

# Transport Operations (Passenger Transport) (Gold Coast Light Rail) Amendment Regulation 2017

Explanatory notes for SL 2017 No. 190

made under the

*Transport Operations (Passenger Transport) Act 1994*

## General Outline

### Short title

*Transport Operations (Passenger Transport) (Gold Coast Light Rail) Amendment Regulation 2017*

### Authorising law

Sections 111(2)(f) and 155 of the *Transport Operations (Passenger Transport) Act 1994*

### Policy objectives and the reasons for them

Revenue protection and other enforcement activities on the public transport network are undertaken by ‘authorised persons’ appointed under Chapters 11 and 11A of the *Transport Operations (Passenger Transport) Act 1994*. The main roles of authorised persons are to reduce fare evasion and help ensure the safety and security of passengers and staff on the public transport network.

Part 10A of the *Transport Operations (Passenger Transport) Regulation 2005* (the Regulation) prescribes certain persons who may be appointed as authorised persons for the Gold Coast light rail under the Act. These persons are known as Customer Service Officers (CSOs) and are authorised to exercise various revenue protection and other enforcement powers on the Gold Coast light rail network only.

The term ‘Gold Coast light rail’ is defined by reference to a map set out in Schedule 7A of the Regulation which currently includes Stage 1 of Gold Coast light rail only. Due to the expansion of the Gold Coast light rail network, the current map needs to be omitted and replaced with a new map to cover the areas of Stage 1 and Stage 2 to ensure that once Stage 2 is operational, CSOs are able to exercise their powers over the expanded network.

## **Achievement of policy objectives**

The amendment will achieve policy objectives by ensuring that revenue protection and other enforcement powers can be exercised by authorised persons on the extended section of the Gold Coast light rail system.

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

The amendment to the *Transport Operations (Passenger Transport) Regulation 2005* is consistent with the objectives in section 2 of the *Transport Operations (Passenger Transport) Act 1994* about providing a system of public passenger transport that is responsive to community needs and offers an attractive alternative to private transport; promoting the personal safety of persons using public transport; providing a reasonable level of community access and mobility; and keeping government regulation to a minimum.

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

The regulation is consistent with the policy objectives of other legislation.

## **Benefits and costs of implementation**

The amendment is expected to benefit the State, the operator franchisee and users of the Gold Coast light rail system by ensuring statutory functions supporting the operation of an efficient and safe public transport system can be exercised effectively for light rail.

The change will not result in significant costs for government, industry or the community.

## **Consistency with fundamental legislative principles**

The amendment is consistent with the fundamental legislative principles.

## **Consultation**

The amendment was identified in consultation with GoldLinQ as operator franchisee for the Gold Coast light rail.

No further consultation was undertaken as this is a minor technical amendment to support the operation of the expanded Gold Coast light rail network.