



Queensland

Transport Operations (Passenger Transport) Regulation 2005

Regulatory Impact Statement for SL 2005 No. 329

made under the

Transport Operations (Passenger Transport) Act 1994

Background

Following an extensive review, an ambitious program to reform public transport was undertaken in Queensland in 1994. The reforms were needed to achieve a better, more efficient and accountable passenger transport system to meet the needs of a rapidly growing State.

The Transport Operations (Passenger Transport) Act 1994 and its subordinate legislation,¹ the Transport Operations (Passenger Transport) Regulation 1994, were enacted in November 1994 to provide a legislative framework for implementing the reforms.

There have been significant changes and growth in the passenger transport industry over the 10 years since 1994, in the type of services and the way services are delivered, and the needs and expectations of the community.

Passenger transport plays an important role in the lives of many of the community. It provides access to important facilities such as employment centres, education, medical centres, hospitals, shopping and recreational centres.

As our society continues to grow, and a larger sector of our community ages, Queensland Transport has a critical role to ensure that passenger transport services continue to meet changing community needs.

¹ The Transport Operations (Passenger Transport) Standard 2000 was made on 1 March 2000.

To do this, it is vital the passenger transport legislation keeps pace and supports these changing needs.

With the approaching expiry of the Transport Operations (Passenger Transport) Regulation 1994 (the Regulation) on 1 September 2005,² Queensland Transport is conducting a review to ensure that regulation remains relevant and the Government's priorities for passenger transport can be achieved.

A new passenger transport regulation will be introduced as a result of this review.

Our role in the passenger transport industry

The Passenger Transport Division within Queensland Transport is responsible for leading and shaping the overall system for moving people in Queensland by creating a more sustainable, flexible and attractive passenger transport system.

A well-functioning transport system contributes to the quality of life of all Queenslanders. It helps create a strong economic environment leading to increased employment, safer and more supportive communities as well as supporting ecologically sustainable development.³

In delivering better transport for our State, Queensland Transport is committed to the seven priorities of the Queensland government—

- growing a diverse economy and creating jobs;
- realising the Smart State through education, skills and innovation;
- managing urban growth and building Queensland's regions;
- improving health care and strengthening services to the community;
- protecting our children and enhancing community safety;
- protecting the environment for a sustainable future;

2 The Statutory Instruments Act 1992 provides that all subordinate legislation expires on the 1st September after the tenth anniversary of its commencement.

3 Queensland Transport's Strategic Plan 2004-08.

- delivering responsive government.

The Passenger Transport Division aims to improve the lives of Queenslanders by connecting them with each other and to opportunities by removing the barriers to access and mobility, and providing the community with a high quality public transport system. We do this through effective and appropriate regulation, and by leading and supporting our State's passenger transport industries.

Engaging the community

Queensland Transport values community participation, consultation and feedback as an essential tool for sound decision-making. We actively seek to collaborate with key stakeholders in shaping transport planning and policy development to improve the efficiency and effectiveness of the transport system in Queensland.

As part of the regulation review process, the Passenger Transport Division has undertaken initial consultation with our key industry partners.

An invitation is now extended to all stakeholders to comment on this Regulatory Impact Statement (RIS) for the proposed new regulation.

Authorising law

Section 155 of the Transport Operations (Passenger Transport) Act 1994 provides the head of power for the making of a regulation.

Policy objectives

The Transport Operations (Passenger Transport) Act 1994 (the Act) is intended to achieve the provision of the best possible public passenger transport at reasonable cost to the community and government, keeping government regulation to a minimum.

The objectives of the Act are to—

- (a) enable the effective planning and efficient management of public passenger transport in the State; and
- (b) provide a system of public passenger transport in the State that -
 - (i) is responsive to community needs; and
 - (ii) offers an attractive alternative to private transport in a way that reduces overall environmental, economic and social costs of passenger transport; and
 - (iii) addresses the challenges of future growth; and
 - (iv) provides a high level of accountability; and
 - (v) provides public passenger services at a reasonable cost to the community and government; and
- (c) provide a reasonable level of community access and mobility in support of the Government's social justice objectives; and
- (d) provide an adequate framework for coordinating the different forms of public passenger transport to form a comprehensive, integrated and efficient system.

The proposed regulation reflects an approach consistent with the objectives of the Act based on allowing operators scope to meet emerging identified needs, holding operators and drivers accountable for their performance, and a desire to ensure high levels of safety and the efficient meeting of user needs.

The legislation is performance-based, and places the onus for compliance on industry rather than specifying in detail how industry is intended to act in all situations.

The Transport Operations (Passenger Transport) Standard 2000 (the Standard) sets out the obligations on industry to enhance the level of safety and customer service in the provision of public passenger services.

Matters relating to safety and performance standards for public passenger services which the Government considers mandatory are legislated in the Act and Regulation.

Legislative intent

The regulation of the passenger transport industry has been developed in partnership with key industry stakeholders and government. Without legislation, the high level of passenger transport services and standards provided in Queensland may be at risk.

Queensland Transport has a responsibility for providing a framework for ensuring a safe and viable passenger transport industry. The regulation must balance the expectation of a passenger transport system that is safe, affordable and accessible to the community while enabling the industry to drive forward with business growth and innovation, and deliver the benefits of the system to the public.

The proposed regulation will—

- detail the rights and responsibilities of operators and drivers of public passenger
- services;
- specify procedures and requirements relating to granting, renewing, amending, suspending, canceling or refusing authorities, including opportunities to appeal decisions;
- detail the rights and responsibilities of passengers on public passenger services;
- identify vehicle and customer service standards that must be achieved;
- provide appropriate review and appeal mechanisms for persons affected by decisions
- made under the legislation; and
- include a schedule of fees payable by operators and drivers of public passenger services.

The intent of this legislation is to achieve higher standards of service and safety within the passenger transport industry, leading to improved consumer satisfaction and greater confidence in public passenger services. Underpinning the legislation will be a system of offences and penalties for those who fail to meet their responsibilities within this framework.

How the policy objectives will be achieved

The subordinate legislation will contribute to the achievement of the overall policy objectives by imposing requirements that operators, service providers and drivers in the public passenger transport industry must comply with. The requirements will ensure that a minimum standard of performance is met and will contribute to a more attractive and efficient transport system.

Commencement of the new requirements

The new regulation will be required to commence prior to the expiry of the existing regulation on 1 September 2005.

Consistency with authorising law

The proposed regulation is consistent with the overall objectives of the Transport Operations (Passenger Transport) Act 1994. It contributes to the provision of a system that achieves an appropriate balance between regulating the passenger transport industry to provide certainty and confidence in the transport system, and enabling the effectiveness and efficiency of the industry to be further developed.

Consistency with other legislation

The proposed legislation is not inconsistent with any other Queensland legislation.

Options and alternatives

Identification of alternatives

For the purpose of this RIS, two options have been identified in relation to the Transport Operations (Passenger Transport) Regulation.

1 No regulation

The regulation of the passenger transport industry in Queensland is in the interests of the industry as well as being necessary for the protection of passengers and the general community.

Without regulation of the industry, there would be a high risk of reduced standards, safety and services in the passenger transport industry. It is likely that there would be a decrease in the financial viability of the industry and far reaching negative economic and social implications for the State and government.

2 Proposed regulation

Consultation to date on the proposed regulation⁴ has shown that for the most part, the regulation works effectively and is necessary to maintain and improve the level of services and standards in the public passenger transport industry in Queensland. The new regulation does not impose any new responsibilities. Rather, it improves the operational effectiveness and efficiency of the current regulation.

Queensland Transport is currently progressing a number of other key initiatives which, without pre-empting the outcomes, are likely to require legislative change in the near future. Two of these initiatives are the Taxi and Limousine Development project and the Passenger Transport Strategy project. Consultation for each of these initiatives is being conducted separately to this review.

Regulatory provisions will mandate practices and competency requirements, which together with the Standard, establish clear guidelines on the rights and responsibilities of service providers, operators and drivers in the public passenger transport industry.

An overview of the proposed regulation is provided below.

⁴ Consultation for the purposes of this paper relates specifically to the Transport Operations (Passenger Transport) legislative framework and does not include consultation conducted as part of the other projects and reviews being undertaken by the division and Department.

Approach to regulation

The approach to the regulation reflects the objectives of the Act in setting out the rights and responsibilities of operators, drivers and passengers and is based on—

- allowing operators scope to meet emerging identified needs;
- holding operators and drivers accountable for their performance;
- placing the onus for compliance on industry rather than specifying in detail how industry is intended to act in all situations; and
- a desire to ensure high levels of safety and the efficient meeting of user needs.

Operator accreditation and driver authorisation

The regulation gives effect to the framework established under the Act for a system of operator accreditation and driver authorisation for public passenger vehicles. The proposed legislation provides a balance of the rights and responsibilities of operators and drivers and ensures the delivery of public passenger services in a safe and efficient manner to the communities of Queensland.

Obligation of operators

To contribute to the delivery of minimum safety and service standards, operators of public passenger services must ensure that their vehicles:

- are in a safe condition to operate;
- are fitted with suitable equipment for the service being provided (for example, off-road tourist vehicles must carry a winch, first aid kit and radio or telephone communication);
- are presented for inspection and testing when requested by the department;
- do not carry advertisements that cause danger or conceal information that is required to be displayed on the vehicle; and
- display evidence of their operator accreditation to provide the service.

Operators must also keep records of the use of each vehicle, and ensure that the necessary approval is obtained where services are provided on private or controlled properties.

Community and courtesy transport operators may be authorised on behalf of the department to grant a restricted driver authorisation (RDA) to authorise a person to drive a public passenger vehicle only while it is being used to provide a service by that operator. These operators may only grant a RDA under certain circumstances and must keep records about the person and the RDA issued, and must give notice to the department after granting the authorisation.

Rights and obligations of passengers and drivers

While operators are held accountable for safely delivering public passenger services, drivers and passengers also have responsibilities so that the safety of the driver and passengers is not put at risk.

For instance, passengers are required to observe restrictions about smoking, the consumption of food and beverages and the carriage of animals. The department may also approve a code of conduct applying to school children traveling on public passenger vehicles.

Drivers must carry evidence of their driver authorisation, dress neatly, and provide assistance to passengers. Touting or soliciting for passengers for a hiring of a public passenger vehicle is prohibited.

Market entry restrictions

Operators of scheduled passenger services and booking companies providing taxi services in certain areas within Queensland are required to hold a service contract in order to operate. Service contracts are performance-based agreements, specifying among other things, service standards, fare levels and vehicle standards.

While service contracts can be non-exclusive, most (urban bus) contracts are subject to market entry restrictions and provide exclusive rights or the first right of offer to the contract holder. The criteria for determining if market entry restrictions should apply, under section 36 of the Act, are:-

- the level of services would be greater than the level that would otherwise be provided;

- access to public passenger transport would be greater than would otherwise be achieved;
- service innovation would be greater than would otherwise be achieved; and
- the particular public passenger services would better meet the Government's social justice objectives at a lower cost to the Government than would otherwise be achieved.

Service contract areas or routes to which market entry restrictions may apply are specified in schedule 1 of the regulation.

Service contracts

The legislation sets out the matters to be considered in deciding if an offer for a service contract is acceptable and the matters to be considered in deciding an amount of compensation in certain circumstances.

Section 59(2) of the Act sets out the following criteria which must be taken into account in deciding whether an offer for a service contract for scheduled passenger services is acceptable:

- the needs of the community for whose benefit the service is to be provided;
- the ability of each offerer to meet the minimum service levels and other standards of performance specified in the offer;
- the cost of providing the service;
- the need for sustainability and continuity of services; and
- any matters prescribed under a regulation.

Section 18 of the current regulation follows by prescribing the additional criteria which must also to be taken into account in assessing an offer for contract—

- evidence that proposed minimum service levels will be achieved;
- evidence of financial viability;
- overall suitability of vehicles, having regard to vehicle age and accessibility; and
- plans to increase patronage through marketing of services and public passenger transport.

Similar requirements exist for Translink service contracts under section 62AAE of the Act and section 18B of the regulation.

Other than the Translink provisions, the criteria have remained relatively unchanged since the legislation commenced in 1994. It is proposed to relocate the criteria under sections 18 and 18B of the 1994 regulation into the existing provisions of the Act to simplify and align the legislation. This will also provide an opportunity to review the appropriateness of the criteria given the current generation and application of service contracts.

If an existing operator is not awarded a service contract for the area or route for which the operator was providing services, or if an existing contract holder is not awarded an amendment of the contract to provide the service for an amended area or route, the department may require the holder of the new or amended service contract, as a condition of that contract, to pay compensation to the existing operator or contract holder.

The amount of compensation payable is to be decided by agreement between the parties, or if there is no agreement, by an arbitrator appointed by the parties. The proposed regulation will specify the matters to be considered and the matters not to be considered in deciding an amount of compensation.

Taxi services and limousine services

The taxi subsidy scheme is a Government initiative that aims to improve the mobility of people with severe disabilities. The scheme is intended to assist only those people whose disabilities severely limit their quality of life or mobility. The eligibility criteria for the Taxi Subsidy Scheme are specified in the regulation.

To ensure taxi and limousine services meet the needs of the community and standards are maintained, the department has the ability to amend licence conditions, suspend or cancel licences in certain circumstances and restrict the number of licences a person may hold. The department must also be informed of the transfer, lease or surrender of a licence.

In providing a taxi service the operator is responsible for ensuring, among other things, that the taxi is fitted with a taximeter (unless exempted), and the vehicle does not exceed the specified age limit of a taxi.

Taxi driver responsibilities include, among other things, not refusing a hiring (except under specified circumstances), operating the taximeter in an

appropriate way, and not charging more than the maximum fare for the journey.

Limousine operators and drivers must not operate outside their licensed service area, stand a limousine for hire at a place other than one approved by the department, or hire the vehicle unless an earlier booking has been made for the vehicle.

It is an offence to advertise a taxi or limousine service unless the service is operated by a taxi or limousine service licence holder, and to place any printing or signage on a vehicle that implies the vehicle is a licensed taxi unless it is a vehicle for which a taxi service licence is in force.

Procedures to be followed

The processes for granting, renewing, amending, suspending, cancelling or refusing operator accreditation and driver authorisation are specified by regulation.

The legislation provides the criteria and circumstances under which action can be taken against an operator or driver of a public passenger service.

To balance the decision-making powers, the regulation provides operators and drivers with their natural justice rights through appropriate review and appeal mechanisms.

General matters

Certain types of public passenger services are excluded from the provisions of the Act if the services' primary or principle nature is not for the commercial purpose of the carriage of passengers. Specific examples include an ambulance service, a fire service, and a military service.

Only certain types of vehicles can be used to provide a public passenger service. In determining vehicles that may be used to provide the different types of services, factors such as the vehicle's age, type, and intended usage, passenger comfort and safety are taken into account. Public passenger vehicles are also subject to maximum age requirements.

The proposed regulation also enables the department to issue guidelines about the suitable types and ages of vehicles, and the cleanliness, tidiness and comfort of vehicles used to provide public passenger services.

The issue and renewal of most authorities⁵ under the legislation attract fees and charges to offset the cost of administration. These fees are subject to annual review and CPI adjustments.

Cost-benefit assessment

The following areas of the proposed regulation may have an appreciable impact on the passenger transport stakeholders—

- 1 Requirements for holding and procedures for issuing, amending, suspending and cancelling operator accreditation and driver authorisation
- 2 Market entry restrictions on service contracts
- 3 Requirements for the operation of taxis and limousines
- 4 Eligibility criteria for using the taxi subsidy scheme
- 5 Operator and driver obligations and responsibilities
- 6 Vehicle safety and standards requirements
- 7 Fees for the issue and renewal of authorities

Apart from the proposed regulation's fees, (area 7), an accurate measure of the financial impact of the regulation on the passenger transport stakeholders is not possible. This is due to the absence of quantifiable data on future benefits and costs.

As a result, only a qualitative assessment of the impact has been able to be undertaken for areas 1 to 6 for each stakeholder group. A financial assessment has been undertaken on area 7.

5 The following authorities attract a fee under the legislation: service contracts; taxi service licences; limousine service licences; operator accreditation for scheduled passenger services, community transport services, courtesy transport services, limousine service, taxi service; and driver authorisation for taxi and limousine services.

Qualitative assessment of areas 1 - 6

The general community

There is little to no appreciable cost (low -) of the regulation on the community except in the choice of service provider.

However, the community obtains significant benefits (high) from the regulation being in place. These include—

- reasonable fares and reliable scheduled passenger services and taxi services;
- a reasonable level of scheduled passenger services and taxi services available during non-peak times (for example, weekends and evenings);
- the provision of 50% subsidised taxi services for people with disabilities; and
- the provision of safe, quality public passenger services.

The passenger transport industry

The regulation does impose some cost (low +) on the passenger transport industry in the form of restrictions and standards. However the industry obtains a medium level of benefit through—

- significant government subsidies for a number of scheduled passenger services and taxi services;
- standardised accountability mechanisms;
- personal history (criminal, traffic and health) screening of public passenger drivers; and
- an enhanced standing in the community and marketplace from government auditing of services to ensure industry compliance to legislated standards.

Queensland Government agencies

There is some cost (low +) to government in administering the regulation. However, there is significant benefit (high -) for government with the regulation directly addressing the seven key government priorities and

meeting our State's transport system challenges by seeking the following outcomes:

- supporting economic growth;
- improving mobility and safety;
- increasing liveability and community well-being;
- environmental responsibility.

The costs and benefits for each stakeholder group are summarised in Table A.

Stakeholder group	Cost	Benefit
General community	Low -	High
Passenger transport industry	Low +	Medium
Queensland Government agencies	Low +	High -

A more detailed assessment of the costs and benefits of areas 1 to 6 for each stakeholder is outlined in Table B.

Table B - qualitative cost-benefit analysis

Areas of the regulation that may have an appreciable impact on stakeholders	Impact	General Community	Passenger Transport Industry	Queensland government agencies	Overall Impact	Comments
1. Requirements for holding and procedures for issuing, amending, suspending and cancelling operator accreditation and driver authorisation	Cost	n/a	L	M	M -	The requirements ensure unsuitable operators and drivers are not able to provide/drive public transport services/vehicles. As well, they ensure QT decisions about operators and drivers are subject to the principles of natural justice.
	Benefit	H+	H+	H+	H+	
2. Market entry restrictions for service contracts	Cost	L+	M+	M	M	The market entry restrictions ensure minimum service levels for scheduled passenger services in centres with populations greater than 7,500 people as well as for certain school, taxi and long-distance scheduled passenger services. Without the restrictions there may be increased services at certain times (e.g. peak periods) but lower or no services at other times (e.g. non-peak and unprofitable routes) and no guaranteed services for disadvantaged groups (e.g. people with disabilities).
	Benefit	H	M	H	H-	
3. Requirements for the operation of taxis and limousines.	Cost	L	L+	L	L	The requirements include natural justice processes for granting, transferring and cancelling taxi and limousine service licences. They also stipulate how taxis and limousines can be operated and fares can be charged to ensure a fair and equitable service for operators, drivers and the community.
	Benefit	H	M	M	M+	
4. Eligibility criteria for using the taxi subsidy scheme	Cost	n/a	L+	M	L	The criteria enable people with severe mobility disabilities (e.g. permanently dependent on a wheelchair) to be eligible for a 50% Government subsidy for taxi travel.
	Benefit	H	H	H	H	
5. Operator and driver obligations and responsibilities	Cost	n/a	L+	L-	L	The obligations and responsibilities on operators and drivers provide mechanisms by which QT is able to ensure safe, reliable services; stipulate certain customer service requirements; and provide mechanisms to manage passenger behaviour.
	Benefit	H	M	M	M+	
6. Vehicle safety and standards requirements	Cost	L	L+	L-	L	The requirements ensure public passenger vehicles are of an appropriate type and age for the service being provided. The requirements also prescribe the equipment to be fitted to certain public passenger services.

Qualitative assessment of the proposed fees (area 7)

The proposed new regulation's fees are the same as those in the current regulation.

Operator accreditation (OA)

The proposed regulation has a number of different OA fees depending on the number of vehicles used or the type of service provided. While most operators pay either \$117.45 or \$235.35 per year, the fees range from \$59.15 to \$1,117.90.

Driver authorisation (DA)

The DA fee of \$49.50 proposed in the new regulation will apply to only taxi and limousine drivers. All other drivers (about 68% of all drivers) will not pay a DA fee.

Cost impact

While the proposed fees have no appreciable impact on the community, it is acknowledged that there is some impact on the industry. However, the impact is considered marginal in the cost of operating or driving a public passenger services.

A more detailed assessment of the impact on each public passenger service stakeholder is outlined in Table C below.

Table C - qualitative cost-benefit analysis

Fee type	Impact	General Community	Passenger Transport Industry	Queensland government agencies	Overall impact	Comments
Driver authorisation (DA) - Taxi and limousine drivers: \$49.50	Cost	n/a	L	M	M -	Approximately 14,200 taxi and limousine drivers (of a total of 44,900 public passenger transport drivers) pay a DA fee.
	Benefit	n/a	M	M	M	
Driver authorisation (DA) - All other passenger transport drivers: no fee	Cost	n/a	L-	H	M	Approximately 30,700 drivers (of a total of 44,900 public passenger transport drivers) do not pay a DA fee. These drivers include those providing scheduled passenger, tour, charter and four-wheel-drive and motorcycle tour services.
	Benefit	n/a	M	M	M	
Operator accreditation (OA) - Community and courtesy: \$117.45 - Exempted taxis: \$59.15 - Taxi and limousine: \$117.45 - Scheduled passenger services: \$117.45 - All other services with less than 10 vehicles: \$235.35 - All other services with 10 or more vehicles: \$1177.90	Cost	n/a	L	H	M	Number of operators per OA category: Community & courtesy 272 Exempted taxis fee 91 Taxi and limousine 3,087 Scheduled passenger 1,048 Less than 10 vehicles 23 All other with 10 or more vehicles <u>1,031</u> Total 5,552
	Benefit	n/a	M	M	M	
Service contracts - 1-10 vehicles: \$117.80 - 11-20 vehicles: \$294.50 - 21-50 vehicles: \$588.95 - More than 50 vehicles: \$1177.90	Cost	n/a	L-	L-	L-	Number of service contracts per category: 1-10 vehicles 1,272 11-20 vehicles 33 21-50 vehicles 17 More than 50 vehicles <u>25</u> Total 1,347
	Benefit	n/a	L-	L-	L-	
Taxi and limousine licences - Exempted taxi: \$58.90 - All other taxis and limousines: \$117.80	Cost	n/a	L-	L-	L-	Number of taxi and limousine licences: Exempted taxis 91 All other taxis 2,754 Limousines <u>454</u> Total 3,299
	Benefit	n/a	L-	L-	L-	

Notes:

- The number of operator and driver authorities is estimated as authorities may have more than one category.

Fundamental legislative principles

The proposed Regulation is consistent with fundamental legislative principles.

National competition policy

Queensland Transport established a National Competition Policy Review Committee (Review Committee) to review the Transport Operations (Passenger Transport) Act 1994 and subordinate legislation to examine restrictions on competition for urban bus services, taxis, limousines and air services. The review was completed in 2000 and concluded that the benefits of the current regulatory regime outweigh the costs to the community as a whole. The review also identified recommendations which would improve industry performance.

A copy of the report on the review can be obtained at www.transport.qld.qov.au/public.

The federal National Competition Council did not support the findings of Queensland's Review Committee, indicating that their preferred approach was for the full deregulation of both the taxi and limousines industries.

In August 2003, the State Government fully endorsed the recommendations of the Review Committee which will allow a more flexible and innovative process to build on the already high standard of service provided to the community by the taxi and limousine industries in Queensland.

In May 2004, Queensland Transport released a discussion paper outlining the options for the implementation of initiatives for enhancing taxi and limousine services in Queensland. The discussion paper provided an opportunity for all stakeholders to contribute to and be a part of shaping the future development of the taxi and limousine industries in this State and to build on the high level of services already provided.

Submissions on the discussion paper closed 31 August 2004, however a copy of the Taxi and Limousine Development discussion paper remains available on the department's website at www.transport.qld.qov.au/public.

The consultation feedback and responses on the discussion paper have now been examined and are analysed in the Taxi and Limousine Development Paper Feedback Analysis document. The analysis, which is also available

on the department's website, sets out a package of possible actions and policy options for further detailed discussion with key stakeholders. It is a stepping stone to a policy position paper which the department proposes to produce in early 2005.

Without pre-empting the Taxi and Limousine Development policy position paper, it is likely that legislative amendments will be required in the future to introduce the proposed initiatives.

Conclusion

The proposed regulation has been drafted to improve the delivery of public passenger services in Queensland.

The new regulation is the most appropriate means of achieving the policy objectives of the Transport Operations (Passenger Transport) Act 1994. The required outcomes can not be satisfactorily achieved by alternative legislative or non-legislative means.

The cost-benefit analysis indicates that the proposed regulation will provide net benefits to business, government and the wider community.

An opportunity to have YOUR SAY

Submissions are invited from the community, stakeholders, and other interested parties on the proposals contained in this Regulatory Impact Statement for the proposed new *Transport Operations (Passenger Transport) Regulation 2005*.

Additional copies of this RIS, together with a draft of the proposed regulation, are available from:

- Queensland Transport's website at www.transport.qld.gov.au/public
- Queensland Regulations website at www.sd.qld.gov.au
- the Policy & Legislation Unit, Passenger Transport Division at Queensland Transport on 3253 4879.

Submissions must be in writing and received at the department by Monday 4 July 2005.

Your submission should be marked "*TO(PT) Regulation - RIS*" and sent by either mail or email.

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ENDNOTES

- 1 Laid before the Legislative Assembly on . . .
- 2 The administering agency is the Department of Transport.