

Transport Operations (Road Use Management—Accreditation and Other Provisions) Regulation 2015

Explanatory notes for SL 2015 No. 87

made under the

State Penalties Enforcement Act 1999

Transport Operations (Road Use Management) Act 1995

General Outline

Short title

Transport Operations (Road Use Management—Accreditation and Other Provisions) Regulation 2015

Authorising law

Section 165 of the *State Penalties Enforcement Act 1999*

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

Policy objectives and the reasons for them

The primary policy objective of the *Transport Operations (Road Use Management—Accreditation and Other Provisions) Regulation 2015* (the Regulation) is to contribute to the safe and efficient use of the Queensland road network.

It does this by:

- providing a framework for industry accreditation schemes that support an integrated and efficient transport system with appropriate levels of safety;
- providing for a range of approvals for entities to undertake certain road safety related functions;
- allowing permits to be issued for road access in specific circumstances; and
- providing for various matters under the *Transport Operations (Road Use Management) Act 1995*.

These matters are currently regulated by the *Transport Operations (Road Use Management—Accreditation and Other Provisions) Regulation 2005* (the 2005 Regulation).

In accordance with Part 7 of the *Statutory Instruments Act 1992*, the 2005 Regulation will automatically expire on 1 September 2015. The Regulation repeals and replaces the 2005 Regulation and continues to appropriately regulate the matters outlined above.

Achievement of policy objectives

The *Transport Operations (Road Use Management) Act 1995* (the Act) provides for the appointment of accredited persons to perform certain functions prescribed under a regulation. The 2005 Regulation provides for the accreditation of:

- **Pilot and escort vehicle drivers:** whose function is to warn other road users of the presence of an oversize vehicle;
- **Approved examiners:** whose function is to inspect vehicles to decide whether the vehicle is defective and therefore unsuitable for use on roads;
- **Approved persons:** whose function is to inspect modifications made to vehicles to ensure they have not made the vehicle defective;
- **Traffic controllers:** whose function is to direct traffic at, for example, road works and construction sites;
- **Driver trainers:** who, for reward, provide driver training to learner drivers; and
- **Rider trainers:** who, for reward, provide Q-Ride motorbike rider training.

The Act also allows a regulation to be made for the granting of certain approvals. The 2005 Regulation provides for:

- the registration of service providers to provide Q-Ride motorbike rider training;
- the approval of inspection stations to undertake vehicle inspections for the issue of safety certificates and certificates of inspection;
- the approval of providers to install alcohol ignition interlocks to motor vehicles;
- the issuing of special event and special circumstances permits, which provide limited exemptions from certain transport laws (for example, an exemption from the Queensland Road Rules to conduct a charity bicycle ride on a road); and
- the issuing of permits to allow vehicles that may damage the road to be used on roads under certain conditions.

The 2005 Regulation also provides for a range of miscellaneous matters including:

- the process for the review of certain decisions under the regulation; and
- the fees payable under the regulation and the circumstances in which those fees can be waived or refunded.

The Regulation makes continued provision for these accreditations, approvals and miscellaneous matters.

The Regulation is generally consistent with the 2005 Regulation. It has, however, been updated to consolidate common provisions and to reflect current drafting practices. The Regulation also contains amendments to improve consistency between various schemes and to enhance its operation. These amendments are outlined below.

Part 1: Preliminary

Part 1 of the Regulation provides that the Regulation will commence on 1 September 2015.

Part 2: Accredited Persons

Part 2, Division 1 sets out the provisions that apply to the process of appointment as an accredited person. This includes, for example, how a person applies to become an accredited person, how those applications are decided, the duration of an accreditation and the conditions which may apply to an accreditation.

Amendment: Section 4 removes the requirement for an accredited person to apply for renewal of their accreditation no sooner than 2 weeks before the accreditation ends.

Amendment: Section 7 will specify that, if the chief executive decides to impose a condition on an accreditation, an information notice must be given to the applicant within 14 days. This is consistent with the existing time requirement in relation to giving an information notice when an application is refused.

Part 2 Division 2 sets out general provisions that apply to accredited persons. This includes, for example, the making of rules, codes and procedures for the functions of accredited persons, and the requirement to hold a driver licence for particular types of accreditations.

Amendment: Section 11 removes the requirement for accredited persons to display their accreditation document while performing their functions. Instead, they will only be required to produce their accreditation document, if requested, to their employer or to someone for whom they are performing the accredited function. Driver and rider trainers will also be required to produce their accreditation document, if requested, to the guardian of a child they are training. Accredited persons will also have to produce documents evidencing any conditions imposed by the chief executive on request by their employer.

Amendment: Section 13 provides that, if an accredited person surrenders their accreditation, the surrender takes effect on the day the notice is given or a later date stated in the notice. The 2005 Regulation provided that a surrender took effect on the day the notice was given. This amendment will allow accredited persons to give the chief executive advance notice of their intention to surrender their accreditation.

Amendment: Section 14 provides that an accredited person must return their accreditation document to the chief executive if their accreditation is cancelled. The requirement in the 2005 Regulation to also return the document if their accreditation is surrendered or suspended will not be retained.

Amendment: Section 16 provides that an accreditation cannot be transferred to another person. The 2005 Regulation provided this in relation to the registration of Q-Ride service providers and the approval of alcohol interlock installers. New section 16 extends this restriction to accredited persons as it is essential that only those persons with the necessary expertise are permitted to perform the accredited function.

Amendment: Section 17 requires that the employer of an accredited person must exercise reasonable diligence and take reasonable steps to ensure that the accredited person complies with the conditions of their accreditation. Under the 2005 Regulation, this obligation applied in relation to all accredited persons except driver and rider trainers. The Regulation extends the requirement so it now applies consistently to employers of all accredited persons, including driver and rider trainers.

Amendment: Section 18 provides that accredited persons have the power to do all things necessary or convenient in relation to the performance of the accredited person's functions. This will be extended to include driver and rider trainers.

Amendment: Section 19 provides an express legislative power for the chief executive to make *Business Rules for an Approved Person (Vehicle Modifications)* and the *Traffic Controller Accreditation Scheme Approved Procedure*, similar to the existing power to make a code of conduct for driver and rider trainers. These documents detail operating, technical and/or conduct requirements for the functions of approved persons and traffic controllers respectively. Section 19 will also simplify the process for notifying documents made by the chief executive under the Regulation. Instead of notifying the making in the government gazette and making the document available at departmental offices, section 19 provides that the documents must be published on the department's website. This is considered to be a simpler, cheaper, faster and more user-friendly way of making documents available to relevant persons.

Amendment: Section 20 consolidates the chief executive's power to approve the training courses, assessments and experience which are required for the various accreditations. Approved courses, assessments and experience will be published on the department's website. Section 21 provides that the chief executive can approve registered training organisations to conduct approved assessments or training courses and notify them on the department's website.

Part 2, Division 3 sets out the functions of, and necessary expertise to be accredited as, an approved examiner, approved person, driver trainer, rider trainer, pilot vehicle driver, escort vehicle driver and traffic controller. It also contains a number of specific requirements relating to certain accreditations (for example, the equipment that must be fitted to a vehicle provided by a driver trainer to give pre-licence driver training).

Amendment: Section 23 provides that the chief executive can approve training courses and experience as necessary expertise for appointment as an approved examiner. In the 2005 Regulation the necessary expertise was specified in a schedule in the Regulation. The amendment is consistent with the requirements applying to other types of accreditations.

Amendment: Section 26 clarifies that a person applying to become a driver or rider trainer must hold an Australian or New Zealand open driver licence for a continuous period of one year before applying, rather than an accumulative period of one year. The 2005 Regulation provided that an open licence from any country was acceptable, however, driver trainers require a high level of understanding of Queensland road rules and driving situations so only Australian and New Zealand licences are considered appropriate. Those who already hold an accreditation as a driver trainer but do not satisfy the new licensing requirements will have one year in which to obtain the necessary licence (see section 154).

Amendment: Section 28 provides for simplified requirements for information which must be displayed on a driver trainer's car. The new requirements will allow either the driver trainer's or their employer's name and contact information to be displayed on the car. Section 28 also clarifies that the equipment and contact information that must be fitted or displayed to a driver trainer's car does not apply to a car provided by a learner driver for the training.

Amendment: Section 37 provides that, if a rider trainer assesses an eligible person as having attained the necessary competencies, then the rider trainer must give their employer a *competency recommendation notice* recommending the eligible person be issued with a competency declaration. Competency declarations are then issued by the employer's *nominated person*. This reflects the provisions of the 2005 Regulation. The

Regulation recognises, however, that if the rider trainer is also the employer's *nominated person* and gives the eligible person a competency declaration, there is no need for a *competency recommendation notice* to be issued.

Amendment: Section 42 updates the necessary expertise for a pilot vehicle driver applicant. To ensure applicants have sufficient on-road experience to be appointed as a pilot vehicle driver a person must hold a valid Queensland open driver licence, or if the person doesn't hold an open licence but previously held one and they currently hold a probationary or restricted driver licence or an equivalent licence issued interstate or in New Zealand. This has simplified and strengthened the previous requirements which required a person to have held a provisional or open licence issued in Australia or New Zealand for at least three years in the past five years. In some instances it can be difficult for a person to establish whether they have held the licence for the required period, especially if their driving history includes suspensions or cancellations. However, without this licence tenure period it is not considered appropriate for provisional licence holders to carry out this role as they may have had little driving experience. Those who already hold an accreditation as a pilot vehicle driver but do not satisfy the new licensing requirements will have three years in which to obtain the necessary licence (see section 155).

Amendment: Section 45 updates the function of an escort vehicle driver to reflect that, in addition to the function of driving an escort vehicle to warn other road users of the presence of an oversize vehicle, escort vehicle drivers may be required to direct traffic in relation to the movement of oversize vehicles in accordance with an exemption issued under the *Heavy Vehicle National Law Act 2012* or a guideline or permit issued under the *Transport Operations (Road Use Management—Vehicle Standards and Safety) Regulation 2010*.

Amendment: Section 46 updates the necessary expertise for accreditation as an escort vehicle driver to require applicants to hold accreditation as a pilot vehicle driver and to complete an approved assessment, which better reflects current practice. Also, to ensure applicants have sufficient on-road experience to be appointed as an escort vehicle driver a person must hold a valid Queensland open driver licence, or if the person doesn't hold an open licence but previously held one and currently holds a probationary or restricted driver licence or an equivalent licence issued interstate or in New Zealand. This has simplified and strengthened the previous requirements which required a person to have held a provisional or open licence issued in Australia or New Zealand for at least three years in the past five years. In some instances it can be difficult for a person to establish whether they have held the licence for the required period, especially if their driving history includes suspensions or cancellations. However, without this licence tenure period it is not considered appropriate for provisional licence holders to carry out this role as they may have had little driving experience. Those who already hold an accreditation as an escort vehicle driver but do not satisfy the new licensing requirements will have three years in which to obtain the necessary licence (see section 156).

Amendment: Section 50 will be amended to clarify that the function of a traffic controller is to direct traffic as required by the Traffic Controller Accreditation Scheme Approved Procedure and only Part 3 of the Manual of Uniform Traffic Control Devices. The 2005 Regulation also prescribed approved hand signals for traffic controllers. As these hand signals are also set out in the Traffic Controller Accreditation Scheme Approved Procedure, they are not included in the Regulation.

Amendment: Section 51 provides that to be appointed as a traffic controller a person must have held a qualifying driver licence within the last five years. A qualifying driver licence is defined to be a driver licence other than a learner licence or a non-Queensland licence that is equivalent to a learner licence. Under the 2005 Regulation, the person must have held a qualifying licence for a continuous period of at least one year within the last five years. The prescribed minimum one year period for holding the licence is unnecessary and is no longer a requirement for appointment as a traffic controller.

Amendment: Sections 53 and 54 now recognise the role of trainee traffic controllers. The sections allow a trainee to perform the role of a traffic controller, and an employer to employ a trainee to perform the role of a traffic controller, provided the trainee is performing the function for the purpose of completing an approved training course mentioned in section 51 and they are under the supervision of an accredited traffic controller.

Part 2, Division 4 provides for matters regarding accreditation documents. This includes, for example, the form the documents will take, the content to appear on the documents, the process for applying for a replacement accreditation document or notifying a change of name or address and offences relating to the misuse of accreditation documents.

Amendment: Section 59 removes the requirement for an accredited person, who applies for a replacement accreditation document because the original document was damaged, lost or stolen, to return the original document if it returns to their possession.

Amendment: Section 63 removes the requirement for an accredited person to notify their change of address and postal address in writing. It also removes reference to the chief executive endorsing a change of name or address on a person's accreditation document to reflect current practice.

Part 3: Registered service providers and approved inspection stations

Part 3, Division 1 contains the common provisions relating to approval as a Q-Ride registered service provider and approval to operate an approved inspection station. This includes, for example, provisions dealing with how a person applies for such an approval, suitability to be granted an approval, the duration of the approval and the conditions which may apply to those approvals.

Amendment: Section 70 removes a restriction which required a registered service provider to apply for renewal at least 28 days before their registration ends.

Amendment: Section 72 provides that an application for registration as a Q-Ride registered service provider or for approval to operate an approved inspection station can be refused on the grounds of public safety or public interest. Under the 2005 Regulation, applications to become an accredited person or to be approved as a registered service provider could be refused on these grounds. New section 72 provides consistency across the different schemes by extending these provisions to cover an application to operate an approved inspection station. Also for consistency with registered service provider approvals, the authority to refuse an approved inspection station approval based on them having convictions for certain offences, has also been limited to convictions recorded in the last 5 years. In addition, the grounds for refusing a renewal where the approval was issued in error or because of a document or representation that was false, misleading or

otherwise improperly made or obtained is extended to approved inspection station approvals.

Amendment: Section 73 the requirement on the chief executive to give an approval notice to registered service providers within 14 days, will be extended to approved inspection station approval holders. This change is a result of consolidating common requirements.

Amendment: Section 76 provides that the term for registered service provider approvals and approved inspection station approvals can be for a maximum of five years. Under the 2005 Regulation, registered service providers were approved for not longer than two years and approved inspection station approvals were granted for one year.

Amendment: As a result of consolidating common requirements for approval schemes, a number of provisions that previously applied only to approval as a Q-Ride registered service provider have been extended to approvals to operate an approved inspection station. This includes specific provisions dealing with the renewal of an approval (section 70), grounds for refusing to approve or renew an approval (section 72), the immediate cancellation of an approval if the approval holder dies or becomes an insolvent under administration or is being wound-up (section 78), the process for voluntary surrender of the approval by the approval holder (section 79) and approvals not being transferrable to another person (section 81).

Amendment: Section 77 requires a registered service provider to produce their approval document, if requested, to someone seeking Q-Ride training. An approved inspection station approval holder will be required to produce their approval document, if requested, to someone seeking a vehicle inspection certificate. Under the 2005 Regulation, a registered service provider was not required to produce or publicly display the approval document and an approved inspection station approval holder was required to display their approval document at a fixed approved inspection station.

Part 3, Division 2 contains particular provisions that apply to Q-Ride registered service providers. This includes, for example, provisions dealing with the records that must be kept, the circumstances in which a competency declaration (declaring that an eligible person has attained the required competencies) must be issued, the motorbikes to be used for Q-Ride training and the standards that apply to the provision of Q-Ride training.

Amendment: Sections 92 and 93 simplify the process for notifying the making of registered service provider standards and competency standards. Instead of notifying the making in the government gazette and making the document available at departmental offices, sections 92 and 93 provide that the documents must be published on the department's website. This is considered to be a simpler, cheaper, faster and more user-friendly way of making documents available to relevant persons.

Amendment: Section 94 updates the reference to the certification body for quality management system auditors, which has changed its name, from RABQSA International to Exemplar Global Inc.

Part 3, Division 3 sets out particular provisions for approved inspection station approvals including, for example, when an approval holder is required to have a nominee, how a person applies to become a nominee, the circumstances in which an application can be approved, the duties of a nominee and the requirements for equipment to be kept, and inspections which may be carried out, at the approved inspection station.

Amendment: Section 100 contains an existing authority for the chief executive to refuse the approval of an approved inspection station nominee, based on them having convictions for certain offences. This authority has been limited to convictions recorded in the last five years. This is consistent with provisions that apply to accredited persons, approved inspection stations and Q-Ride registered service providers.

Amendment: Section 106 provides an express legislative power for the chief executive to make *Business Rules for Approved Inspection Stations*. This document details the operating requirements for approved inspection stations. The Business Rules will be published on the department's website, which is consistent with the process for notifying other documents made under the Regulation.

Amendment: Section 107 requires that an approved inspection station approval holder must give the nominee (if the approval holder is required to provide a nominee) a copy of the application as soon as practicable after the approval is granted, so the nominee is able to comply with the requirement to keep and maintain, at the approved inspection station, the equipment mentioned in the application.

Amendment: Sections 109 and 110 extend the time limit for notification of certain matters from 7 to 14 days.

Part 4: Approval of interlock providers

Part 4 contains provisions dealing with the approval of providers to install alcohol ignition interlocks to motor vehicles for the purposes of Part 3B of the Act. Part 4 deals with the approval process, the conditions of approval, the duration of the approval and the requirement that an approval is not transferrable. It also sets out the circumstances in which an approval can be immediately cancelled and outlines a number of offences relating to false statements and false advertising about approvals.

Part 5: Special event permits and special circumstances permits

Part 5 provides for a person to apply to the chief executive for the issue of a special event permit or a special circumstances permit. These permits can provide limited exemptions from the Queensland Road Rules and from the *Transport Operations (Road Use Management—Vehicle Standards and Safety) Regulation 2010*. The permits may be available to allow, for example, a charity bicycle ride to be conducted on a road or a vehicle performing certain essential functions on roads to drive on, or park in, certain areas in which it would not normally be permissible to drive or park.

Amendment: Section 127 extends the maximum duration for issuing special circumstances permits from two years to five years.

Part 5 contains provisions dealing with the circumstances in which permits may be issued, the extent of the authority provided by the permit and the responsibilities of the permit holder.

Part 6: Protection of roads and structures

Part 6 generally prohibits a person using, or permitting to be used, a vehicle on a State-controlled road if the vehicle may damage the road infrastructure. The Part allows for permits to be issued allowing such vehicles to use the road under certain conditions and sets out the application process for those permits. It also provides that the applicant may

be required to pay the chief executive an amount to cover, for example, the cost of assessing the proposed route and any strengthening of, or repairs to, infrastructure on the route.

Part 7: Miscellaneous

Part 7 provides for a number of miscellaneous matters including:

- prescribing matters for the Act, such as requirements for approval of random inspection programs and the ways in which authorised officers may require the person in control of a motor vehicle to stop the vehicle;
- requiring lights or signs in the vicinity of a road that may create a danger to traffic to be removed or modified;
- particular requirements applying to the proprietors of vehicle modification businesses;
- the process for the review of certain decisions under the Regulation; and
- the payment of fees under the Regulation and the circumstances in which those fees can be waived or refunded.

Amendment: Sections 141 and 142 extend the time limit for return of documents from 7 to 14 days.

Part 8: Repeal and transitional provisions

Part 8 repeals the 2005 Regulation and makes transitional provisions for the Regulation, including preserving accreditations, approvals, permits, codes of conduct and standards granted or made under the 2005 Regulation.

Part 9: Consequential amendments

Part 9 provides for a schedule (Schedule 8) to make consequential amendments to update references to the 2005 Regulation in other subordinate legislation.

Schedules

Schedule 1 sets out the statutory conditions that apply to the grant of accreditation for driver trainers, rider trainers, approved examiners, approved persons and traffic controllers.

Amendment: The 2005 Regulation provided a power for the chief executive to carry out random reviews of driver and rider trainers. As the chief executive has other powers to review the competency of trainers, random reviews are not carried out and are not provided for in the Regulation.

Amendment: Sections 8(2) and 9(2) require an approved examiner and an approved person respectively to notify the chief executive if they are charged with, or convicted of, a disqualifying offence. This is consistent with existing requirements on driver and rider trainers, Q-Ride registered service providers, the holders of an approval to operate an approved inspection station and the nominee of an approved inspection station. Such a charge or conviction may be a ground for the chief executive to require the person to show cause as to why their accreditation should not be amended, suspended or cancelled.

Amendment: Section 9(1)(c) provides a legislative requirement for an approved person to comply with the *Business Rules for an Approved Person (Vehicle Modifications)*.

Previously, this requirement was imposed as a discretionary condition on the grant of an approved person's accreditation.

Amendment: Section 10 for consistency with the function of a traffic controller, the condition has been amended to clarify that traffic controllers must direct traffic in a way that is consistent with Part 3 of the Manual of Uniform Traffic Control Devices. Also, the 2005 Regulation prescribed approved hand signals for traffic controllers. As these hand signals are also set out in the Traffic Controller Accreditation Scheme Approved Procedure, they are not included in the Regulation.

Schedule 2 sets out the statutory conditions on the registration of a Q-Ride registered service provider and on the holder of an approval to operate an approved inspection station.

Amendment: Section 1(1)(b) and (1)(c) contain a new requirement for approval holders to notify the chief executive if they become an insolvent under administration or if they are being wound-up. This supports the amendment in section 78 which provides that approvals are cancelled in these situations.

Amendment: Section 2 updates the nominated standards for consistency with the current numbering of the registered service provider standards.

Amendment: Section 12 provides a legislative requirement for the holder of an approval to operate an approved inspection station to comply with the *Business Rules for Approved Inspection Stations*. Previously, this requirement was imposed as a discretionary condition on the grant of the approved inspection station approval.

Schedule 3 sets out the statutory conditions of approval for interlock providers.

Schedule 4 sets out the hand signals that are used by authorised officers and police officers to direct motorists.

Schedule 5 sets out decisions made under the Regulation which are reviewable under the process set out in the Act.

Amendment: Schedule 5 provides for the decision to refuse to grant an application for approval as a nominee or for granting the approval as a nominee on a condition imposed by the chief executive. This is consistent with existing reviewable decisions for accredited persons and part 3 approvals.

Schedule 6 sets out the fees payable under the Regulation.

Schedule 7 contains the dictionary for the Regulation.

Schedule 8 contains consequential amendments to the *State Penalties Enforcement Regulation 2014* to insert the Penalty Infringement Notice offences for the Regulation and to update references to the Regulation in other subordinate legislation.

Consistency with policy objectives of authorising laws

The objectives of the Regulation are consistent with the objectives of the Act. In particular, the Regulation will contribute to providing for the effective and efficient management of road use in the State and to improving road safety.

Benefits and costs of implementation

Costs associated with the changes will be minimal and these will be met by existing budget allocations.

Consistency with fundamental legislative principles

The Office of the Queensland Parliamentary Counsel has advised that potentially minor Fundamental Legislative Principle issues could be raised in relation to the amendments that insert an express legislative power for the chief executive to make *Business Rules for an Approved Person (Vehicle Modifications)*, *Traffic Controller Accreditation Scheme Approved Procedure* and *Business Rules for Approved Inspection Stations*.

These documents provide:

- operational and technical requirements in relation to the functions of approved person and traffic controller;
- operational requirements in relation to issuing inspection certificates at an approved inspection stations; and
- conduct and technical matters in relation to directing traffic for the function of traffic controller.

The amendments provide a legislative requirement for an approved person to comply with the *Business Rules for an Approved Person (Vehicle Modifications)* and for an approved inspection station approval holder to comply with the *Business Rules for Approved Inspection Stations*.

There is an existing legislative requirement for traffic controllers to comply with the *Traffic Controller Accreditation Scheme Approved Procedure*. It is understood that the chief executive currently has an implied power to make this document.

The chief executive has existing express powers to make the *Code of Conduct* for driver and rider trainers and to make the *Registered Service Provider Standards*. These documents provide:

- conduct matters in relation to the function of driver and rider trainer; and
- standards that the registered service providers Q-Ride training program must cover.

There are also existing legislative requirements for driver and rider trainers to comply with the *Code of Conduct* and for registered service providers to comply with the *Registered Service Provider Standards*.

Non-compliance with these documents is a ground for the chief executive to commence a show cause procedure under the Act. Approved persons, traffic controllers, driver and rider trainers, approved inspection station approval holders and registered service providers are given the opportunity to explain the reason why they failed to comply with the respective documents. The explanation is taken into account when the chief executive

makes a decision either to take no action, amend, suspend or cancel the accreditation or approval.

Non-compliance with the *Registered Service Provider Standards* is also an offence that attracts a maximum penalty of 40 penalty units. The chief executive would only pursue this course of action for non-compliance of a serious nature.

The information contained in the above documents is technical and/or detailed in nature and is therefore considered to be impractical to include in subordinate legislation.

Consultation

The Australian Driver Trainers Association (Queensland) and the Independent Driving Instructors Guild were consulted on, and support the amendments to driver and rider trainer accreditation.

The National Pilot Vehicle Driver Association, East Coast Pilot Escort and Hi Load Services, Alderson Pilots and Escorts, Highway Patrol Pty Ltd and PM Wide Load Services were consulted on, and support amendments to pilot and escort vehicle driver accreditation.

The Commercial Vehicle Industry Association of Queensland, Motor Trades Association of Queensland, Royal Automobile Club Queensland, Institute of Automotive Mechanical Engineers, and Engineers Australia were consulted on, and had no comments in response to, amendments to approved examiners and approved persons' accreditation and on amendments to approved inspection station approvals.

The Royal Automobile Club Queensland did not raise any concerns about the amendment relating to special circumstances permits.

Registered service providers were consulted on, and had no comments in response to, the amendments to registered service provider approvals.

The Traffic Management Association of Queensland Inc, was consulted on, and had no comments in response to, the amendments to traffic controller accreditation.

The Queensland Trucking Association had no concerns with proposed changes to pilot and escort vehicle driver accreditation, approved person accreditation, approved examiner accreditation and approved inspection station approvals.