

# Transport Legislation (Road Safety and Other Matters) Amendment Act 2019

Explanatory notes for SL 2019 No. 247

made under the

*Transport Legislation (Road Safety and Other Matters) Amendment Act 2019*

## General Outline

### Short title

Proclamation to commence provisions of the *Transport Legislation (Road Safety and Other Matters) Amendment Act 2019*.

### Authorising law

Section 2 of the *Transport Legislation (Road Safety and Other Matters) Amendment Act 2019* (Amendment Act)

### Policy objectives and the reasons for them

The *Transport Legislation (Road Safety and Other Matters) Amendment Act 2019* received assent on 12 September 2019. Section 2 of the Amendment Act provides that Chapter 3 commence on a day to be fixed by Proclamation. The objective of the Proclamation is to commence on 13 December 2019, the provisions of Chapter 3, part 2 of the Amendment Act that have not yet commenced.

The provisions that have not yet commenced amend the *Transport Infrastructure Act 1994* (TIA), and required consequential amendments to the *Transport Infrastructure (State-controlled Road) Regulation 2017* and the *Planning Regulation 2017* to clarify and streamline regulatory provisions to provide clearer meaning and cater for unknown future uses of transport corridors and support the development of an online application process for persons applying for access to and use of the road and transport corridors.

### Achievement of policy objectives

The Proclamation fixes 13 December 2019 for the commencement of provisions under Chapter 3, part 2 affecting the *Transport Infrastructure Act 1994*.

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

The amendment regulation is consistent with the main objectives of the TIA.

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

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

## **Benefits and costs of implementation**

There are no financial implications as the amendments are largely administrative in nature. All costs will be met within the Department of Transport and Main Roads' existing budget allocation. Benefits to community and stakeholders include more effective and streamlined processes for persons applying for access to and use of the road and transport corridors.

## **Consistency with fundamental legislative principles**

The amendment regulation does not breach any 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 based on Category G, Proclamations that are required before an Act or sections of an Act can be brought into operation.

Consultation was undertaken as part of the development of the Transport *Legislation (Road Safety and Other Matters) Amendment Act 2019*. No consultation has occurred on the Proclamation as it is machinery in nature.