

Transport and Other Legislation (Accessory Plates) Amendment Regulation 2019

Explanatory notes for SL 2019 No. 171

made under the

State Penalties Enforcement Act 1999

Transport Operations (Road Use Management) Act 1995

General Outline

Short title

Transport and Other Legislation (Accessory Plates) Amendment Regulation 2019

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 policy objective of the *Transport and Other Legislation (Accessory Plates) Amendment Regulation 2019* is to reduce the cost associated with obtaining an accessory plate which displays a vehicle's registration number.

Achievement of policy objectives

When an accessory such as a bicycle rack is attached to the front or rear of a vehicle, in a way that obscures the vehicle's number plate, an accessory plate must be attached to the vehicle. An accessory plate is a small plate that displays the same registration number as the vehicle's number plate and ensures the registration number remains visible from 20 metres from the front and rear of the vehicle.

As part of the current process of applying for an accessory plate, a person must apply to customise the number plate on the vehicle to which the accessory is to be attached. This allows the person to retain the plate combination for use on another vehicle, or to keep the plate without attaching it to a vehicle.

This means that the cost to obtain an accessory plate is the cost to customise the customer's existing standard number plate (currently \$52.05) plus the cost of the accessory plate (currently \$30.90).

Customisation is beneficial to those customers who may change vehicles, and who want to retain the same registration number and accessory plate for their subsequent vehicles. However, other customers do not take advantage of this benefit, and require an accessory plate only to use an accessory such as a bicycle rack on their vehicle.

In recognition of this, amendments to section 37 of the *Transport Operations (Road Use Management—Vehicle Registration) Regulation 2010* (registration regulation) will remove the requirement to apply and pay for the customisation of standard plates as part of the process of obtaining an accessory plate.

Those who change vehicles frequently will still be able to customise their number plates and transfer them between vehicles, but this will no longer be a prerequisite to obtaining an accessory plate.

Consequential amendments to the *State Penalties Enforcement Regulation 2014* will reflect renumbering of subsections within section 37 of the registration regulation, as a result of the removal of the subsection that requires customisation.

Consistency with policy objectives of authorising law

The amendments are consistent with the policy objectives of the *Transport Operations (Road Use Management) Act 1995*. In particular, these amendments are consistent with the objective of providing for the effective and efficient management of road use in the State.

Inconsistency with policy objectives of other legislation

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

Benefits and costs of implementation

As outlined above, the benefit of making the amendment regulation is that the cost associated with obtaining an accessory plate is reduced.

The cost of implementing the amendments is minimal and will be met from existing resources.

It is anticipated that the reduction in the cost associated with obtaining accessory plates will result in a very minor loss of revenue. However, this is justified by the benefit received by customers.

Consistency with fundamental legislative principles

The amendment regulation is consistent with fundamental legislative principles.

Consultation

As the amendments do not impose any further regulation and will benefit those obtaining an accessory plate, public consultation has not been undertaken.

The Office of Best Practice Regulation in the Queensland Productivity Commission has advised that the amendments do not require further regulatory impact assessment under the *Queensland Government Guide to Better Regulation* on the basis that the proposal does not add to the burden of regulation and is unlikely to lead to significant adverse impacts.

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