



Queensland

Transport Legislation Amendment Regulation (No. 6) 2011

Explanatory Notes for SL 2011 No. 287

made under the

Transport Operations (Passenger Transport) Act 1994

Transport Operations (Road Use Management) Act 1995

General outline

Short title

Transport Legislation Amendment Regulation (No. 6) 2011.

Authorising law

Section 155 of the *Transport Operations (Passenger Transport) Act 1994*

Section 171 of the *Transport Operations (Road Use Management) Act 1995*.

Policy objectives and the reasons for them

The key amendments will:

- provide cost savings and reduce the regulatory burden on industry by measuring the maximum age of taxis, luxury motor vehicles and special purpose limousines from the date of compliance with the Australian Design Rules rather than the date of manufacture;
- reduce the regulatory burden on industry by removing the requirement for a substitute taxi to carry a copy of the service licence; and

- ensure Taxi Subsidy Scheme members are able to use the scheme when the electronic card system is not functioning by prescribing the requirements for a functioning manual card reader to be available in the taxi.

The amendments to sections 27, 91 and 142 of the *Transport Operations (Passenger Transport) Regulation 2005* and the amendments to the *Transport Operations (Road Use Management-Road Rules) Regulation 2009* and the *Transport Operations (Road Use Management-Vehicle Standards and Safety) Regulation 2010* are technical and machinery changes.

Achievement of policy objectives

The policy objectives of the changes will be achieved by:

- changing the *Transport Operations (Passenger Transport) Regulation 2005* to refer to ‘date of compliance’ with the Australian Design Rules rather than the ‘date of manufacture’;
- removing the requirement for a substitute taxi to carry a copy of the service licence thus reducing the regulatory burden; and
- changing the *Transport Operations (Passenger Transport) Regulation 2005* to include Restricted Use Slips to ensure the manual card reader is required to be functional.

Consistency with policy objectives of authorising law

The amendments are consistent with objectives of the *Transport Operations (Passenger Transport) Act 1994*. These objectives include:

- the achievement of the provision of the best possible public passenger transport at reasonable cost to the community and government;
- keeping government regulation to a minimum; and
- providing a reasonable level of community access and mobility in support of the Government’s social justice objectives.

Benefits and costs of implementation

The minimal costs associated with implementing these initiatives are outweighed by the benefits to government, industry and the community. All costs will be met from existing budget allocations.

Consistency with fundamental legislative principles

The Regulation is consistent with fundamental legislative principles.

Consultation

The Taxi Council of Queensland and the Limousine Association of Queensland was consulted and supports the proposed amendments.

ENDNOTES

- 1 Laid before the Legislative Assembly on . . .
- 2 The administering agency is the Department of Transport and Main Roads.

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