



Queensland

# Transport Operations (Passenger Transport) Amendment Regulation (No. 1) 2013

## Explanatory Notes for SL 2013 No. 31

made under the

*Transport Operations (Passenger Transport) Act 1994*

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## General outline

### Short title

*Transport Operations (Passenger Transport) Amendment Regulation (No. 1) 2013.*

### Authorising law

Sections 62AAA(1)(b) and 155 of the *Transport Operations (Passenger Transport) Act 1994*

### Policy objectives and the reasons for them

Passenger ferry services between Redland Bay and the Southern Moreton Bay Islands are currently operated by a private operator under a service contract with the Department of Transport and Main Roads (the department). These services operate on routes between Karragarra Island, Lamb Island, Macleay Island, Russell Island and Weinam Creek. These routes are collectively called the 'Southern Bay Islands Group service contract route'. These ferry services are not currently part of TransLink's

integrated mass transit network in South East Queensland, which utilises the *go* card electronic ticketing system.

The policy objective of the amendments is to include these ferry services in TransLink's integrated mass transit network in order to extend the benefits of the *go* card system to island residents.

### **Achievement of policy objectives**

The stated policy objective will be achieved by amending the *Transport Operations (Passenger Transport) Regulation 2005* to include the Southern Bay Islands Group service contract route in the integrated mass transit area from 1 July 2013. This amendment is necessary for the department to enter into an integrated mass transit service contract with one or more operators to operate passenger ferry services on this route. This type of contract is entered into with operators of general route services in TransLink's integrated *go* card network in South East Queensland.

Two other minor amendments to the Regulation are intended to improve the current drafting.

### **Consistency with policy objectives of authorising law**

The amendments are consistent with the main objects of the *Transport Operations (Passenger Transport) Act 1994*, which are to achieve the best possible public passenger transport at reasonable cost to the community and government, keeping government regulation to a minimum.

### **Inconsistency with policy objectives of other legislation**

The amendments are consistent with the policy objectives of other legislation.

### **Benefits and costs of implementation**

The Queensland Government will incur one-off costs associated with *go* card ticketing integration (machine and software changes) and the award of a new service contract for the operation of integrated ferry services on this route but is not expected to incur any additional ongoing costs of implementation.

Integration will provide fare savings and greater service connectivity for island residents travelling to and from the mainland. This should encourage greater use of public transport in the region. Integration will coincide with expiry of the current service contract with the operator on this route so as not to affect existing contractual arrangements.

### **Consistency with fundamental legislative principles**

The amendments are consistent with fundamental legislative principles.

### **Consultation**

Relevant government departments and Redland City Council have been consulted and support the amendments.

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#### ENDNOTES

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

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