract mentioned in section 160.¹²

(2) The Minister is to pay the operator for the service—

- (a) the amount the operator would receive under section 52(2)(b),¹³ were the service performed under a service contract; and
- (b) an additional amount decided by the Minister.

(3) However, for the first year of payment starting from 1 December 1996, the Minister must pay the operator a payment equal to the payment that the operator received under section 172A or 172B for the year ending on 30 November 1996.

(4) The payment under subsection (2)(b) in following years must—

- (a) not be more than the amount paid under subsection (2)(b) for the first year; and
- (b) reduce to zero by 30 November 2001.

¹⁰ This provision has expired and is included in the reprint for informational purposes only. It will be omitted in the next reprint.

¹¹ Section 159 (Operators of scheduled passenger services)

¹² Section 160 (Contracts to provide scheduled urban bus services)

¹³ Section 52 (Approval of basis for funding or other financial assistance by State)

(5) Despite subsection (3), if the Minister is not satisfied the operator has maintained at least the level of service that existed at 30 November 1996, the Minister may reduce the payments under subsection (2)(b) as the Minister considers appropriate.

(6) This section expires on 30 November 2001.

Financial arrangements for operators with service contracts entered into between commencement and 1 December 1996

172D.(1). This section applies to an operator who—

- (a) has received payments under section 172A or 172B for a service; and
- (b) enters into a service contract, other than a temporary service contract, between the commencement and 1 December 1996.

(2) In addition to the amount the operator has the right to receive under the service contract under section 52(2)(b), the Minister is to pay the operator for the service an amount decided by the Minister.

(3) However, for the first year of payment starting from the beginning of the contract, the amount decided by the Minister must be the amount, that when added with the amount payable to the operator under section 52(2)(b) for the year, is equal to the payment that the operator received under section 172A or 172B for the year before entering into the service contract.

(4) The payment under subsection (2) for the subsequent 4 years must—

- (a) not be more than the amount paid under subsection (2) for the first year; and
- (b) reduce to zero over that time.

(5) This section expires on 30 November 2001.

Financial arrangements for operators with service contracts entered into on or after 2 December 1996

172E.(1) This section applies to an operator who—

- (a) has received payments under section 172C for a service; and

(b) enters into a service contract on or after 2 December 1996.

(2) The Minister is to continue paying the operator in the way stated in section 172C(2) to (4) (the “**provisions**”) as if—

(a) the service contract had been entered into on 1 December 1996;
and

(b) the operator had the right to the payments under the provisions.

(3) This section expires on 30 November 2001.

Preservation of financial arrangements—local pensioner fares

172F.(1) This section applies if the Minister had, before 7 November 1994, approved under the *Urban Passenger Service Proprietors Assistance Act 1975*, section 18, the payment of a subsidy for local pensioner services mentioned in section 17(3)¹⁴ of that Act to an operator of public passenger services.

(2) The Minister may continue to pay the subsidy to the operator on the terms on which it was being paid before 7 November 1994 while the operator holds a licence or permit to which section 159 applies to operate the public passenger services.

(3) Despite the repeal of the *Urban Passenger Service Proprietors Assistance Act 1975*, sections 17, 18 and 19 of the Act continue to have effect for the purposes of the subsidies.

(4) This section expires on 7 November 1999.

PART 2—TRANSITION OF REFERENCES IN ACTS

Application of part

174. This part applies to references in Acts enacted before its commencement.

¹⁴ Section 17 (Payment of subsidy)

Urban Passenger Service Proprietors Assistance Act 1975 references

175. A reference to the *Urban Passenger Service Proprietors Assistance Act 1975* is taken to be a reference to this Act.

Urban Public Passenger Transport Act 1984 references

176. A reference to the *Urban Public Passenger Transport Act 1984* is taken to be a reference to this Act.

State Transport Act 1960 references etc.

177.(1) A reference (whether express or implied) to a provision of the *State Transport Act 1960* repealed by this Act is taken to be a reference to this Act.

(2) A reference to a licence to hire-taxi-meter cab or a licence to hire-exempted cab under the *State Transport Act 1960* is taken to be a reference to a taxi service licence under this Act.

(3) A reference to a licence to hire-private hire car under the *State Transport Act 1960* is taken to be a reference to a limousine service licence.

PART 3—TRANSITIONAL REGULATIONS

Transitional regulations

178.(1) A regulation may make provision with respect to any matter for which—

- (a) it is necessary or convenient to assist the operation from an Act repealed or amended by this Act to the operation of this Act; and
- (b) this Act does not make provision or sufficient provision.

(2) A regulation under subsection (1) may be given retrospective effect to a date not earlier than the commencement.

Expiry of part

179. This part expires 5 years after the commencement.

SCHEDULE 1

DISQUALIFYING OFFENCES—PROVISIONS OF THE CRIMINAL CODE

dictionary, def “disqualifying offence”

PART 1—EXISTING PROVISIONS

1. Chapter 9 (Unlawful assemblies—breaches of the peace)
2. Chapter 16 (Offences relating to the administration of justice)
3. Chapter 20 (Miscellaneous offences against public authority)
4. Chapter 22 (Offences against morality)
5. Chapter 26 (Assaults and violence to the person generally—justification and excuse)
6. Chapter 27 (Duties relating to the preservation of human life)
7. Chapter 28 (Homicide—Suicide—Concealment of birth)
8. Chapter 29 (Offences endangering life or health)
9. Chapter 30 (Assaults)
10. Chapter 32 (Assaults on females—abduction)
11. Chapter 33 (Offences against liberty)
12. Section 363 (Child-stealing)
13. Chapter 36 (Stealing)
14. Chapter 37 (Offences analogous to stealing)
15. Chapter 38 (Stealing with violence—extortion by threats)
16. Chapter 39 (Burglary—Housebreaking—And like offences)
17. Chapter 40 (Other fraudulent practices)

SCHEDULE 1 (continued)

18. Chapter 41 (Receiving property stolen or fraudulently obtained and like offences)
19. Chapter 42 (Frauds by trustees and officers of companies and corporations—false accounting)
20. Chapter 42A (Secret commissions)
21. Chapter 46 (Offences)
22. Chapter 49 (Punishment of forgery and like offences)
23. Chapter 52 (Personation)
24. Chapter 56 (Conspiracy)

**PART 2—PROVISIONS REPEALED BY CRIMINAL
LAW AMENDMENT ACT 1997**

1. Section 343A (Assaults occasioning bodily harm)
2. Section 344 (Aggravated assaults)

SCHEDULE 2

APPEALS AGAINST ADMINISTRATIVE DECISIONS

sections 104 and 109

Section	Description of decision	Court
17	Refusal to grant or renew operator accreditation	Magistrates
20	Amendment, suspension or cancellation of operator accreditation	Magistrates
29	Refusal to grant or renew driver authorisation	Magistrates
32	Amendment, suspension or cancellation of driver authorisation	Magistrates
46(8)	Requirement to take steps to remedy service inadequacies	District or Magistrates
46(9)	Termination of service contract for failure to remedy service inadequacies	District or Magistrates
47(1)	Amendment, suspension or cancellation of a service contract for contravention of a condition of the service contract	District or Magistrates
75(1)	Amendment of the conditions of a taxi service licence	Magistrates
77(2)	Requirement to pay amount as condition of transfer of taxi service licence between areas	District or Magistrates
79	Suspension or cancellation of a taxi service licence	District or Magistrates
88(1)	Amendment of conditions of a limousine service licence	Magistrates

*Transport Operations (Passenger Transport)
Act 1994*

SCHEDULE 2 (continued)

91	Suspension or cancellation of a limousine service licence	District or Magistrates
145(1)	Refusal to approve subdivision, rezoning, development, road works or changes to management of road	Planning and Environment
145(3)	Imposition of conditions	Planning and Environment
172C(5)	Reduction of payment	District or Magistrates

If this schedule indicates that an appeal may be made to a District Court or a Magistrates Court, the appeal is to be to a District Court if the amount involved is more than \$40 000 and to a Magistrates Court in any other case.

SCHEDULE 3

DICTIONARY

section 3

“accredited operator” means a person who holds an operator accreditation or provisional operator accreditation.

“air service” means a scheduled passenger service provided by aircraft between airports in the State.

“authorised driver” means a person who holds a driver accreditation or a provisional driver accreditation.

“authorised person” means—

- (a) for an authorised person for a railway—a person who holds an appointment under this Act as an authorised person for the railway; or
- (b) a person who holds and appointment under this Act as an authorised person.

“bus” means a motor vehicle with seating capacity for 9 or more passengers (excluding the driver).

“charter bus service” means a public passenger service involving the charter of a bus and driver for prearranged journeys and for pre-agreed amounts if—

- (a) neither the operator nor the driver receive individual fares; and
- (b) each journey has a common origin or destination or both; and
- (c) the charterer has the right to decide the route and time of travel.

“commercial service contract” see section 50(2).

“community transport service” means a passenger transport service funded or subsidised out of public money or by a charity and provided for the benefit of a particular group.

SCHEDULE 3 (continued)

“conviction” includes a finding of guilt, and the acceptance of a plea of guilty, by a court, whether or not a conviction is recorded.

“courtesy transport service” means a passenger transport service provided, free of charge, by an entity using a vehicle of the entity for customers, clients or students of the entity.

“criminal history” of a person means the person’s criminal history within the meaning of the *Criminal Law (Rehabilitation of Offenders) Act 1986*, and—

- (a) despite section 6 of that Act, includes a conviction of the person to which the section applies; and
- (b) despite section 5 of that Act, includes a charge made against the person for an offence.

“demand management measures” includes pricing of parking, other demand management pricing, bus priority and high vehicle occupancy measures.

Example of high vehicle occupancy measures—

Dedicated transit lanes.

“disqualifying offence” means—

- (a) an offence against a provision of the Criminal Code mentioned in schedule 1; or
- (b) an offence against the *Drugs Misuse Act 1986* punishable by imprisonment for 1 year or more, even though a fine may be imposed in addition or as an alternative; or
- (c) an offence against the *Weapons Act 1990* punishable by imprisonment for 1 year or more, even though a fine may be imposed in addition or as an alternative; or
- (d) an offence prescribed by regulation; or
- (e) an offence committed outside Queensland that would be a disqualifying offence if committed in Queensland.

“driver” means the driver of a public passenger vehicle.

SCHEDULE 3 (continued)

“driver authorisation” see section 24.

“eligible school children” means children whose travel to and from school or another educational establishment is the subject of an arrangement under section 144.

“executive officer” of a corporation means a person who is concerned with, or takes part in, the corporation’s management, whether or not the person is a director or the person’s position is given the name of executive officer.

“ferry” includes ship, boat and hovercraft.

“ferry service” means a public passenger service provided by a ferry on or over water, and includes a service provided by water taxi.

“government funded service contract” see section 50(3).

“invalid ticket”, for chapter 11, parts 6 and 7¹⁵ means a ticket for a rail journey that—

- (a) is used by a person after the end of the journey for which the ticket was issued; or
- (b) is used by a person for a journey that is not the journey for which the ticket was issued; or
- (c) is used by a person after the expiry time on the ticket; or
- (d) has been altered or defaced; or
- (e) was obtained by a false statement about a concession fare; or
- (f) is counterfeit.

“lease” of a taxi service licence or a limousine service licence means a transfer of the licence made on condition that the licence will, at the end of a specified term, or on fulfilment of a specified condition, revert to the transferor.

¹⁵ Chapter 11 (Enforcement), part 6 (Powers of authorised persons for railways) and part 7 (Railway offences)

SCHEDULE 3 (continued)

“limousine” means a motor vehicle for which a limousine service licence is in force.

“limousine service” means an unscheduled public passenger service provided by a luxury motor vehicle where the fare for a journey is decided before the journey begins.

“limousine service licence” see section 82.

“local government road” means a road under the control of a local government.

“long distance scheduled passenger service” means a scheduled public passenger service in which passengers are carried on an established route—

- (a) for an average distance of at least 40 km; or
- (b) between non-contiguous service contract areas or routes.

“luxury motor vehicle” means a vehicle declared by a regulation to be a luxury motor vehicle.

“obstruct” includes hinder, resist or attempt to obstruct.

“occupier” of a place includes a person who reasonably appears to be the occupier, or in charge of, the place.

“operator” means a person carrying on the business of providing a public passenger service, and includes a person carrying on the business of administering a taxi service.

“operator accreditation” see section 12.

“person in control” includes—

- (a) for a ferry—the person who has, or reasonably appears to have, command or charge of the ferry; and
- (b) for another vehicle—the vehicle’s driver or the person who reasonably appears to be the vehicle’s driver.

“place” includes land, waters and premises, but does not include a vehicle.

SCHEDULE 3 (continued)

“premises” includes—

- (a) a building, wharf or other structure; and
- (b) a part of a building, wharf or other structure; and
- (c) land or waters where a building, wharf or other structure is situated.

“public notice” means a notice published in a newspaper circulating generally throughout the State or, if the matter being published is of interest only in a particular area, in a newspaper circulating generally throughout the area.

“public passenger service” means a service for the carriage of passengers if—

- (a) the service is provided for fare or other consideration; or
- (b) the service is provided in the course of a trade or business (but not if it is provided by an employer solely for employees); or
- (c) the service is a courtesy or community transport service;

but does not include a service excluded from this Act by a regulation.

“public passenger vehicle” means any of the following vehicles used to transport members of the public—

- (a) a bus;
- (b) a ferry;
- (c) a taxi;
- (d) a fixed track vehicle;
- (e) an aircraft;
- (f) a limousine;
- (g) a vehicle classified by regulation as a public passenger vehicle.

“public place” means a place that the public is entitled to use, is open to the public or is used by the public, whether or not on payment of money.

SCHEDULE 3 (continued)

“railway manager” has the meaning given by the *Transport Infrastructure Act 1994*.

“railway operator” has the meaning given by the *Transport Infrastructure Act 1994*.

“reasonably” means on grounds that are reasonable in all the circumstances.

“restricted school service” means a scheduled passenger service only for the transport of school children who pay fares for the service if the amount of the fares is negotiated between the school concerned and the operator.

“road” has the same meaning as in the *Transport Infrastructure Act 1994*, chapter 5 (Road transport infrastructure).

“road works” has the same meaning as in the *Transport Infrastructure Act 1994*, chapter 5 (Road transport infrastructure).

“scheduled passenger service” means a public passenger service conducted on an established route in accordance with a regular timetable, and includes a school service and a restricted school service, but does not include a tourist service or a long distance scheduled passenger service.

“school service” means a public passenger service only or primarily for the transport of school children.

“service contract” see section 38(1).

“service contract area or route” means an area or route for which a service contract is required under section 42 (Declaration that service contracts are required) to provide particular public passenger services.

“standard” means a standard in force under this Act.

“taxi” means a motor vehicle for which a taxi service licence is in force.

“taxi service” means a public passenger service provided by a motor vehicle with a seating capacity for not more than 11 passengers (excluding the driver) under which the vehicle—

SCHEDULE 3 (continued)

- (a) is able, when not hired, to be hailed for hire by members of the public; and
- (b) provides a demand responsive service under which members of the public are able to hire the vehicle through electronic communication; and
- (c) may ply or stand for hire on a road.

“taxi service area” means an area declared under section 71 (Taxi service areas).

“taxi service licence” see section 69.

“tourist service” means a pre-booked public passenger service for the carriage of tourists on a publicly available tour itinerary to a common scenic or tourist attraction.

“transport coordination plan” means the transport coordination plan developed under the *Transport Planning and Coordination Act 1994*.

“vehicle” includes a ferry.

ENDNOTES

1 Index to endnotes

		Page
2	Date to which amendments incorporated	107
3	Key	108
4	Table of earlier reprints	108
5	Tables in earlier reprints	108
6	List of legislation	109
7	List of annotations	109
8	Table of renumbered provisions	114

2 Date to which amendments incorporated

This is the reprint date mentioned in the Reprints Act 1992, section 5(c). Accordingly, this reprint includes all amendments that commenced operation on or before 15 August 1997. Future amendments of the Transport Operations (Passenger Transport) Act 1994 may be made in accordance with this reprint under the Reprints Act 1992, section 49.

*Transport Operations (Passenger Transport)
Act 1994*

3 Key

Key to abbreviations in list of legislation and annotations

AIA	=	Acts Interpretation Act 1954	(prev)	=	previously
amd	=	amended	proc	=	proclamation
ch	=	chapter	prov	=	provision
def	=	definition	pt	=	part
div	=	division	pubd	=	published
exp	=	expires/expired	R[X]	=	Reprint No.[X]
gaz	=	gazette	RA	=	Reprints Act 1992
hdg	=	heading	reloc	=	relocated
ins	=	inserted	renum	=	renumbered
lap	=	lapsed	rep	=	repealed
notfd	=	notified	s	=	section
om	=	omitted	sch	=	schedule
o in c	=	order in council	sdiv	=	subdivision
p	=	page	SIA	=	Statutory Instruments Act 1992
para	=	paragraph	SL	=	subordinate legislation
prec	=	preceding	sub	=	substituted
pres	=	present	unnum	=	unnumbered
prev	=	previous			

4 Table of earlier reprints

TABLE OF EARLIER REPRINTS

Reprint No.	Amendments included	Reprint date
1	none	9 November 1994
2	to Act No. 37 of 1995	3 August 1995
3	to Act No. 48 of 1995	24 January 1996
3A	to Act No. 43 of 1996	4 December 1996

5 Tables in earlier reprints

TABLES IN EARLIER REPRINTS

Name of table	Reprint No.
Renumbered provisions	2, 3

6 List of legislation

Transport Operations (Passenger Transport) Act 1994 No. 43

date of assent 14 September 1994

ss 1–2 commenced on date of assent

s 143 sch 3 amdts 5–8 of the Transport Infrastructure Act 1994 commenced
1 July 1994 (see s 2(2))

remaining provisions commenced 7 November 1994 (1994 SL No. 378)

as amended by—

Transport Infrastructure Amendment (Rail) Act 1995 No. 32 ss 1–2, 23 sch

date of assent 14 June 1995

ss 1–2 commenced on date of assent

remaining provisions commenced 1 July 1995 (see s 2(2), 1995 SL No. 162
ss 2(3), 19)

Criminal Code No. 37 of 1995 ss 1–2, 458 sch 2 pt 2

date of assent 16 June 1995

ss 1–2 commenced on date of assent

never proclaimed into force and rep 1997 No. 3 s 121

Transport Planning and Coordination Amendment Act 1995 No. 48 pts 1, 4, s 12 sch

date of assent 22 November 1995

ss 1–2 commenced on date of assent

remaining provisions commenced 15 December 1995 (1995 SL No. 365)

Transport Operations (Passenger Transport) Amendment Act 1996 No. 43

date of assent 7 November 1996

ss 4–5 commenced 24 November 1996 (1996 SL No. 342)

remaining provisions commenced on date of assent

Justice and Other Legislation (Miscellaneous Provisions) Act 1997 No. 9 ss 1, 2(5) pt 24

date of assent 15 May 1997

ss 1, 2(5) commenced on date of assent

remaining provisions commenced 20 June 1997 (1997 SL No. 155)

7 List of annotations

**This reprint has been renumbered—see table of renumbered provisions in
endnote 8.**

Commencement

s 2 om R2 (see RA s 37)

Contents of passenger transport strategies

s 6 amd 1995 No. 48 s 13

Scope of operator accreditation

s 13 amd 1995 No. 32 s 23 sch

Scope of driver authorisation

s 25 amd 1995 No. 32 s 23 sch

Declaration that service contracts are required

s 42 amd 1995 No. 48 s 12 sch

Conditions of taxi service licences

s 74 amd 1996 No. 43 s 4

Maximum taxi fares

s 74A ins 1996 No. 43 s 5

Standards do not apply to railway managers or operators

s 101 ins 1995 No. 32 s 23 sch

PART 2—AUTHORISED PERSONS FOR RAILWAYS

pt hdg ins 1995 No. 32 s 23 sch

Appointment of authorised persons for railways

s 116 ins 1995 No. 32 s 23 sch

Identity cards

s 117 ins 1995 No. 32 s 23 sch

Producing or displaying authorised person's identity card

s 118 ins 1995 No. 32 s 23 sch

Protection from liability

s 119 ins 1995 No. 32 s 23 sch

PART 6—POWERS OF AUTHORISED PERSONS FOR RAILWAYS

pt hdg ins 1995 No. 32 s 23 sch

Power to require name and address etc.

s 137 ins 1995 No. 32 s 23 sch

Power to require information from certain persons

s 138 ins 1995 No. 32 s 23 sch

Power to require production of tickets

s 139 ins 1995 No. 32 s 23 sch

Power to require person to leave train etc.

s 140 ins 1995 No. 32 s 23 sch

PART 7—RAILWAY OFFENCES

pt hdg ins 1995 No. 32 s 23 sch

Creating disturbance on trains etc.

s 141 ins 1995 No. 32 s 23 sch

Travelling without paying fare etc.

s 142 ins 1995 No. 32 s 23 sch

*Transport Operations (Passenger Transport)
Act 1994*

Travelling on invalid tickets

s 143 ins 1995 No. 32 s 23 sch

No need to prove appointments

s 152 ins 1995 No. 32 s 23 sch

Prosecutions for railway offences

s 153 ins 1995 No. 32 s 23 sch

CHAPTER 13—TRANSITIONAL PROVISIONS

ch hdg amd R1 (see RA s 37)

PART 1—AMENDMENTS AND REPEALS

pt 1 (ss 143–144) om R1 (see RA s 40)

Application of Judicial Review Act to certain transitional decisions

s 156 amd 1996 No. 43 s 6
exp 7 November 2000 (see s 156(2))

Compensation not recoverable for certain decisions

s 157 amd 1996 No. 43 s 7
AIA s 20A applies (see s 157(3))
exp 7 November 2000 (see s 157(2))

Continued application of State Transport Act, s 77 to certain decisions etc.

s 158 amd 1996 No. 43 s 8
AIA s 20A applies (see s 158(3))
exp 7 November 2000 (see s 158(2))

Operators of scheduled passenger services

s 159 amd 1995 No. 48 s 12 sch; 1996 No. 43 s 9
exp 7 November 1999 (see s 159(6))

Contracts to provide scheduled urban bus services

s 160 amd 1995 No. 48 s 12 sch; 1996 No. 43 s 10
exp 7 November 1999 (see s 160(7))

Arrangements for school transport—fixed term contracts

s 161 prev s 161 exp 7 May 1995 (see prev s 161(2))
pres s 161 (prev s 150) amd 1996 No. 43 s 11
exp 7 November 1999 or on an earlier date prescribed by regulation (see s 161(8))

Arrangements for school transport—other contracts

s 162 prev s 162 exp 7 May 1995 (see prev s 162(3))
pres s 162 (prev s 151) amd 1995 No. 48 s 12 sch; 1996 No. 43 s 12
exp 7 November 1999 or on an earlier date prescribed by regulation (see s 162(6))

Holders of licences to hire

s 163 prev s 163 exp 7 January 1995 (see s 163(2))
exp 7 November 1995 (see s 163(5))

*Transport Operations (Passenger Transport)
Act 1994*

Licensed areas for taxi and limousine services

s 164 exp 7 November 1996 (see s 164(2))

Air transport where subsidy agreements apply

s 165 exp 31 May 1996 (see s 165(8))

Other air transport services for certain routes

s 166 exp 31 May 1996 (see 166(10))

Provisional operator accreditation for existing operators

s 167 exp 7 November 1996 (see s 167(3))

Operator accreditation for courtesy and community transport services

s 168 amd 1995 No. 48 s 12 sch
exp 7 November 1997 (see s 168(2))

Transitional provisional driver authorisation for drivers

s 169 exp 7 November 1996 (see s 169(3))

Driver authorisation for courtesy and community vehicle drivers

s 170 amd 1995 No. 48 s 12 sch
exp 7 November 1997 (see s 170(2))

Transitional provisional driver authorisation for hire drivers

s 171 exp 7 November 1996 (see s 171(3))

Preservation of financial arrangements—interest subsidy

s 172 amd 1995 No. 48 s 12 sch
sub 1996 No. 43 s 13
AIA s 20A applies (see s 172(8))
exp 30 November 1996 (see s 172(7))

Preservation of financial arrangements—gross fare revenue

s 172A ins 1996 No. 43 s 13
exp 30 November 1996 (see s 172A(5))

Preservation of other financial arrangements

s 172B ins 1996 No. 43 s 13
exp 30 November 1996 (see s 172B(3))

Financial arrangements for operator without service contract

s 172C ins 1996 No. 43 s 13
exp 30 November 2001 (see s 172C(6))

Financial arrangements for operators with service contracts entered into between commencement and 1 December 1996

s 172D ins 1996 No. 43 s 13
exp 30 November 2001 (see s 172D(5))

Financial arrangements for operators with service contracts entered into on or after 2 December 1996

s 172E ins 1996 No. 43 s 13
exp 30 November 2001 (see s 172E(3))

*Transport Operations (Passenger Transport)
Act 1994*

Preservation of financial arrangements—local pensioner fares

s 172F ins 1996 No. 43 s 13
exp 7 November 1999 (see s 172F(4))

Making of certain standards

s 173 exp 7 November 1995 (see s 173(3))

PART 4—TRANSITION OF REFERENCES IN DOCUMENTS

pt 4 (ss 170–172) exp 7 January 1995 (see s 172)

Numbering and renumbering of Act

s 175 ins 1995 No. 32 s 23 sch
om R2 (see RA s 43)

PART 3—TRANSITIONAL REGULATIONS

pt 3 exp 7 November 1999 (see s 179)

Transitional regulations

s 178 exp 7 November 1999 (see s 179)

Expiry of part

s 179 amd 1996 No. 43 s 14
exp 7 November 1999 (see s 179)

PART 6—NUMBERING AND RENUMBERING OF ACT

pt hdg ins 1995 No. 32 s 23 sch
om R2 (see RA s 7(1)(k))

**SCHEDULE 1—DISQUALIFYING OFFENCES—PROVISIONS OF THE
CRIMINAL CODE**

sub 1995 No. 37 s 458 sch 2 (never proclaimed into force and om 1997
No. 3 s 121)
amd 1997 No. 9 s 91

SCHEDULE 2—APPEALS AGAINST ADMINISTRATIVE DECISIONS

amd 1996 No. 43 s 15

SCHEDULE 3—DICTIONARY

prev sch 3 om R1 (see RA s 40)

pres sch 3 amd 1995 No. 32 s 23 sch

def “**authorised person**” sub 1995 No. 32 s 23 sch

def “**disqualifying offence**” amd 1995 No. 37 s 458 sch 2 (never
proclaimed into force and om 1997 No. 3 s 121)

def “**invalid ticket**” ins 1995 No. 32 s 23 sch

def “**railway manager**” ins 1995 No. 32 s 23 sch

def “**railway operator**” ins 1995 No. 32 s 23 sch

def “**reasonably**” ins 1995 No. 32 s 23 sch

SCHEDULE 4—REPEALS

om R1 (see RA s 40)

*Transport Operations (Passenger Transport)
Act 1994*

8 Table of renumbered provisions

TABLE OF RENUMBERED PROVISIONS
under the Reprints Act 1992 s 43 as required by Transport Operations (Passenger
Transport) Act 1994 s 175

Previous	Renumbered as
3	2
4	3
5	4
6	5
7	6
8	7
9	8
10	9
11	10
12	11
13	12
14	13
15	14
16	15
17	16
18	17
19	18
20	19
21	20
22	21
23	22
24	23
25	24
26	25
27	26
28	27
29	28
30	29
31	30
32	31
33	32
34	33
35	34
36	35
37	36
38	37
39	38

*Transport Operations (Passenger Transport)
Act 1994*

40	39
41	40
42	41
43	42
44	43
45	44
46	45
47	46
48	47
49	48
50	49
51	50
52	51
53	52
54	53
55	54
56	55
57	56
58	57
59	58
60	59
61	60
62	61
63	62
64	63
65	64
66	65
67	66
68	67
69	68
70	69
71	70
72	71
73	72
74	73
75	74
76	75
77	76
78	77
79	78
80	79
81	80
82	81
83	82
84	83

*Transport Operations (Passenger Transport)
Act 1994*

85	84
86	85
87	86
88	87
89	88
90	89
91	90
92	91
93	92
94	93
95	94
96	95
97	96
98	97
99	98
100	99
101	100
101A	101
pt 1A	pt 2
115B	116
115C	117
115D	118
115E	119
pt 2	pt 3
116	120
117	121
118	122
119	123
120	124
121	125
122	126
pt 3	pt 4
123	127
124	128
125	129
pt 4	pt 5
126	130
127	131
128	132
129	133
130	134
131	135
132	136
pt 5	pt 6
132A	137

*Transport Operations (Passenger Transport)
Act 1994*

132B	138
132C	139
132D	140
pt 6	pt 7
132E	141
132F	142
132G	143
133	144
134	145
135	146
136	147
137	148
138	149
139	150
140	151
140A	152
140B	153
141	154
142	155
pt 2	pt 1
145	156
146	157
147	158
148	159
149	160
150	161
151	162
152	163
153	164
154	165
155	166
156	167
157	168
158	169
159	170
160	171
164	172
165	173
pt 3	pt 2
166	174
167	175
168	176
169	177
pt 5	pt 3
173	178

*Transport Operations (Passenger Transport)
Act 1994*

174	179
sch 5	sch 3