

Tow Truck and Other Legislation Amendment Act 2018

Explanatory notes for SL 2018 No. 30

made under the

Tow Truck and Other Legislation Amendment Act 2018

General Outline

Short title

Proclamation to commence provisions of the *Tow Truck and Other Legislation Amendment Act 2018*

Authorising law

Section 2 of the *Tow Truck and Other Legislation Amendment Act 2018* (the Amendment Act).

Policy objectives and the reasons for them

The Tow Truck and Other Legislation Amendment Bill 2018 received assent on 16 March 2018. Section 2 of the Amendment Act provides that Part 2 and Part 6, Divisions 2 and 3 commence on a day to be fixed by Proclamation.

The objective of the Proclamation is to commence, on 16 April 2018, those provisions of the Amendment Act that have not yet commenced. The provisions that have not yet commenced amend the *Tow Truck Act 1973*, the *Tow Truck Regulation 2009* and the *State Penalties Enforcement Regulation 2014* to implement towing industry reforms including improvements to the regulation of towing from private property.

Achievement of policy objectives

The policy objective is achieved by the Proclamation commencing Part 2 and Part 6, Divisions 2 and 3 of the Amendment Act on 16 April 2018.

Consistency with policy objectives of authorising law

The Proclamation is consistent with the policy objectives of the Amendment Act.

Inconsistency with policy objectives of other legislation

The Proclamation is not inconsistent with the policy objectives of other legislation.

Alternative ways of achieving policy objectives

There are no alternative means of achieving the purpose of the Proclamation.

Benefits and costs of implementation

Information about the benefits and costs of implementation was provided in the explanatory notes accompanying the Amendment Act.

Consistency with fundamental legislative principles

The Proclamation is consistent with the fundamental legislative principles.

Consultation

In accordance with *The Queensland Government Guide to Better Regulation*, the Department of Transport and Main Roads applied a self-assessable exclusion from undertaking further regulatory impact analysis (Category G—Regulatory proposals that are of a machinery nature).