

# **Transport Operations (Passenger Transport) Amendment Standard (No. 1) 2016**

Explanatory Notes for SL 2016 No. 115

made under the

*Transport Operations (Passenger Transport) Act 1994*

## **General Outline**

### **Short title**

*Transport Operations (Passenger Transport) Amendment Standard (No. 1) 2016*

### **Authorising Law**

Sections 92 and 99(1) of the *Transport Operations (Passenger Transport) Act 1994*

### **Policy objectives and the reasons for them**

The *Transport Operations (Passenger Transport) Standard 2010* prescribes the maximum age of vehicles used to provide a public passenger service for which operator accreditation is required.

The current vehicle age limit for forward-control passenger vehicles and off-road passenger vehicles is 10 years. This requirement imposes financial burdens on commercial operators using these types of vehicles to provide public passenger services and is unnecessary because these vehicles are subject to regular vehicle safety inspections.

A light bus that is a regional or local classification vehicle must be less than 15 years old when first introduced into service by the current operator. This requirement was introduced to prevent operators from importing older light buses that did not meet the Australian Design Rules (ADRs). However, this requirement is unnecessary because it is no longer possible for a person to introduce a light bus into service that does not comply with the ADRs.

### **Achievement of policy objectives**

Amendments to the *Transport Operations (Passenger Transport) Standard 2010* achieve the policy objectives by removing maximum age limits for forward-control passenger vehicles and

off-road passenger vehicles, and the requirement that a light bus must be less than 15 years old when first introduced into service.

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

The amendments are consistent with the policy objectives set out in section 2 of the *Transport Operations (Passenger Transport) Act 1994* to provide the best possible public passenger transport at a reasonable cost to the community, keeping government regulation to a minimum.

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

The amendments are not inconsistent with the policy objectives of other legislation.

## **Benefits and costs of implementation**

Operators using forward-control passenger vehicles or off-road passenger vehicles to provide public passenger services will be able to use the vehicles for a longer period subject to regular safety inspections. Operators will also be able to introduce a light bus that is over 15 years but under 20 years into service, subject to existing vehicle design requirements. They will still, however, retain the requirement for regular safety inspections. Vehicle safety in both cases will not be compromised by these changes.

There are no costs to the government or the community to implement these amendments.

## **Consistency with fundamental legislative principles**

The amendments are consistent with Fundamental Legislative Principles.

## **Consultation**

Consultation has been undertaken with the Department of the Premier and Cabinet, Queensland Treasury and the Office of Best Practice Regulation, Queensland Productivity Commission on the proposed amendments.

Operators of public passenger services and the public were also consulted on the proposed amendments.