

Queensland



TRANSPORT OPERATIONS (PASSENGER TRANSPORT) ACT 1994

**Reprinted as in force on 3 August 1995
(includes amendments up to Act No. 37 of 1995)**

Reprint No. 2

**This reprint is prepared by
the Office of the Queensland Parliamentary Counsel
Warning—This reprint is not an authorised copy**

Information about this reprint

This Act is reprinted as at 3 August 1995. The reprint—

- shows the law as amended by all amendments that commenced on or before that day (Reprints Act 1992 s 5(c))
- incorporates all necessary consequential amendments, whether of punctuation, numbering or another kind (Reprints Act 1992 s 5(d)).

The reprint includes a reference to the law by which each amendment was made—see List of legislation and List of annotations in endnotes.

Minor editorial changes allowed under the provisions of the Reprints Act 1992 mentioned in the following list have also been made to—

- use expressions consistent with current drafting practice (s 29)
- use aspects of format and printing style consistent with current drafting practice (s 35)
- omit provisions that are no longer required (ss 37 and 39)
- number and renumber provisions and references (s 43)
- make all necessary consequential amendments (s 7(1)(k)).

This page is specific to this reprint. See previous reprint for information about earlier changes made under the Reprints Act 1992. A Table of earlier reprints is included in the endnotes.

Also see endnotes for information about—

- **when provisions commenced**
- **editorial changes made in the reprint, including Table of renumbered provisions**
- **editorial changes made in earlier reprints.**



TRANSPORT OPERATIONS (PASSENGER TRANSPORT) ACT 1994

TABLE OF PROVISIONS

| Section | | Page |
|---|--|------|
| CHAPTER 1—PRELIMINARY | | |
| 1 | Short title | 11 |
| 2 | Objectives of Act | 11 |
| 3 | Definitions—the dictionary | 12 |
| 4 | Act binds all persons | 12 |
| CHAPTER 2—RESPONSIBILITIES FOR TRANSPORT STRATEGIES AND PROGRAMS | | |
| PART 1—PASSENGER TRANSPORT STRATEGIES | | |
| 5 | Development of passenger transport strategies | 13 |
| 6 | Contents of passenger transport strategies | 13 |
| PART 2—PASSENGER TRANSPORT IMPLEMENTATION PROGRAMS | | |
| 7 | Development of passenger transport implementation programs | 14 |
| 8 | Consistency with passenger transport strategies | 15 |
| 9 | Report on operation of passenger transport programs | 15 |
| PART 3—CHIEF EXECUTIVE’S GENERAL ACCOUNTABILITIES | | |
| 10 | Obligations about public passenger transport | 15 |
| CHAPTER 3—OPERATOR ACCREDITATION | | |
| 11 | Purpose of operator accreditation | 16 |
| 12 | What is operator accreditation? | 16 |
| 13 | Scope of operator accreditation | 17 |
| 14 | Operator accreditation standards | 17 |
| 15 | Duties of operators | 18 |

*Transport Operations (Passenger Transport)
Act 1994*

| | | |
|----|--|----|
| 16 | Responsibility for system of operator accreditation | 18 |
| 17 | Granting, renewing or refusing operator accreditation | 18 |
| 18 | Provisional operator accreditation | 19 |
| 19 | Applicant to notify charge for disqualifying offence etc. | 19 |
| 20 | Amendment, suspension and cancellation of operator accreditation | 19 |
| 21 | Accredited operator to notify charge for disqualifying offence etc. | 20 |
| 22 | Member of partnership must inform another partner of charge for disqualifying offence etc. | 20 |

CHAPTER 4—DRIVER AUTHORISATION

| | | |
|----|--|----|
| 23 | Purpose of driver authorisation | 21 |
| 24 | What is driver authorisation? | 21 |
| 25 | Scope of driver authorisation | 21 |
| 26 | Driver authorisation standards | 22 |
| 27 | Driver must hold appropriate authorisation | 23 |
| 28 | Responsibility for system of driver authorisation | 23 |
| 29 | Granting, renewing or refusing driver authorisation | 23 |
| 30 | Provisional driver authorisation | 23 |
| 31 | Applicant to notify charge for disqualifying offence etc. | 23 |
| 32 | Amendment, suspension and cancellation of driver authorisations | 24 |
| 33 | Authorised driver must notify charge for disqualifying offence etc. | 24 |
| 34 | Authorised driver must notify suspension or cancellation of licence etc. | 24 |
| 35 | Obligation to notify accredited operator of suspension or cancellation of licence etc. | 25 |

CHAPTER 5—MARKET ENTRY RESTRICTIONS

| | | |
|----|-------------------------------------|----|
| 36 | Market entry restrictions | 25 |
|----|-------------------------------------|----|

CHAPTER 6—SERVICE CONTRACTS

PART 1—PRELIMINARY

Division 1—Application of service contracts

| | | |
|----|---|----|
| 37 | Purpose of service contracts | 26 |
| 38 | What are service contracts? | 26 |
| 39 | Scope of service contracts | 26 |
| 40 | Service contracts to include minimum service levels | 27 |

*Transport Operations (Passenger Transport)
Act 1994*

| | | |
|----|--|----|
| 41 | Other matters to be included in service contracts | 27 |
| | <i>Division 2—Requirement for service contracts</i> | |
| 42 | Declaration that service contracts are required | 28 |
| 43 | Obligation to hold service contracts | 29 |
| | <i>Division 3—Administrative provisions</i> | |
| 44 | Term of service contracts | 29 |
| 45 | Conditions of service contracts | 29 |
| 46 | Review of operator’s performance | 30 |
| 47 | Breach of service contracts | 31 |
| 48 | Transfer or surrender of service contracts | 31 |
| | PART 2—SCHEDULED PASSENGER SERVICES | |
| | <i>Division 1—Preliminary</i> | |
| 49 | Application of part | 31 |
| 50 | Commercial and government funded service contracts | 32 |
| 51 | Conditions of funding | 32 |
| 52 | Approval of basis for funding or other financial assistance by State | 32 |
| 53 | Special condition for government funded service contracts for the transport of eligible school children | 33 |
| 54 | Special condition for commercial service contracts for restricted school services | 33 |
| | <i>Division 2—Entering into service contracts for scheduled services</i> | |
| 55 | Entering into a service contract for a scheduled service—no existing operators | 33 |
| 56 | Entitlement of existing operators | 34 |
| 57 | Entering into a service contract for a scheduled service—single existing operator | 34 |
| 58 | Entering into a service contract for a scheduled service—multiple existing operators | 35 |
| 59 | Matters to be considered | 36 |
| 60 | Amendments of service contracts | 37 |
| 61 | Compensation | 37 |
| 62 | Offer of new service contract | 38 |

*Transport Operations (Passenger Transport)
Act 1994*

PART 3—ADMINISTRATION OF TAXI SERVICES

| | | |
|----|--|----|
| 63 | Application of part | 38 |
| 64 | Provision of taxi services | 38 |
| 65 | Taxi services to be provided only by taxis | 39 |
| 66 | Regulation may declare that service contracts are required | 39 |
| 67 | Amendments of taxi service contracts | 39 |

CHAPTER 7—TAXI SERVICE LICENCES

| | | |
|----|--|----|
| 68 | Purpose of taxi service licences | 40 |
| 69 | What are taxi service licences? | 40 |
| 70 | Requirement for taxi service licences | 40 |
| 71 | Taxi service areas | 40 |
| 72 | Issue of new taxi service licences | 41 |
| 73 | Term of taxi service licences | 41 |
| 74 | Conditions of taxi service licences | 41 |
| 75 | Amendment of taxi service licence conditions | 42 |
| 76 | Transfer, lease and surrender of taxi service licences | 43 |
| 77 | Transfer of taxi service licences between areas | 43 |
| 78 | Limitation on number of licences held by single operator and associates | 43 |
| 79 | Suspension and cancellation of taxi service licences | 44 |
| 80 | Taxi subsidy scheme | 44 |

CHAPTER 8—LIMOUSINE SERVICE LICENCES

| | | |
|----|---|----|
| 81 | Purpose of limousine service licences | 44 |
| 82 | What are limousine service licences? | 45 |
| 83 | Requirement for limousine service licences | 45 |
| 84 | Limousine service areas | 45 |
| 85 | No limit on number of licences held | 45 |
| 86 | Term of limousine service licence | 45 |
| 87 | Conditions of limousine service licences | 45 |
| 88 | Amendment of limousine service licence conditions | 46 |
| 89 | Transfer, lease and surrender of limousine service licences | 46 |
| 90 | Transfer of limousine service licences between areas | 47 |

*Transport Operations (Passenger Transport)
Act 1994*

| | | |
|---|--|----|
| 91 | Suspension and cancellation of limousine service licences | 47 |
| CHAPTER 9—STANDARDS | | |
| 92 | Making of standards | 47 |
| 93 | Notice of proposal to prepare draft standard | 48 |
| 94 | Preparation of draft standard | 48 |
| 95 | Notice of draft standard | 48 |
| 96 | Preparation of standard | 49 |
| 97 | Interim standards | 49 |
| 98 | Regulations prevail over standards | 49 |
| 99 | Review of standards | 49 |
| 100 | Direction to comply with standards | 50 |
| 101 | Standards do not apply to railway managers or operators | 50 |
| CHAPTER 10—REVIEW OF AND APPEALS AGAINST DECISIONS | | |
| PART 1—REVIEW OF DECISIONS | | |
| 102 | Who may apply for review etc. | 50 |
| 103 | Applying for review | 51 |
| 104 | Stay of operation of decision etc. | 51 |
| 105 | Reference to review panel | 52 |
| 106 | Review panels | 52 |
| 107 | Consideration of application by review panel | 52 |
| 108 | Decision on reconsideration | 52 |
| PART 2—APPEALS | | |
| 109 | Who may make an appeal | 53 |
| 110 | Making appeals | 53 |
| CHAPTER 11—ENFORCEMENT | | |
| PART 1—AUTHORISED PERSONS | | |
| 111 | Appointment of authorised persons etc. | 54 |
| 112 | Identity cards | 54 |
| 113 | Production or display of authorised person’s identity card | 55 |
| 114 | Powers of authorised persons | 55 |
| 115 | Protection from liability | 55 |

*Transport Operations (Passenger Transport)
Act 1994*

PART 2—AUTHORISED PERSONS FOR RAILWAYS

| | | |
|-----|---|----|
| 116 | Appointment of authorised persons for railways | 56 |
| 117 | Identity cards | 56 |
| 118 | Producing or displaying authorised person's identity card | 57 |
| 119 | Protection from liability | 57 |

**PART 3—POWERS OF AUTHORISED PERSONS IN RELATION
TO PLACES AND VEHICLES**

| | | |
|-----|---|----|
| 120 | Entry of place | 58 |
| 121 | Warrants | 59 |
| 122 | Warrants—applications made otherwise than in person | 59 |
| 123 | Entry or boarding of vehicles | 61 |
| 124 | General powers in relation to places and vehicles | 62 |
| 125 | Power to seize evidence | 64 |
| 126 | Procedure after thing seized | 64 |

**PART 4—OTHER ENFORCEMENT POWERS OF AUTHORISED
PERSONS**

| | | |
|-----|---|----|
| 127 | Power to require name and address | 65 |
| 128 | Power to require information from certain persons | 66 |
| 129 | Power to require production of certain documents | 67 |

PART 5—OTHER ENFORCEMENT MATTERS

| | | |
|-----|--|----|
| 130 | False or misleading information | 67 |
| 131 | False, misleading or incomplete documents | 68 |
| 132 | Compensation | 68 |
| 133 | Authorised person to give notice of damage | 69 |
| 134 | Consent to entry by an authorised person | 69 |
| 135 | Obstruction of authorised person | 70 |
| 136 | Impersonation of authorised person | 70 |

**PART 6—POWERS OF AUTHORISED PERSONS FOR
RAILWAYS**

| | | |
|-----|---|----|
| 137 | Power to require name and address etc. | 71 |
| 138 | Power to require information from certain persons | 72 |
| 139 | Power to require production of tickets | 73 |
| 140 | Power to require person to leave train etc. | 73 |

*Transport Operations (Passenger Transport)
Act 1994*

PART 7—RAILWAY OFFENCES

| | | |
|-----|---|----|
| 141 | Creating disturbance on trains etc. | 74 |
| 142 | Travelling without paying fare etc. | 74 |
| 143 | Travelling on invalid tickets | 76 |

CHAPTER 12—MISCELLANEOUS

| | | |
|-----|---|----|
| 144 | Transport arrangements for pupils | 77 |
| 145 | Impact of certain decisions by local governments on public passenger transport | 77 |
| 146 | Effect of decisions of Planning and Environment Court | 79 |
| 147 | Demand management | 79 |
| 148 | Inquiries about person's suitability to hold accreditation or authorisation | 80 |
| 149 | Offences of dishonesty | 80 |
| 150 | Records and evidence from records | 81 |
| 151 | Proceedings for offences | 81 |
| 152 | No need to prove appointments | 81 |
| 153 | Prosecutions for railway offences | 82 |
| 154 | Attempt to commit offence | 82 |
| 155 | Regulations | 82 |

CHAPTER 13—TRANSITIONAL PROVISIONS

PART 1—SAVINGS AND TRANSITIONAL

| | | |
|-----|---|----|
| 156 | Application of Judicial Review Act to certain transitional decisions | 83 |
| 157 | Compensation not recoverable for certain decisions | 84 |
| 158 | Continued application of State Transport Act, s 77 to certain decisions etc. | 84 |
| 159 | Operators of scheduled passenger services | 84 |
| 160 | Contracts to provide scheduled urban bus services | 85 |
| 161 | Arrangements for school transport—fixed term contracts | 87 |
| 162 | Arrangements for school transport—other contracts | 88 |
| 163 | Holders of licences to hire | 88 |
| 164 | Licensed areas for taxi and limousine services | 89 |
| 165 | Air transport where subsidy agreements apply | 89 |
| 166 | Other air transport services for certain routes | 90 |

*Transport Operations (Passenger Transport)
Act 1994*

| | | |
|---|--|-----|
| 167 | Provisional operator accreditation for existing operators | 92 |
| 168 | Operator accreditation for courtesy and community transport services | 92 |
| 169 | Transitional provisional driver authorisation for drivers | 92 |
| 170 | Driver authorisation for courtesy and community vehicle drivers | 93 |
| 171 | Transitional provisional driver authorisation for hire drivers | 93 |
| 172 | Preservation of financial arrangements | 94 |
| 173 | Making of certain standards | 96 |
| PART 2—TRANSITION OF REFERENCES IN ACTS | | |
| 174 | Application of part | 97 |
| 175 | Urban Passenger Service Proprietors Assistance Act 1975 references | 97 |
| 176 | Urban Public Passenger Transport Act 1984 references | 97 |
| 177 | State Transport Act 1960 references etc. | 98 |
| PART 3—TRANSITIONAL REGULATIONS | | |
| 178 | Transitional regulations | 98 |
| 179 | Expiry of part | 98 |
| SCHEDULE 1 99 | | |
| DISQUALIFYING OFFENCES—PROVISIONS OF THE CRIMINAL CODE | | |
| SCHEDULE 2 102 | | |
| APPEALS AGAINST ADMINISTRATIVE DECISIONS | | |
| SCHEDULE 3 104 | | |
| DICTIONARY | | |
| ENDNOTES | | |
| 1 | Index to endnotes | 111 |
| 2 | Date to which amendments incorporated | 111 |
| 3 | Key | 112 |
| 4 | Table of earlier reprints | 112 |
| 5 | List of legislation | 112 |

*Transport Operations (Passenger Transport)
Act 1994*

| | | |
|---|--------------------------------------|-----|
| 6 | List of annotations | 113 |
| 7 | Table of renumbered provisions | 116 |

*Transport Operations (Passenger Transport)
Act 1994*

TRANSPORT OPERATIONS (PASSENGER TRANSPORT) ACT 1994

[as amended by all amendments that commenced on or before 3 August 1995]

An Act about passenger transport, and for other purposes

CHAPTER 1—PRELIMINARY

Short title

1. This Act may be cited as the *Transport Operations (Passenger Transport) Act 1994*.

Objectives of Act

2.(1) This 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.

(2) However, this Act recognises that market entry restrictions may be needed in the public interest.

(3) The overall objectives of this Act are, consistent with the objectives of the *Transport Planning and Coordination Act 1994*, 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 the overall environmental, economic and social costs of passenger transport; and

*Transport Operations (Passenger Transport)
Act 1994*

- (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.

Definitions—the dictionary

3.(1) The dictionary at the end of this Act defines particular words used in this Act.

(2) To remove any doubt, the dictionary is a schedule.

Act binds all persons

4.(1) In this section—

“government entity” includes—

- (a) the State, the Commonwealth or another State; or
- (b) an instrumentality or agent of the State, the Commonwealth or another State.

(2) This Act binds all persons, including every government entity.

(3) However, a regulation may exempt a government entity from this Act or a provision of this Act.

CHAPTER 2—RESPONSIBILITIES FOR TRANSPORT STRATEGIES AND PROGRAMS

PART 1—PASSENGER TRANSPORT STRATEGIES

Development of passenger transport strategies

5.(1) The chief executive must, from time to time, develop for the Minister's approval passenger transport strategies designed to give effect to the Transport Coordination Plan in accordance with this Act's objectives.

(2) In developing passenger transport strategies, the chief executive must take reasonable steps to engage in public consultation.

(3) The Minister may, at any time, direct the chief executive to prepare new passenger transport strategies for the Minister's approval or to amend passenger transport strategies in the way the Minister directs.

(4) The Minister may approve passenger transport strategies submitted for approval by the chief executive or require the chief executive to amend the strategies in the way the Minister directs.

(5) The Minister must table a copy of each passenger transport strategy, and each amendment of a passenger transport strategy, approved by the Minister in the Legislative Assembly within 5 sitting days after it is approved.

Contents of passenger transport strategies

6.(1) Passenger transport strategies must include—

- (a) a statement of the specific objectives sought to be achieved; and
- (b) proposals for the provision of public passenger transport; and
- (c) criteria for deciding priorities for government spending on public passenger transport, and options for raising the necessary finance; and
- (d) appropriate performance indicators for deciding whether, and to what extent, the objectives of the strategies have been achieved.

*Transport Operations (Passenger Transport)
Act 1994*

(2) Passenger transport strategies must aim to provide an adequate framework for coordinating and integrating the provision of passenger transport between the different transport modes and different levels of government.

(3) Passenger transport strategies may also take into account agreements between the State and the Commonwealth, other States and local governments about passenger transport.

PART 2—PASSENGER TRANSPORT IMPLEMENTATION PROGRAMS

Development of passenger transport implementation programs

7.(1) Before the start of each financial year, the chief executive must develop for the Minister's approval passenger transport implementation programs for the year and for 1 or more later years.

(2) A passenger transport implementation program must include a statement of—

- (a) the policies, projects and financial provisions for implementing the passenger transport strategies; and
- (b) the performance targets to be achieved.

(3) A passenger transport implementation program may include proposals to spend amounts not directly related to public passenger transport if the proposals would contribute to the effectiveness and efficiency of public passenger transport.

(4) In developing passenger transport implementation programs, the chief executive must take reasonable steps to engage in public consultation.

(5) A passenger transport implementation program must be made available to the public in a way decided by the Minister.

(6) The Minister may at any time direct the chief executive to amend a passenger transport implementation program.

*Transport Operations (Passenger Transport)
Act 1994*

(7) The Minister may approve passenger transport implementation programs submitted for approval by the chief executive or require the chief executive to amend the programs in the way the Minister directs.

Consistency with passenger transport strategies

8.(1) Subject to directions of the Minister, a passenger transport implementation program must be consistent with the passenger transport strategies.

(2) If the Minister gives a direction under this section resulting in a passenger transport implementation program being inconsistent with passenger transport strategies, the Minister must table a copy of the direction in the Legislative Assembly within 5 sitting days after it is given.

Report on operation of passenger transport programs

9. Each annual report of the department must include a report on the implementation of passenger transport implementation programs during the year to which the report relates.

PART 3—CHIEF EXECUTIVE’S GENERAL ACCOUNTABILITIES

Obligations about public passenger transport

10.(1) The chief executive must ensure—

- (a) public passenger transport is developed in a way that—
 - (i) takes into account national and international benchmarks and best practice; and
 - (ii) promotes, within overall transport objectives, the safety of passengers; and
 - (iii) encourages efficient, competitive and commercial behaviour in the provision of public passenger transport; and

*Transport Operations (Passenger Transport)
Act 1994*

- (iv) ensures a strategic and integrated approach to the provision of public passenger transport; and
- (v) promotes energy efficiency and reduces adverse environmental impact; and
- (b) public passenger transport operates to achieve—
 - (i) efficiency; and
 - (ii) cost effectiveness; and
 - (iii) the highest quality and accessibility of services, and effective infrastructure, consistent with reasonable cost; and
- (c) funding provided by the State for public passenger transport is applied in an efficient, cost effective and equitable way.

(2) Each annual report of the department must include a report on how effect has been given to subsection (1) during the year to which the report relates.

CHAPTER 3—OPERATOR ACCREDITATION

Purpose of operator accreditation

11. The purpose of operator accreditation is to encourage the high quality operation of public passenger services by—

- (a) raising standards and awareness of operators in the areas of safety, service delivery and business acumen; and
- (b) ensuring public passenger service operators are held accountable for complying with appropriate standards.

What is operator accreditation?

12. “Operator accreditation” is a qualification an operator of certain public passenger transport services must attain and maintain to provide the services.

*Transport Operations (Passenger Transport)
Act 1994*

Scope of operator accreditation

13.(1) The categories of public passenger service for which operator accreditation is required are—

- (a) scheduled passenger services; and
- (b) long distance scheduled passenger services; and
- (c) charter bus services; and
- (d) tourist services; and
- (e) taxi services; and
- (f) limousine services; and
- (g) courtesy transport services; and
- (h) community transport services; and
- (i) other categories of public passenger services prescribed by regulation.

(2) However, operator accreditation is not required for—

- (a) public passenger services provided by a railway operator; or
- (b) air services; or
- (c) a type of public passenger service exempted by regulation.

Operator accreditation standards

14. Standards about operator accreditation may relate to—

- (a) the applicant's capacity to ensure the appropriate operation and maintenance of public passenger vehicles; and
- (b) the applicant's ability to provide a quality public passenger service; and
- (c) an operator's responsibility to comply with vehicle design, safety and operational requirements; and

*Transport Operations (Passenger Transport)
Act 1994*

- (d) the applicant's business management skills, including, expertise in timetabling, route planning, marketing, customer services and financial management; and
- (e) other matters prescribed by regulation.¹

Duties of operators

15. A person must not provide a public passenger service for which operator accreditation is required under this Act unless—

- (a) the person is accredited to operate the service; and
- (b) the person uses appropriately authorised drivers.

Maximum penalty—160 penalty units.

Responsibility for system of operator accreditation

16.(1) The chief executive is responsible for administering the scheme of operator accreditation.

(2) If a person to whom the chief executive delegates powers about operator accreditation that are prescribed by regulation fails, without reasonable excuse, to comply with a condition of the delegation, the person commits an offence.

Maximum penalty—160 penalty units.

Granting, renewing or refusing operator accreditation

17.(1) A regulation may make provision about granting, renewing, or refusing to grant or renew, operator accreditation.

(2) Without limiting subsection (1), a regulation may authorise the chief executive to refuse to grant a person operator accreditation if—

- (a) for an individual—the person has been convicted of a disqualifying offence or has been charged with a disqualifying offence and the charge has not been finally disposed of; or

¹ Chapter 9 deals with the making of standards.

*Transport Operations (Passenger Transport)
Act 1994*

- (b) for a member of a partnership—the person, or another member of the partnership, has been convicted of a disqualifying offence or has been charged with a disqualifying offence and the charge has not been finally disposed of; or
- (c) for a corporation—the person, or an executive officer of the corporation, has been convicted of a disqualifying offence or has been charged with a disqualifying offence and the charge has not been finally disposed of.

Provisional operator accreditation

18. A regulation may provide for granting, or refusing to grant, operator accreditation on a provisional basis.

Applicant to notify charge for disqualifying offence etc.

19.(1) If an applicant for an operator accreditation is charged with a disqualifying offence, the applicant must immediately notify the chief executive under the regulations.

(2) When the charge is dealt with, the applicant must immediately notify the chief executive under the regulations of the outcome of the charge.

Maximum penalty—10 penalty units.

Amendment, suspension and cancellation of operator accreditation

20.(1) A regulation may make provision about amending, suspending or cancelling operator accreditation.

(2) Without limiting subsection (1), a regulation may authorise the chief executive to suspend or cancel a person's operator accreditation if—

- (a) for an individual—the person is convicted of a disqualifying offence; or
- (b) for a member of a partnership—the person, or another member of the partnership, is convicted of a disqualifying offence; or
- (c) for a corporation—the person, or an executive officer of the person, is convicted of a disqualifying offence.

*Transport Operations (Passenger Transport)
Act 1994*

(3) Without limiting subsection (1), a regulation may authorise the chief executive immediately to suspend a person's operator accreditation if—

- (a) for an individual—the person is charged with a disqualifying offence or the chief executive otherwise considers it necessary in the public interest; or
- (b) for a member of a partnership—the person, or another member of the partnership, is charged with a disqualifying offence or the chief executive otherwise considers it necessary in the public interest; or
- (c) for a corporation—the person, or an executive officer of the person, is charged with a disqualifying offence or the chief executive otherwise considers it necessary in the public interest.

Accredited operator to notify charge for disqualifying offence etc.

21.(1) A person who is an accredited operator must immediately notify the chief executive under the regulations if—

- (a) for an individual—the person is charged with a disqualifying offence; or
- (b) for a member of a partnership—the person, or another member of the partnership, is charged with a disqualifying offence; or
- (c) for a corporation—the person, or an executive officer of the person, is charged with a disqualifying offence.

(2) When the charge is dealt with, the person must immediately notify the chief executive under the regulations of the outcome of the charge.

Maximum penalty—10 penalty units.

Member of partnership must inform another partner of charge for disqualifying offence etc.

22.(1) A member of a partnership that is an accredited operator must immediately inform, under the regulations, another member of the partnership if the member is charged with a disqualifying offence.

*Transport Operations (Passenger Transport)
Act 1994*

(2) When the charge is dealt with, the member must immediately inform, under the regulations, another member of the partnership of the outcome of the charge.

(3) An executive officer of a corporation that is an accredited operator must immediately inform, under the regulations, another executive officer of the operator if the executive officer is charged with a disqualifying offence.

(4) When the charge is dealt with, the executive officer must immediately inform, under the regulations, another executive officer of the operator of the outcome of the charge.

Maximum penalty—10 penalty units.

CHAPTER 4—DRIVER AUTHORISATION

Purpose of driver authorisation

23. The purpose of driver authorisation is to ensure drivers of public passenger vehicles—

- (a) are capable of safely operating the relevant type of vehicle; and
- (b) are aware of their customer service responsibilities; and
- (c) conduct themselves appropriately.

What is driver authorisation?

24. “**Driver authorisation**” is a qualification a driver of a vehicle providing certain public passenger transport services must attain and maintain to operate the vehicle while providing the services.

Scope of driver authorisation

25.(1) The categories of public passenger service for which driver authorisation is required are—

*Transport Operations (Passenger Transport)
Act 1994*

- (a) scheduled passenger services; and
- (b) long distance scheduled passenger services; and
- (c) charter bus services; and
- (d) tourist services; and
- (e) taxi services; and
- (f) limousine services; and
- (g) courtesy transport services; and
- (h) community transport services; and
- (i) other categories of public passenger services prescribed by regulation.

(2) However, driver authorisation is not required for—

- (a) public passenger services provided by a railway operator; or
- (b) air services; or
- (c) a type of public passenger service exempted by regulation.

Driver authorisation standards

26. Standards about driver authorisation may—

- (a) relate to the applicant's ability to operate safely a public passenger vehicle of the relevant category; and
- (b) include requirements about the applicant's medical fitness; and
- (c) require compliance with the *Anti-Discrimination Act 1991*; and
- (d) relate to customer service and other matters prescribed by regulation.²

Driver must hold appropriate authorisation

27. A person must not operate a public passenger vehicle providing a public passenger service for which driver authorisation is required unless

² Chapter 9 deals with the making of standards.

*Transport Operations (Passenger Transport)
Act 1994*

the person is an appropriately authorised driver.

Maximum penalty—30 penalty units.

Responsibility for system of driver authorisation

28.(1) The chief executive is responsible for administering the scheme of driver authorisation.

(2) If a person to whom the chief executive delegates powers about driver authorisation that are prescribed by regulation fails, without reasonable excuse, to comply with a condition of the delegation, the person commits an offence.

Maximum penalty—160 penalty units.

Granting, renewing or refusing driver authorisation

29.(1) A regulation may make provision about granting, renewing, or refusing to grant or renew, driver authorisation.

(2) Without limiting subsection (1), a regulation may authorise the chief executive to refuse to grant a person driver authorisation if the person has been convicted of a disqualifying offence or has been charged with a disqualifying offence and the charge has not been finally disposed of.

Provisional driver authorisation

30. A regulation may provide for granting, or refusing to grant, driver authorisation on a provisional basis, including provisional authorisation in an emergency.

Applicant to notify charge for disqualifying offence etc.

31.(1) If an applicant for driver authorisation is charged with a disqualifying offence, the applicant must immediately notify the chief executive under the regulations.

(2) When the charge is dealt with, the applicant must immediately notify the chief executive under the regulations of the outcome of the charge.

Maximum penalty—10 penalty units.

Amendment, suspension and cancellation of driver authorisations

32.(1) A regulation may make provision about amending, suspending or cancelling driver authorisations.

(2) Without limiting subsection (1), a regulation may authorise the chief executive to suspend or cancel a person's driver authorisation if the person is convicted of a disqualifying offence.

(3) Without limiting subsection (1), a regulation may authorise the chief executive immediately to suspend a person's driver authorisation if the person is charged with a disqualifying offence or the chief executive otherwise considers it necessary in the public interest.

Authorised driver must notify charge for disqualifying offence etc.

33.(1) An authorised driver must immediately notify the chief executive under the regulations if the driver is charged with a disqualifying offence.

(2) When the charge is dealt with, the authorised driver must immediately inform the chief executive under the regulations of the outcome of the charge.

Maximum penalty—10 penalty units.

Authorised driver must notify suspension or cancellation of licence etc.

34. If a licence or other authorisation required under another Act to drive a vehicle of a type to which a person's driver authorisation relates is suspended or cancelled, the person must immediately notify the chief executive under the regulations.

Maximum penalty—10 penalty units.

Obligation to notify accredited operator of suspension or cancellation of licence etc.

35. If—

*Transport Operations (Passenger Transport)
Act 1994*

- (a) a licence or other authorisation required under another Act to drive a vehicle of a type to which a person's driver authorisation relates is suspended or cancelled; or
- (b) a person's driver authorisation is suspended or cancelled;

and the authorised driver drives a vehicle for an accredited operator, the person must immediately notify the operator under the regulations.

Maximum penalty—10 penalty units.

CHAPTER 5—MARKET ENTRY RESTRICTIONS

Market entry restrictions

36.(1) A regulation may declare that a public passenger service is to be provided with market entry restrictions.

(2) Before a regulation is made under subsection (1), the Minister must be of the opinion that the following criteria are met, or can be met or substantially met—

- (a) the level of services would be greater than the level that would otherwise be provided;
- (b) access to public passenger transport would be greater than would otherwise be achieved;
- (c) service innovation would be greater than would otherwise be achieved;
- (d) 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.

CHAPTER 6—SERVICE CONTRACTS

PART 1—PRELIMINARY

Division 1—Application of service contracts

Purpose of service contracts

37. The purpose of service contracts is to hold accredited operators accountable for minimum performance levels to ensure the communities served under the contracts receive, at a reasonable cost, quality and innovative public passenger services.

What are service contracts?

38.(1) A “**service contract**” is a contract between the chief executive for the State and an operator under which the operator is required to provide a public passenger service for an area or route in a way that meets or exceeds performance levels stated in the contract.

(2) If—

- (a) a regulation has been made under section 36 (Market entry restrictions) for a public passenger service; and
- (b) the chief executive has declared, under section 42 (Declaration that service contracts are required), that a service contract is required to provide the service for an area or a route;

a service contract may provide the operator with the exclusive right to operate the public passenger service for the area or route.

Scope of service contracts

39. The categories of public passenger service for which service contracts may be required are—

- (a) scheduled passenger services; and
- (b) administration of taxi services; and
- (c) ferry services; and

*Transport Operations (Passenger Transport)
Act 1994*

- (d) air services; and
- (e) another category of public passenger services prescribed by regulation.

Service contracts to include minimum service levels

40.(1) A service contract must state minimum service levels to be complied with by the operator.

(2) Minimum service levels for a particular public passenger service must specify—

- (a) the periods when the public passenger service is to be provided; and
- (b) the nature, frequency and extent of the public passenger service during the periods or particular parts of the periods.

(3) Minimum service levels must have regard to—

- (a) the needs of the community for whose benefit the service is provided; and
- (b) service levels in comparable communities, whether in Queensland, elsewhere in Australia or in a foreign country; and
- (c) the cost of service provision.

Other matters to be included in service contracts

41.(1) A service contract may—

- (a) establish performance outcomes for frequency, regularity, punctuality and accessibility; and
- (b) establish performance outcomes for customer information and service; and
- (c) establish principles for fare setting; and
- (d) establish performance levels for the quality and type of public passenger vehicles; and
- (e) establish criteria for government payments under the contract; and

*Transport Operations (Passenger Transport)
Act 1994*

- (f) require the operator to provide or fund infrastructure associated with providing the public passenger service; and
 - (g) require the operator to have or develop a business plan outlining how the performance levels are to be achieved; and
 - (h) require the operator to establish a management information system to monitor, record and report periodically on performance; and
 - (i) require the operator to provide the chief executive with information the chief executive may require; and
 - (j) establish performance outcomes for other aspects of the way the operator provides the public passenger service or carries on business; and
 - (k) provide for the payment of compensation by the operator if the operator contravenes a condition of the contract, including, for example, compensation for the cost of providing the service through another operator; and
 - (l) include other terms required by the chief executive.
- (2) The chief executive—
- (a) is obliged under a service contract to act in a reasonable way to facilitate the contract's operation; and
 - (b) has the other obligations stated in the contract.

Division 2—Requirement for service contracts

Declaration that service contracts are required

42.(1) This section applies to a public passenger service to which a regulation under section 36 (Market entry restrictions) applies.

*Transport Operations (Passenger Transport)
Act 1994*

(2) The chief executive may, by public notice, declare that a service contract is required to provide the public passenger services for a specified area or route.

Obligation to hold service contracts

43. A person must not provide a public passenger service for an area or route if the area or route is a service contract area or route for public passenger services of that type unless the person is entitled to provide the public passenger service under—

- (a) a service contract; or
- (b) an agreement with the holder of a service contract.

Maximum penalty—

- (a) if an operator has the exclusive right to operate the public passenger service for the area or route—160 penalty units; or
- (b) in any other case—30 penalty units.

Division 3—Administrative provisions

Term of service contracts

44.(1) A service contract is for a term of 5 years.

(2) However, the chief executive may, in special circumstances, enter into temporary service contracts for a shorter term to ensure continuity of public passenger services.

(3) Subsection (1) is subject to the following sections—

- section 47 (Breach of service contracts)
- section 53 (Special condition for government funded service contracts for the transport of eligible school children).

Conditions of service contracts

45. A service contract is subject to conditions agreed by the parties.

*Transport Operations (Passenger Transport)
Act 1994*

Review of operator's performance

46.(1) The chief executive may arrange for reviews of an operator's performance under a service contract.

(2) However, each service contract must be reviewed as near as practicable to the middle of the term of the contract (a "**midterm review**").

(3) A service contract may also be reviewed at another time if the parties agree.

(4) Each operator under a service contract must, for a midterm review, conduct a market based needs assessment for public passenger services of the relevant type for the contract area or route.

(5) The chief executive may make, and distribute to operators, guidelines to which operators must have regard in conducting assessments under subsection (4).

(6) The chief executive must take into account any relevant research done by the operator.

(7) If, on a review, it is shown that the operator—

- (a)** has taken all reasonable steps to fulfil the contract and actively promoted the use of public passenger transport; but
- (b)** has not achieved the patronage levels agreed to by the chief executive and the operator;

the chief executive may review the operator's minimum service levels or work with the operator to achieve increased patronage.

(8) If, after a review, the chief executive is of the opinion the operator's performance has been inadequate in a significant respect, the chief executive—

- (a)** must notify the operator of the inadequacy; and
- (b)** may require the operator to take specified steps to remedy the inadequacy.

(9) If an operator fails to take the required steps to remedy the inadequacy within the time allowed by the chief executive, the chief executive may, by notice to the operator, terminate the service contract.

*Transport Operations (Passenger Transport)
Act 1994*

(10) Compensation is not recoverable from anyone (including the chief executive and the State) for or in relation to the termination of the service contract under subsection (9).

Breach of service contracts

47.(1) The chief executive may, by notice given to an operator, amend, suspend or cancel the operator's service contract if the operator contravenes a condition of the contract.

(2) Before taking action against a person under subsection (1), the chief executive must give the person written notice of the intended action, and allow the person an opportunity to make written representations about the intended action within 10 working days.

Transfer or surrender of service contracts

48. The holder of a service contract may, with the chief executive's approval—

- (a) transfer the operator's rights and liabilities under the contract to another operator; or
- (b) surrender the contract.

PART 2—SCHEDULED PASSENGER SERVICES

Division 1—Preliminary

Application of part

49. This part applies only to scheduled passenger services.

*Transport Operations (Passenger Transport)
Act 1994*

Commercial and government funded service contracts

50.(1) Service contracts for scheduled passenger services are classified as commercial service contracts or government funded service contracts.

(2) A “**commercial service contract**” is a service contract under which the operator is remunerated from revenue generated by passengers’ fares.

(3) A “**government funded service contract**” is a contract under which the operator is remunerated—

- (a) entirely from government payments for services provided; or
- (b) partly from revenue generated by fares and partly from government payments for services provided.

(4) Reimbursement for government specified fare concessions is to be treated as remuneration from revenue generated by passengers’ fares.

Conditions of funding

51.(1) If an operator is required under a service contract to provide concessions, the contract must also provide for a scheme under which the operator will be reimbursed for the concessions by government funding.

(2) A service contract may require the operator to provide improved levels of productivity.

(3) A service contract may require the operator to provide a discount for infants, children and school students.

Approval of basis for funding or other financial assistance by State

52.(1) The chief executive may enter into a service contract providing for funding or other financial assistance by the State only if the Minister has approved the basis on which the funding or other financial assistance is to be provided.

(2) In considering whether to give an approval under subsection (1), the Minister must have regard to the principle that funding or other financial assistance by the State for scheduled passenger services should be provided principally for—

*Transport Operations (Passenger Transport)
Act 1994*

- (a) scheduled passenger services that the Government requires to be provided and that would not be provided, or provided at the same level, without funding or other financial assistance by the State; and
 - (b) reimbursement for Government specified fare concessions.
- (3)** Each annual report of the department must include—
- (a) details of funding or other financial assistance provided by the State to each operator who receives funding or other financial assistance during the year to which the report relates; and
 - (b) reasons for the funding or other financial assistance.

Special condition for government funded service contracts for the transport of eligible school children

53. A government funded service contract about the transport of eligible school children must include a condition that the contract may be terminated or amended if the number of eligible school children using the service changes significantly.

Special condition for commercial service contracts for restricted school services

54. A commercial service contract may include a condition that the provision of transport of students to particular schools may be provided by another operator over the service contract area or route, or part of the service contract area or route, as a restricted school service for which there will be no government funding.

Division 2—Entering into service contracts for scheduled services

Entering into a service contract for a scheduled service—no existing operators

55. If—

*Transport Operations (Passenger Transport)
Act 1994*

- (a) an area or route is identified under section 42 (Declaration that service contracts are required) for a public passenger service; and
- (b) no-one is providing a public passenger service of that kind for the area or route;

the chief executive must, by public notice, invite submissions from the public, whether by tender or in another way, for a service contract to provide the public passenger service for the area or route.

Entitlement of existing operators

56.(1) Each operator who provides a public passenger service for a service contract area or route is entitled to the first opportunity to offer to provide a public passenger service of that kind for the area or route.

(2) This section does not apply to an operator under a service contract that states that this section does not apply to it.

Entering into a service contract for a scheduled service—single existing operator

57.(1) This section applies if a single operator was providing a public passenger service for an area or route and—

- (a) the area or route or part of the area or route is identified under section 42 (Declaration that service contracts are required) for the public passenger service; or
- (b) a service contract for the public passenger service for the area or route is to expire.

(2) However, this section does not apply to an operator under a service contract that states that this section does not apply to it.

(3) If this section applies, the chief executive must, by written notice, invite the operator to offer, whether by tender or in another way, for a service contract to provide the public passenger service for the area or route.

(4) If—

- (a) no response is made to the invitation within 60 days after it is made; or

*Transport Operations (Passenger Transport)
Act 1994*

- (b) the response does not meet or substantially meet the requirements of section 59 (Matters to be considered);

the chief executive must, by public notice, invite submissions from the public, whether by tender or in another way, for a service contract to provide a public passenger service of that kind for the area or route.

Entering into a service contract for a scheduled service—multiple existing operators

58.(1) If—

- (a) an area or route is identified under section 42 (Declaration that service contracts are required) for a public passenger service; and
- (b) 2 or more people (the “**operators**”) were providing public passenger services of that kind for the area or route or part of the area or route; and
- (c) the chief executive is of the opinion that, for the purpose of entering into a service contract for the provision of a public passenger service of that kind for the area or route, rationalisation, joint operation or amalgamation of, or other arrangement between, the operators is required;

the chief executive must give the operators written notice that they are required to work out, within 60 days, a form of rationalisation, joint operation, amalgamation or other arrangement that achieves a just compromise of their respective rights.

(2) If the chief executive is satisfied 1 or more of the operators was not willing to negotiate a just compromise of their respective rights, the chief executive may enter into a service contract with the remaining operators.

(3) If—

- (a) no response is made within 60 days after the notices are given or any further period allowed by the chief executive under subsection (4); or
- (b) the responses do not meet or substantially meet the requirements of section 59 (Matters to be considered);

*Transport Operations (Passenger Transport)
Act 1994*

the chief executive must, by public notice, invite submissions from the public, whether by tender or in another way, for a service contract to provide a public passenger service of that kind for the area or route.

(4) The chief executive may, within the period of 60 days mentioned in subsection (3)(a), allow the operators a further period of not more than 60 days.

(5) Subsection (3)(a) does not apply if the chief executive is satisfied the operators are making substantial progress towards a form of rationalisation, joint operation, amalgamation or other arrangement that achieves a just compromise of their respective rights.

(6) However, subsection (3)(a) again applies to the operators if the chief executive notifies them, in writing, that the chief executive is no longer satisfied that they are making substantial progress.

(7) Only 1 extension may be granted under subsection (4).

Matters to be considered

59.(1) The chief executive is not obliged to accept any offer for a service contract.

(2) In deciding between 2 or more offers for a service contract, the chief executive must accept the offer the chief executive considers the most advantageous in the public interest having regard to—

- (a) the needs of the community for whose benefit the service is provided; and
- (b) the ability of each offerer to meet the minimum service levels and other standards of performance specified in the offer; and
- (c) the cost of service provision; and
- (d) the need for sustainability and continuity of services; and
- (e) matters prescribed by regulation.

*Transport Operations (Passenger Transport)
Act 1994*

Amendments of service contracts

60.(1) The chief executive may amend the area or route of a service contract if the chief executive is satisfied the amendment is necessary—

- (a) to extend services into developing areas; or
- (b) because of changed traffic conditions or for reasons of public safety; or
- (c) for improvement of services in the public interest.

(2) Before making a decision under this section, the chief executive must give the operator written notice of the intended action and allow the operator the first opportunity to offer to provide the amended services.

Compensation

61.(1) If—

- (a) an existing operator or operators are not awarded a service contract for the area or route, or part of the area or route, for which the operator or operators were providing services; or
- (b) a decision is made under section 60 (Amendments of service contracts) and the existing operator or operators do not wish to provide the services for the amended area or route;

the chief executive may require the new operator, as a condition of the new service contract, to pay compensation to the existing operator or operators.

(2) If submissions for the new service contract were invited from the public, the chief executive may act under subsection (1) only if the invitation stated that this section applied to the contract.

(3) The amount of compensation is to be decided by agreement between the operators or, if there is no agreement, by an arbitrator appointed by the parties.

(4) A regulation may make provision about matters to be considered, or not considered, in deciding the amount of compensation.

(5) The *Commercial Arbitration Act 1990* applies to the arbitration.

*Transport Operations (Passenger Transport)
Act 1994*

Offer of new service contract

62.(1) If—

- (a) an operator's performance under a service contract has been satisfactory; and
- (b) the chief executive proposes to offer a new service contract at the end of the term for the same, or substantially the same, service contract area or route;

the chief executive must, by written notice, invite the operator to offer, whether by tender or in another way, for the new contract.

(2) The chief executive may invite offers from the public or someone else only if the operator—

- (a) refuses the invitation; or
- (b) fails to respond to the invitation within a time (of at least 60 days) allowed by the chief executive; or
- (c) fails to make an offer that meets or substantially meets the requirements of section 59 (Matters to be considered).

(3) This section does not apply to an operator under a service contract that states that this section does not apply to it.

PART 3—ADMINISTRATION OF TAXI SERVICES

Application of part

63. This part applies only to the administration of taxi services.

Provision of taxi services

64. A person administers a taxi service if the person carries on a business in the course of which—

- (a) bookings for taxi services are accepted; and

*Transport Operations (Passenger Transport)
Act 1994*

(b) taxis are assigned to customers;

whether or not the person operates all or some of the taxis used to provide the services.

Taxi services to be provided only by taxis

65.(1) If a person who administers a taxi service receives a request for the services of a taxi, the person must not—

- (a) provide a vehicle that is not a taxi; or
- (b) suggest to the person who made the request that the person accept a vehicle that is not a taxi.

Maximum penalty—160 penalty units.

(2) To meet demand during peak patronage periods, the chief executive may exempt a person from subsection (1).

Regulation may declare that service contracts are required

66. A regulation may declare that, on and from a day to be fixed by the chief executive by gazette notice, the administration of taxi services in an area must be performed under a service contract.

Amendments of taxi service contracts

67.(1) The chief executive may amend the conditions of a taxi service contract if the chief executive is satisfied that the amendment is necessary to extend services into developing areas or for improvement of services in the public interest.

(2) Before making a decision under this section, the chief executive must give the operator written notice of the intended action, and allow the operator a reasonable opportunity to make written representations about the intended action within 10 working days.

CHAPTER 7—TAXI SERVICE LICENCES

Purpose of taxi service licences

68. The purpose of taxi service licences is to ensure that the communities served by taxis receive quality and innovative taxi services at a reasonable cost.

What are taxi service licences?

69. A “**taxi service licence**” is a licence issued by the chief executive under which the holder is required to provide a taxi service in an area in a way that meets or exceeds specified performance levels.

Requirement for taxi service licences

70. A person must not provide a taxi service using a vehicle unless the person has a taxi service licence to provide the service with the vehicle.

Maximum penalty—160 penalty units.

Taxi service areas

71.(1) This section applies to a taxi service to which a regulation under section 36 (Market entry restrictions) applies.

(2) The chief executive may, by public notice, declare a taxi service area.

(3) The chief executive may, by public notice, fix the number of taxi service licences for a taxi service area.

(4) In fixing the number of taxi service licences for a taxi service area, the chief executive must—

- (a)** ensure there are enough taxi service licences for the area to meet public demand; and
- (b)** take into account—
 - (i)** the views of users of taxi services in the area; and
 - (ii)** recent changes in travel patterns in the area; and

*Transport Operations (Passenger Transport)
Act 1994*

- (iii) the types of taxi services available in the area; and
- (iv) the performance of the existing taxi fleet in the area; and
- (v) the productivity of the fleet.

Issue of new taxi service licences

72.(1) Before the chief executive issues a new taxi service licence for a taxi service area, the chief executive must, by public notice, invite offers to purchase the taxi service licence—

- (a) stating—
 - (i) the intention to issue the licence; and
 - (ii) if licences have been previously issued for the area—the most recent prices for which licences have been transferred; and
- (b) calling for offers for the taxi service licence.

(2) The chief executive is not obliged to accept any offer for a taxi service licence.

Term of taxi service licences

73.(1) A taxi service licence is for a term of 5 years.

(2) However, it may be renewed for successive terms of 5 years if its conditions are complied with.

(3) The renewal of a taxi service licence may be for a shorter term if the applicant asks for a shorter term.

(4) This section does not apply to a taxi service licence issued on a nonrenewable basis.

Conditions of taxi service licences

74.(1) A taxi service licence is subject to the conditions stated in it by the chief executive.

(2) The conditions of a taxi service licence must—

*Transport Operations (Passenger Transport)
Act 1994*

- (a) require the operator to use a particular type of vehicle or a vehicle of a type approved for taxis by the chief executive; and
 - (b) specify the taxi service area to which the taxi service licence applies; and
 - (c) require the operator not to charge more than the maximum fares prescribed by regulation; and
 - (d) require the operator to display a distinctive registration plate on the vehicle distinguishing it as a taxi.
- (3) The conditions of a taxi service licence may—
- (a) require that the operator have access to a continuously operating booking service; and
 - (b) require the operator—
 - (i) to cooperate with the holder of a taxi service contract; and
 - (ii) to comply with all reasonable requests to provide taxi services made by the holder of the contract; and
 - (iii) not to act in a way likely to prevent the holder of the taxi service contract complying with the conditions of the contract; and
 - (c) require the operator to install and maintain stated equipment in taxis; and
 - (d) require that the operator only operate the taxi on a stated day or at stated times; and
 - (e) make other requirements of an operator.

(4) The holder of a taxi service licence must not contravene a condition of the licence.

Maximum penalty for subsection (4)—40 penalty units.

Amendment of taxi service licence conditions

75.(1) A regulation may authorise the chief executive to amend the conditions of a taxi service licence if the chief executive is satisfied the amendment is necessary for improving taxi services in the public interest.

*Transport Operations (Passenger Transport)
Act 1994*

(2) A regulation may also authorise the amendment of taxi service licences in other circumstances and make other provision about amending taxi service licences.

Transfer, lease and surrender of taxi service licences

76. A regulation may make provision about transferring, leasing or surrendering taxi service licences.

Transfer of taxi service licences between areas

77.(1) The chief executive may amend the conditions of a taxi service licence applying to a particular taxi service area so that it applies to another taxi service area if—

- (a) the holder of the licence successfully offers for a transfer to the relevant taxi service area following the calling of offers by public notice; or
- (b) the taxi service areas are amalgamated; or
- (c) the holder of the licence applies for a transfer to the relevant taxi service area.

(2) If, in the chief executive's opinion, the value of taxi service licences in the area to which the licence is to be transferred is greater than in the area from which the licence is transferred, the chief executive may require as a condition of the transfer that the operator pay to the chief executive an amount representing the difference in value.

(3) This section does not limit the power to make regulations about amending taxi service licences.

Limitation on number of licences held by single operator and associates

78. A regulation may make provision about limiting the number of licences held, leased or managed by a single operator (and persons who are, under the regulations, associates of the operator) in a taxi service area.

*Transport Operations (Passenger Transport)
Act 1994*

Suspension and cancellation of taxi service licences

79.(1) A regulation may make provision about suspending and cancelling taxi service licences.

(2) Without limiting subsection (1), a regulation may authorise the chief executive to suspend or cancel a person's taxi service licence if—

- (a) the person contravenes this Act or a condition of the licence; or
- (b) the person holds, leases or manages more than the maximum allowed number of taxi service licences.

(3) Without limiting subsection (1), a regulation may authorise the chief executive to suspend immediately a person's taxi service licence if the chief executive considers it necessary in the public interest.

(4) Without limiting subsection (1), if the operator accreditation of the holder of a taxi service licence is suspended or cancelled—

- (a) for suspension—the licence is suspended while the accreditation is suspended; or
- (b) for cancellation—the licence is suspended until it is transferred to an accredited operator.

Taxi subsidy scheme

80. A regulation may provide a scheme under which the State pays the whole or a part of taxi fares for particular groups.

CHAPTER 8—LIMOUSINE SERVICE LICENCES

Purpose of limousine service licences

81. The purpose of limousine service licences is to ensure that the communities served under the licences receive luxury quality, unscheduled public passenger services.

What are limousine service licences?

82. A “**limousine service licence**” is a licence issued by the chief executive under which the holder is required to provide a limousine service in an area in a way that meets or exceeds specified performance levels.

Requirement for limousine service licences

83. A person must not provide a limousine service using a vehicle unless the person has a limousine service licence to provide the service with the vehicle.

Maximum penalty—160 penalty units.

Limousine service areas

84. The chief executive may, by public notice, declare a limousine service area.

No limit on number of licences held

85. There is no limit on the number of limousine service licences a person may hold.

Term of limousine service licence

86.(1) A limousine service licence is for a term of 5 years.

(2) However, it may be renewed for successive terms of 5 years if its conditions are complied with.

(3) The renewal of a limousine service licence may be for a shorter term if the applicant asks for a shorter term.

Conditions of limousine service licences

87.(1) A limousine service licence is subject to the conditions stated in it by the chief executive.

(2) The conditions of a limousine service licence must—

*Transport Operations (Passenger Transport)
Act 1994*

- (a) prohibit the operator from operating a limousine service unless an earlier booking has been made; and
- (b) require the operator to use a luxury motor vehicle; and
- (c) specify the limousine service area to which the limousine service licence applies; and
- (d) require the operator to display a distinctive registration plate on the vehicle distinguishing it as a limousine.

(3) The conditions of a limousine licence may—

- (a) restrict the operation of the limousine service to particular occasions, including, for example, weddings; or
- (b) make other requirements of an operator; or
- (c) allow the operator in specified circumstances to ply for hire from and to specified locations.

(4) The holder of a limousine service licence must not contravene a condition of the licence.

Maximum penalty for subsection (4)—40 penalty units.

Amendment of limousine service licence conditions

88.(1) A regulation may authorise the chief executive to amend the conditions of a limousine service licence if the chief executive is satisfied the amendment is necessary for improving limousine services in the public interest.

(2) A regulation may also authorise the amendment of limousine service licences in other circumstances and make other provisions about amending limousine service licences.

Transfer, lease and surrender of limousine service licences

89. A regulation may make provision about transferring, leasing or surrendering limousine service licences.

*Transport Operations (Passenger Transport)
Act 1994*

Transfer of limousine service licences between areas

90.(1) The chief executive may amend the conditions of a limousine service licence applying to a particular limousine service area so that it applies to another limousine service area.

(2) This section does not limit the power to make regulations about amending limousine service licences.

Suspension and cancellation of limousine service licences

91.(1) A regulation may make provision about suspending and cancelling limousine service licences.

(2) Without limiting subsection (1), a regulation may authorise the chief executive to suspend or cancel a person's limousine service licence if the person contravenes this Act or a condition of the licence.

(3) Without limiting subsection (1), a regulation may authorise the chief executive to suspend immediately a person's limousine service licence if the chief executive considers it necessary in the public interest.

(4) Without limiting subsection (1), if the operator accreditation of the holder of a limousine service licence is suspended or cancelled—

- (a) for suspension—the licence is suspended while the accreditation is suspended; or
- (b) for cancellation—the licence is suspended until it is transferred to an accredited operator.

CHAPTER 9—STANDARDS

Making of standards

92.(1) The chief executive may make standards under this Act.

(2) A standard is subordinate legislation.

*Transport Operations (Passenger Transport)
Act 1994*

(3) A standard is not effective until it is approved by the Governor in Council.

Notice of proposal to prepare draft standard

93.(1) Before making a standard about a matter, the chief executive must give public notice of a proposal to prepare a draft standard about the matter.

(2) The notice must—

- (a) invite submissions on the proposal from public authorities, industry, interested groups and persons, and the public; and
- (b) state where copies of the proposal may be inspected or obtained; and
- (c) specify a day, not earlier than 14 days from public notice or first public notice of the proposal, by which submissions may be made to the chief executive about the proposal.

Preparation of draft standard

94. In preparing the draft standard, the chief executive must ensure the draft standard—

- (a) sets out its purposes; and
- (b) takes into account national and international benchmarks and best practices.

Notice of draft standard

95.(1) When the draft standard has been prepared, the chief executive must give public notice of the draft standard.

(2) The notice must—

- (a) invite submissions on the draft standard from public authorities, interested groups and persons, and the public; and
- (b) state where copies of the draft standard may be inspected or obtained; and

*Transport Operations (Passenger Transport)
Act 1994*

- (c) specify the day, not earlier than 14 days from public notice or first public notice of the draft standard, by which submissions may be made to the chief executive about the draft standard.

Preparation of standard

96. In preparing the standard, the chief executive must have regard to the advice and submissions properly received about the draft standard.

Interim standards

97.(1) If the chief executive is satisfied that, for reasons of urgency, it is necessary or desirable to make a standard on an interim basis, the chief executive may make the standard even though the following sections have not been complied with—

- section 93 (Notice of proposal to prepare draft standard)
- section 94 (Preparation of draft standard)
- section 95 (Notice of draft standard)
- section 96 (Preparation of standard).

(2) The interim standard must include a sunset provision stating the interim standard expires 6 months after its commencement.

Regulations prevail over standards

98.(1) If there is an inconsistency between a regulation and a standard, the regulation prevails to the extent of the inconsistency.

(2) Subsection (1) applies whether the standard was made before or after the regulation.

Review of standards

99.(1) The chief executive must review each standard within 7 years after its approval.

(2) The procedures applying to the preparation and approval of standards under this chapter apply to the review of standards with any necessary changes and any changes prescribed by regulation.

Direction to comply with standards

100.(1) If the chief executive is of the opinion that a person has not complied with a standard applying to the person, the chief executive may give the person a written direction to comply with the standard within a specified period (of at least 10 working days).

(2) The person must not contravene the direction unless the person has a reasonable excuse for not complying with it.

Maximum penalty for subsection (2)—160 penalty units.

Standards do not apply to railway managers or operators

101. Standards do not apply to railway managers or operators.

CHAPTER 10—REVIEW OF AND APPEALS AGAINST DECISIONS

PART 1—REVIEW OF DECISIONS

Who may apply for review etc.

102.(1) A person whose interests are affected by a decision specified in schedule 2 may apply to the chief executive for a review of the decision.

(2) A person who may seek a review of a decision is entitled to receive a statement of reasons for the decision.

Applying for review

103.(1) An application by a person for review of a decision must be made within 28 days after notice of the decision was given to the person.

(2) However, if—

- (a) the notice did not state reasons for the decision; and
- (b) the person asked for a statement of reasons for the decision within the period mentioned in subsection (1);

the person may make the application within 28 days after the person is given the statement of reasons.

(3) In addition, the chief executive may extend the period for making an application for review.

(4) An application for review must be written and state in detail the grounds on which the applicant seeks review of the decision.

Stay of operation of decision etc.

104.(1) If an application is made under this part for review of a decision, the applicant may immediately apply for a stay of the decision to the court specified opposite to the decision in schedule 2.

(2) The court may stay the decision to secure the effectiveness of the review and any later appeal to the court.

(3) A stay—

- (a) may be given on conditions the court considers appropriate; and
- (b) operates for the period specified by the court; and
- (c) may be revoked or amended by the court.

(4) The period of a stay under this section must not extend past the time when the chief executive reviews the decision and any later period the court allows the applicant to enable the applicant to appeal against the chief executive's decision.

(5) The making of an application under this part for review of a decision affects the decision, or the carrying out of the decision, only if the decision is stayed.

Reference to review panel

105.(1) If an application is made under this part for review of a decision, the chief executive must refer the application to a review panel for advice.

(2) However, the chief executive need not refer an application to a review panel if the chief executive is of the opinion the application is frivolous or vexatious.

Review panels

106.(1) The chief executive may establish review panels for the purposes of this part.

(2) A review panel consists of persons nominated by the chief executive.

(3) Each review panel must include—

- (a)** at least 1 representative of the department; and
- (b)** at least 1 representative of the relevant part of the passenger transport industry, an interested union or both; and
- (c)** at least 1 independent representative.

(4) A regulation may make provision about review panels, including the conduct of their proceedings and the making of recommendations by them.

Consideration of application by review panel

107.(1) If an application made under this part for review of a decision is referred to a review panel, the panel must allow the applicant an opportunity to make representations to the panel.

(2) After considering the representations of the applicant, the review panel must make a recommendation to the chief executive on whether the decision should be confirmed, amended or cancelled.

Decision on reconsideration

108.(1) After considering the review panel's recommendation, the chief executive may confirm the decision, amend the decision or substitute a new decision.

*Transport Operations (Passenger Transport)
Act 1994*

(2) The chief executive must immediately give the applicant written notice of the chief executive's decision.

(3) If the decision is not the decision sought by the applicant, the notice must state—

- (a) the reasons for the decision; and
- (b) that the applicant may appeal against the decision to a specified court within 28 days.

PART 2—APPEALS

Who may make an appeal

109. A person whose interests are affected by a decision of the chief executive under section 108 (Decision on reconsideration) may appeal against the decision to the court specified in schedule 2 opposite to the reference to the decision that was reviewed.

Making appeals

110.(1) An appeal under this part against a decision of the chief executive must be made within 28 days after the notice of the decision was given to the person.

(2) However, if—

- (a) the notice did not state reasons for the decision; and
- (b) the person asked for a statement of reasons for the decision within the period mentioned in subsection (1);

the person may make the application within 28 days after the person is given the statement of reasons.

(3) In addition, the court may extend the period for making an appeal.

(4) The *Transport Planning and Coordination Act 1994*, sections 17 to 23 apply to an appeal.

CHAPTER 11—ENFORCEMENT

PART 1—AUTHORISED PERSONS

Appointment of authorised persons etc.

111.(1) The chief executive may appoint any of the following persons as authorised persons—

- (a) officers and employees of the public service;
- (b) police officers;
- (c) other persons prescribed by regulation.

(2) The chief executive may appoint a person (other than a police officer) as an authorised person only if—

- (a) in the chief executive's opinion, the person has the necessary expertise or experience to be an authorised person; or
- (b) the person has satisfactorily finished training approved by the chief executive.

(3) The chief executive may restrict an authorised person's powers by written notice given to the person.

Identity cards

112.(1) The chief executive must issue an identity card to each authorised person.

(2) The identity card must—

- (a) contain a recent photograph of the authorised person; and
- (b) be signed by the authorised person; and
- (c) identify the person as an authorised person; and
- (d) include an expiry date.

*Transport Operations (Passenger Transport)
Act 1994*

(3) A person who ceases to be an authorised person must, as soon as practicable, return the identity card to the chief executive, unless the person has a reasonable excuse for not returning it.

Maximum penalty—10 penalty units.

(4) This section does not apply to an authorised person who is a police officer.

(5) Nothing in this section prevents the issue of a single identity card to a person for this Act and other Acts.

Production or display of authorised person's identity card

113.(1) An authorised person (other than a police officer in uniform) may exercise a power in relation to someone else only if the person—

- (a) first produces his or her identity card for the person's inspection; or
- (b) has his or her identity card displayed so that it is clearly visible to the person.

(2) However, if for any reason, it is not practicable to comply with subsection (1), the authorised person must produce the identity card for inspection by the person at the first reasonable opportunity.

Powers of authorised persons

114.(1) An authorised person has the powers given under this or another Act.

(2) A regulation may limit the powers of authorised persons.

Protection from liability

115.(1) This section applies to—

- (a) an authorised person; and
- (b) a person acting under the direction of an authorised person.

*Transport Operations (Passenger Transport)
Act 1994*

(2) A person does not incur civil liability for an act done, or omission made, honestly and without negligence under this Act.

(3) If subsection (2) prevents a civil liability attaching to a person, the liability attaches instead to the State.

PART 2—AUTHORISED PERSONS FOR RAILWAYS

Appointment of authorised persons for railways

116.(1) Every police officer is an authorised person for every railway.

(2) The chief executive may appoint an employee of a railway manager or operator to be an authorised person for the railway.

(3) The chief executive may appoint a person to be an authorised person for the railway only if—

- (a) the chief executive considers the person has the necessary expertise or experience to be an authorised person; or
- (b) the person has satisfactorily finished training approved by the chief executive.

(4) The chief executive may limit the powers of an authorised person (other than a police officer) by written notice given to the person.

(5) An authorised person may only exercise a power under this Act for the railway for which the person was appointed.

Identity cards

117.(1) This section does not apply to an authorised person for a railway who is a police officer.

(2) A railway manager or operator must give each of its employees who is an authorised person an identity card.

(3) The identity card must—

- (a) contain a recent photograph of the person; and

*Transport Operations (Passenger Transport)
Act 1994*

- (b) be signed by the person; and
- (c) identify the person as an authorised person for the railway; and
- (d) state an expiry date.

(4) A person who stops being an authorised person for the railway must return the person's identity card to the railway manager or operator as soon as practicable (but within 21 days) after the person stops being an authorised person, unless the person has a reasonable excuse.

Maximum penalty—10 penalty units.

(5) This section does not prevent the giving of a single identity card to the person for this and other Acts.

Producing or displaying authorised person's identity card

118.(1) This section does not apply to a uniformed police officer.

(2) An authorised person for a railway may exercise a power in relation to anyone only if—

- (a) the person—
 - (i) for an authorised person who is a police officer—first produces the person's police identity card for the other person's inspection; or
 - (ii) for any other authorised person—first produces the person's identity card for the other person's inspection; or
- (b) the authorised person has the person's identity card displayed so it is clearly visible to the other person.

(3) However, if for any reason it is not practicable to comply with subsection (2) before exercising the power, the authorised person must produce the identity card as soon as it is practicable.

Protection from liability

119.(1) In this section—

“official” means—

*Transport Operations (Passenger Transport)
Act 1994*

- (a) an authorised person for a railway; or
- (b) a person acting under an authorised person's direction.

(2) An official is not civilly liable for an act done, or omission made, honestly and without negligence under this Act.

(3) If subsection (2) prevents a civil liability attaching to a person, the liability attaches instead to—

- (a) if the authorised person is employed by a railway manager or operator—the manager or operator; or
- (b) in any other case—the State.

PART 3—POWERS OF AUTHORISED PERSONS IN RELATION TO PLACES AND VEHICLES

Entry of place

120. An authorised person may enter a place if—

- (a) its occupier consents to the entry or the purpose of the entry is to get the occupier's consent; or
- (b) it is a public place and the entry is made when it is open to the public; or
- (c) it is mentioned in an accreditation, authorisation, contract or licence under this Act as a place of business, or another place, required to be open to inspection and the entry is made when the place is—
 - (i) open for the conduct of business or otherwise open for entry; or
 - (ii) required under the accreditation, authorisation, contract or licence to be open for inspection; or
- (d) the entry is authorised by a warrant.

*Transport Operations (Passenger Transport)
Act 1994*

Warrants

121.(1) An authorised person may apply to a magistrate for a warrant for a place.

(2) An application must be sworn and state the grounds on which the warrant is sought.

(3) The magistrate may refuse to consider the application until the authorised person gives the magistrate all the information the magistrate requires about the application in the way the magistrate requires.

Example—

The magistrate may require additional information supporting the application to be given by statutory declaration.

(4) The magistrate may issue a warrant only if the magistrate is satisfied there are reasonable grounds for suspecting—

- (a) there is a particular thing or activity (the “**evidence**”) that may provide evidence of the commission of an offence against this Act; and
- (b) the evidence is, or may be within the next 7 days, at the place.

(5) The warrant must state—

- (a) that the authorised person may, with necessary and reasonable help and force, enter the place and exercise the authorised person’s powers under this Act; and
- (b) the evidence for which the warrant is issued; and
- (c) the hours of the day when entry may be made; and
- (d) the day (within 14 days after the warrant’s issue) when the warrant ends.

(6) The magistrate must record the reasons for issuing the warrant.

Warrants—applications made otherwise than in person

122.(1) An authorised person may apply for a warrant by phone, fax, radio or another form of communication if the authorised person considers it necessary because of—

*Transport Operations (Passenger Transport)
Act 1994*

- (a) urgent circumstances; or
- (b) other special circumstances, including, for example, the authorised person's remote location.

(2) Before applying for the warrant, the authorised person must prepare an application stating the grounds on which the warrant is sought.

(3) The authorised person may apply for the warrant before the application is sworn.

(4) After issuing the warrant, the magistrate must immediately fax a copy to the authorised person if it is reasonably practicable to fax the copy.

(5) If it is not reasonably practicable to fax a copy of the warrant to the authorised person—

- (a) the magistrate must—
 - (i) tell the authorised person what the terms of the warrant are; and
 - (ii) tell the authorised person the date and time the warrant was signed; and
 - (iii) record on the warrant the reasons for issuing the warrant; and
- (b) the authorised person must write on a form of warrant (“**warrant form**”)—
 - (i) the magistrate's name; and
 - (ii) the date and time the magistrate signed the warrant; and
 - (iii) the warrant's terms.

(6) The facsimile warrant, or the warrant form properly completed by the authorised person, authorises the entry and the exercise of the other powers authorised by the warrant issued by the magistrate.

(7) The authorised person must, at the first reasonable opportunity, send to the magistrate—

- (a) the sworn application; and
- (b) if a warrant form was completed by the authorised person—the completed warrant form.

*Transport Operations (Passenger Transport)
Act 1994*

(8) On receiving the documents, the magistrate must attach them to the warrant.

(9) Unless the contrary is proved, a court must presume that a power exercised by an authorised person was not authorised by a warrant issued under this section if—

- (a) a question arises, in a proceeding before the court, whether the exercise of power was authorised by a warrant; and
- (b) the warrant is not produced in evidence.

Entry or boarding of vehicles

123.(1) An authorised person may enter or board a vehicle if the authorised person has reasonable grounds for suspecting—

- (a) the vehicle is being, or has been, used in the commission of an offence against this Act; or
- (b) the vehicle, or a thing in or on the vehicle, may provide evidence of the commission of an offence against this Act.

(2) If the vehicle is moving or about to move, the authorised person may signal the person in control of the vehicle to stop the vehicle or not to move it.

(3) To enable the vehicle to be entered or boarded, the authorised person may—

- (a) act with necessary and reasonable help and force; and
- (b) require the person in control of the vehicle to give reasonable help to the authorised person.

(4) A person must obey a signal under subsection (2), unless the person has a reasonable excuse for disobeying it.

Maximum penalty—40 penalty units.

(5) A person must comply with a requirement under subsection (3)(b), unless the person has a reasonable excuse for not complying with it.

Maximum penalty—40 penalty units.

*Transport Operations (Passenger Transport)
Act 1994*

(6) It is a reasonable excuse for a person to disobey a signal under subsection (2) if—

- (a) the person reasonably believes that to obey the signal immediately would have endangered the person, someone else or the vehicle; and
- (b) the person obeys the signal as soon as it is practicable to obey it.

General powers in relation to places and vehicles

124.(1) An authorised person who enters a place, or enters or boards a vehicle, under this chapter may—

- (a) search any part of the place or vehicle; or
- (b) inspect, photograph or film anything in or on the place or vehicle; or
- (c) take samples of or from anything in or on the place or vehicle; or
- (d) take extracts from, or make copies of, a document in or on the place of vehicle; or
- (e) take into or onto the place or vehicle any persons, equipment and materials the authorised person reasonably requires for exercising a power under this Act; or
- (f) require the occupier of the place, or a person in or on the place or vehicle, to give the authorised person reasonable help to exercise the powers mentioned in paragraphs (a) to (e); or
- (g) if the authorised person enters or boards a vehicle—by written notice given to the person in control of the vehicle, require the person—
 - (i) to take the vehicle to a stated reasonable place by a stated reasonable time; and
 - (ii) if necessary, to remain in control of the vehicle at the place for a reasonable time;

to enable an authorised person to exercise the powers mentioned in paragraphs (a) to (e).

*Transport Operations (Passenger Transport)
Act 1994*

(2) A person who is required to give reasonable help under subsection (1)(f) must comply with the requirement, unless the person has a reasonable excuse.

Maximum penalty—40 penalty units.

(3) If the requirement is to be complied with by the person by—

- (a) giving information; or
- (b) producing a document (other than a document required to be kept by the person under this Act);

it is a reasonable excuse for the person to fail to comply with the requirement if complying with the requirement might tend to incriminate the person.

(4) A person who is required by an authorised person under subsection (1)(g) to take action in relation to a vehicle must comply with the requirement, unless the person has a reasonable excuse for not complying with it.

Maximum penalty—40 penalty units.

(5) If, for any reason, it is not practicable to make a requirement under subsection (1)(g) by written notice, the requirement may be made orally and confirmed by written notice as soon as practicable.

(6) Nothing in this section prevents an authorised person making a further requirement under subsection (1)(g) of the same person or another person in relation to the same vehicle if it is necessary and reasonable to make the further requirement.

(7) An authorised person may not enter a part of a vehicle used only as a living area, or exercise a power under subsection (1)(a) to (e) in relation to that part, unless the authorised person is accompanied by the person in control of the vehicle.

(8) Subsection (7) does not apply if the person in control of the vehicle is unavailable or unwilling to accompany the authorised person or the authorised person is unable for another reason to comply with the subsection.

*Transport Operations (Passenger Transport)
Act 1994*

(9) This section does not apply to an authorised person who enters a place to get the occupier's consent unless the consent is given or the entry is otherwise authorised.

Power to seize evidence

125.(1) An authorised person who enters a place under this part with a warrant may seize the evidence for which the warrant was issued.

(2) An authorised person who enters a place under this part with the occupier's consent may seize the particular thing for which the entry was made if the authorised person believes on reasonable grounds the thing is evidence of an offence this Act.

(3) An authorised person who enters a place under this part with a warrant or with the occupier's consent may also seize another thing if the authorised person believes on reasonable grounds—

- (a) the thing is evidence of an offence against this Act; and
- (b) the seizure is necessary to prevent the thing being—
 - (i) concealed, lost or destroyed; or
 - (ii) used to commit, continue or repeat the offence.

(4) An authorised person who enters a place under this part other than with a warrant or with the occupier's consent, or who enters or boards a vehicle, may seize a thing if the authorised person believes on reasonable grounds—

- (a) the thing is evidence of an offence against this Act; and
- (b) the seizure is necessary to prevent the thing being—
 - (i) concealed, lost or destroyed; or
 - (ii) used to commit, continue or repeat the offence.

Procedure after thing seized

126.(1) As soon as practicable after a thing is seized by an authorised person under this part, the authorised person must give a receipt for it to the person from whom it was seized.

*Transport Operations (Passenger Transport)
Act 1994*

(2) The receipt must describe generally each thing seized and its condition.

(3) If, for any reason, it is not practicable to comply with subsection (1), the authorised person must—

- (a) leave the receipt at the place of seizure; and
- (b) ensure the receipt is left in a reasonably secure way and in a conspicuous position.

(4) The authorised person must return the seized thing to its owner at the end of—

- (a) 6 months; or
- (b) if a prosecution for an offence involving it is started within the 6 months—the prosecution for the offence and any appeal from the prosecution.

(5) Despite subsection (4), the authorised person must return the seized thing to its owner immediately the authorised person stops being satisfied its retention as evidence is necessary.

(6) However, the authorised person may keep the seized thing if the authorised person believes, on reasonable grounds, it is necessary to continue to keep it to prevent its use in committing an offence.

PART 4—OTHER ENFORCEMENT POWERS OF AUTHORISED PERSONS

Power to require name and address

127.(1) An authorised person may require a person to state the person's name and address if the authorised person—

- (a) finds the person committing an offence against this Act; or
- (b) finds the person in circumstances that lead, or has information that leads, the authorised person to suspect, on reasonable grounds the person just committed an offence against this Act.

*Transport Operations (Passenger Transport)
Act 1994*

(2) When making the requirement, the authorised person must warn the person it is an offence to fail to state the person's name and address, unless the person has a reasonable excuse.

(3) The authorised person may require the person to give evidence of the correctness of the person's stated name or address if the authorised person suspects, on reasonable grounds, that the stated name or address is false.

(4) A person must comply with a requirement under subsection (1) or (3), unless the person has a reasonable excuse for not complying with it.

Maximum penalty—40 penalty units.

(5) A police officer may arrest a person without a warrant if the police officer believes on reasonable grounds that—

- (a) the person has just committed an offence against subsection (1) or (3); and
- (b) proceedings by way of complaint and summons against the person would be ineffective.

(6) The person does not commit an offence against this section if—

- (a) the authorised person required the person to state the person's name and address on suspicion of the person having committed an offence against this Act; and
- (b) the person is not proved to have committed the offence.

Power to require information from certain persons

128.(1) This section applies if an authorised person suspects on reasonable grounds—

- (a) an offence against this Act has been committed; and
- (b) the offence relates to the operation, maintenance or repair of a public passenger vehicle; and
- (c) a person may be able to give information about the offence.

(2) The authorised person may require the person to give information about the offence.

*Transport Operations (Passenger Transport)
Act 1994*

(3) When making the requirement, the authorised person must warn the person it is an offence to fail to give the information, unless the person has a reasonable excuse.

(4) The person must comply with the requirement, unless the person has a reasonable excuse for not complying with it.

Maximum penalty—40 penalty units.

(5) It is a reasonable excuse for the person to fail to give information if giving it might tend to incriminate the person.

(6) The person does not commit an offence against this section if the information sought by the authorised person is not in fact relevant to the offence.

Power to require production of certain documents

129.(1) An authorised person may require a person who holds, or claims to hold, an accreditation, authorisation, licence or contract under this Act to produce it.

(2) The person must produce the document for inspection, unless the person has a reasonable excuse for not producing it.

Maximum penalty—40 penalty units.

(3) The authorised person may keep the document to take an extract from it or make a copy of it.

(4) The authorised person must return the document to the person as soon as practicable after taking the extract or making the copy.

PART 5—OTHER ENFORCEMENT MATTERS

False or misleading information

130.(1) A person must not—

*Transport Operations (Passenger Transport)
Act 1994*

- (a) state anything to the chief executive, an authorised person or a review panel the person knows is false or misleading in a material particular; or
- (b) omit from a statement made to the chief executive, an authorised person or a review panel anything without which the statement is, to the person's knowledge, misleading in a material particular.

Maximum penalty—60 penalty units.

(2) A complaint against a person for an offence against subsection (1)(a) or (b) is sufficient if it states that the statement made was false or misleading to the person's knowledge.

False, misleading or incomplete documents

131.(1) A person must not give to the chief executive, an authorised person or a review panel a document containing information the person knows is false, misleading or incomplete in a material particular.

Maximum penalty—60 penalty units.

(2) Subsection (1) does not apply to a person who, when giving the document to the chief executive, authorised person or review panel—

- (a) informs the chief executive, authorised person or review panel, to the best of the person's ability, how it is false, misleading or incomplete; and
- (b) gives the correct information to the chief executive, authorised person or review panel if the person has, or can reasonably obtain, the correct information.

(3) A complaint against a person for an offence against subsection (1) is sufficient if it states that the statement made was false, misleading or incomplete to the person's knowledge.

Compensation

132.(1) A person may claim compensation from the State if the person incurs loss or expense because of the exercise or purported exercise of a power under this chapter, including, for example, in complying with a

*Transport Operations (Passenger Transport)
Act 1994*

requirement made of the person under this chapter.

(2) Payment of compensation may be claimed and ordered in a proceeding for—

- (a) compensation brought in a court of competent jurisdiction for the recovery of compensation; or
- (b) an offence against this Act brought against the person by whom the claim is made.

(3) A court may order the payment of compensation for the loss or expense only if it is satisfied it is just to make the order in the circumstances of the particular case.

Authorised person to give notice of damage

133.(1) An authorised person who, in the exercise, or purported exercise, of a power under this chapter, damages anything must immediately give written notice of the particulars of the damage.

(2) The notice must be given to the person who appears to the authorised person to be the owner of the thing.

(3) If, for any reason, it is not practicable to comply with subsection (2), the authorised person must—

- (a) leave the notice at the place where the damage happened; and
- (b) ensure the notice is left in a reasonably secure way and in a conspicuous position.

(4) In this section—

“**owner**” of a thing includes the person in possession or control of the thing.

Consent to entry by an authorised person

134.(1) This section applies if the authorised person intends to seek the consent of an occupier of a place to an authorised person entering the place under this chapter.

*Transport Operations (Passenger Transport)
Act 1994*

(2) Before seeking the consent, the authorised person must inform the occupier—

- (a) of the purpose of the entry; and
- (b) that anything found and seized may be used in evidence in court; and
- (c) that the occupier is not required to consent.

(3) If the consent is given, the authorised person may ask the occupier to sign an acknowledgment of the consent.

(4) The acknowledgment must—

- (a) state the occupier was informed—
 - (i) of the purpose of the entry; and
 - (ii) that anything found and seized may be used in evidence in court; and
 - (iii) that the occupier was not required to consent; and
- (b) state the occupier gave the authorised person consent under this chapter to enter the place and exercise powers under this chapter.

(5) If the occupier signs an acknowledgment of consent, the authorised person must immediately give a copy to the occupier.

Obstruction of authorised person

135. A person must not obstruct an authorised person in the exercise of a power, unless the person has a reasonable excuse.

Maximum penalty—60 penalty units.

Impersonation of authorised person

136. A person must not pretend to be an authorised person.

Maximum penalty—80 penalty units.

PART 6—POWERS OF AUTHORISED PERSONS FOR RAILWAYS

Power to require name and address etc.

137.(1) An authorised person for a railway may require a person to state the person's name and address if the authorised person—

- (a) finds the person committing an offence (a **“relevant offence”**) against this Act or the *Transport Infrastructure Act 1994*, chapter 6³; or
- (b) finds the person in circumstances that lead, or has information that leads, the authorised person to reasonably suspect the person has just committed a relevant offence.

(2) The authorised person may also require the person to state the person's age if the authorised person reasonably suspects the person's age is required for the enforcement of this Act or the *Transport Infrastructure Act 1994*, chapter 6.

(3) When making the requirement, the authorised person must warn the person that it is an offence to fail to state the person's name and address and, if relevant, age unless the person has a reasonable excuse.

(4) The authorised person may require the person to give evidence of the correctness of the person's stated name, address or age if the authorised person reasonably suspects the stated name, address or age is false.

(5) A person must comply with the authorised person's requirement under subsection (1), (2) or (4), unless the person has a reasonable excuse for not complying with it.

Maximum penalty—40 penalty units.

(6) A police officer may arrest a person without a warrant if the police officer reasonably believes—

- (a) the person has just committed an offence against subsection (5); and

³ Chapter 6 (Rail transport infrastructure)

*Transport Operations (Passenger Transport)
Act 1994*

(b) proceedings by way of complaint and summons against the person would be ineffective.

(7) A person does not commit an offence against this section if—

(a) the person was required to state the person's name and address by an authorised person who suspected the person had committed a relevant offence; and

(b) the person is not proved to have committed the offence.

Power to require information from certain persons

138.(1) This section applies if an authorised person for a railway reasonably suspects—

(a) an offence against this Act has just been committed; and

(b) the offence relates to the construction, operation or maintenance of a railway; and

(c) a person may be able to give information about the offence.

(2) The authorised person may require the person to give information about the offence.

(3) When making the requirement, the authorised person must warn the person it is an offence to fail to give the information, unless the person has a reasonable excuse.

(4) The person must give the information, unless the person has a reasonable excuse.

Maximum penalty—40 penalty units.

(5) It is a reasonable excuse for an individual to fail to give information if giving it might tend to incriminate the individual.

(6) The person does not commit an offence against this section if the information sought by the authorised person is not in fact relevant to the offence.

Power to require production of tickets

139.(1) An authorised person for a railway may require anyone who is travelling by rail to produce to the authorised person the person's ticket for the journey.

(2) If an authorised person reasonably suspects a person who is at a railway station has just travelled by rail, the person may require the person to produce to the authorised person the person's ticket for the journey.

(3) If an authorised person reasonably suspects a ticket produced to the authorised person is an invalid ticket, the authorised person may require the person to give it to the authorised person.

(4) The person must comply with a requirement under subsection (1) to (3), unless the person has a reasonable excuse.

Maximum penalty—40 penalty units.

(5) A person does not commit an offence against subsection (4) because of subsection (1) if, immediately before the person started the journey, the railway station where the person started the journey—

- (a) was not open for business; and
- (b) was not equipped with an automatic ticket machine that was able to dispense tickets at the time.

Power to require person to leave train etc.

140.(1) An authorised person for a railway may direct a person to leave a railway, or a train or other passenger vehicle being operated by a railway manager or operator, if—

- (a) the authorised person finds the person committing an offence against section 141, 142 or 143, or the *Transport Infrastructure Act 1994*, section 146;⁴ and

⁴ Section 141 (Creating a disturbance on trains etc.)
Section 142 (Travelling without paying fare etc.)
Section 143 (Travelling on invalid ticket)
Section 146 (Interfering with railway)

*Transport Operations (Passenger Transport)
Act 1994*

(b) the authorised person reasonably believes the person may continue to commit or immediately repeat the offence.

(2) However, the authorised person may not give the direction if obeying the direction could put the person's safety at risk.

(3) The person must obey the direction, unless the person has a reasonable excuse.

Maximum penalty—40 penalty units.

(4) If the person does not obey the direction, the authorised person may use force that is reasonable to get the person to leave.

PART 7—RAILWAY OFFENCES

Creating disturbance on trains etc.

141. A person must not create a disturbance or create a nuisance while on a railway, or a train or other passenger vehicle being operated by a railway manager or operator, unless the person has a reasonable excuse.

Maximum penalty—20 penalty units.

(2) A police officer may arrest a person without a warrant if the police officer reasonably believes—

- (a) the person has just committed an offence against subsection (1); and
- (b) proceedings by way of complaint and summons against the person would be ineffective.

Travelling without paying fare etc.

142.(1) A person must not, without reasonable excuse, travel by railway unless—

- (a) before starting the journey, the person—

*Transport Operations (Passenger Transport)
Act 1994*

- (i) had paid the correct fare and obtained a ticket for the journey;
or
 - (ii) if the correct fare could not be paid—had obtained a ticket for the journey from an automatic ticket machine and the cost of the ticket was more than the correct fare, or was less than the correct fare but as close as possible as could be obtained from the machine; or
- (b) the person already had a ticket that authorised the person to travel on the journey.

Maximum penalty—20 penalty units.

(2) A person does not commit an offence against subsection (1) if, immediately before the person started on the journey, the railway station at which the person started the journey—

- (a) was not open for business; and
- (b) was not equipped with an automatic ticket machine that was capable of dispensing tickets.

(3) If—

- (a) a person obtains a ticket from an automatic ticket machine before starting a journey by railway; and
- (b) the cost of the ticket is less than the correct fare for the journey;

the person must, at or before the end of the journey, pay the difference to the railway operator, unless the person has a reasonable excuse.

Maximum penalty—20 penalty units.

(4) If—

- (a) a person cannot comply with subsection (1)(a) before starting a journey by railway because of circumstances mentioned in subsection (2); and
- (b) the person did not already have a ticket that authorised the person to travel on the journey;

the person must, at or before the end of the journey, pay the correct fare for the journey to the railway operator, unless the person has a reasonable excuse.

*Transport Operations (Passenger Transport)
Act 1994*

Maximum penalty—20 penalty units.

(5) A person does not commit an offence against subsection (3) or (4) for a journey if—

- (a) the person was not required by an authorised person for a railway to produce the person's ticket for the journey before the person left the railway station where the journey ended; and
- (b) that railway station was not open for business when the journey ended.

(6) However, if at or before the end of the journey mentioned in subsection (3) or (4), the person is required by an authorised person for a railway to produce the person's ticket, the person must immediately offer to pay the fare payable for the journey.

Maximum penalty—20 penalty units.

(7) A person must not, without reasonable excuse, travel by another transportation system provided by a railway manager or operator unless, before starting the journey, the person—

- (a) had paid the correct fare and obtained a ticket for the journey; or
- (b) the person already had a ticket that authorised the person to travel on the journey.

Maximum penalty—20 penalty units.

Travelling on invalid tickets

143.(1) A person must not travel, or attempt to travel—

- (a) by railway or by another transportation system provided by a railway manager or operator using an invalid ticket, unless the person has a reasonable excuse; or
- (b) by railway in a railway carriage of a higher class to the class shown on the person's ticket for the journey, unless the person has a reasonable excuse.

Maximum penalty—20 penalty units.

CHAPTER 12—MISCELLANEOUS

Transport arrangements for pupils

144.(1) The chief executive may make arrangements for the transport of pupils to and from schools or other educational establishments.

(2) Without limiting the scope of arrangements, arrangements may include—

- (a) arrangements for transporting pupils with or without charge between their homes and their educational establishments; and
- (b) arrangements for paying all or part of pupils' reasonable travel expenses.

Impact of certain decisions by local governments on public passenger transport

145.(1) A local government must obtain the chief executive's written approval if it intends to—

- (a) approve a subdivision, rezoning or development of land; or
- (b) carry out road works on a local government road or make changes to the management of a local government road;

and the approval or the works or changes would have a significant adverse impact on the provision of public passenger transport.

(2) The chief executive may make guidelines to which local governments must have regard in deciding whether an approval of the chief executive is required under subsection (1).

(3) An approval by the chief executive under subsection (1) may be subject to conditions consistent with the *Local Government (Planning and Environment) Act 1990*, including, for example, a condition that—

- (a) consideration, whether monetary or otherwise, be given to compensate the chief executive in taking action to rectify the impact the subdivision, rezoning, development, road works or changes will have; or

*Transport Operations (Passenger Transport)
Act 1994*

(b) action be taken to rectify the impact the subdivision, rezoning, development, road works or changes will have.

(4) Subsection (1) does not apply if the conditions applied and enforced by the local government for the subdivision, rezoning, development, road works or changes comply with permission criteria fixed by the chief executive.

(5) The permission criteria may include conditions consistent with the *Local Government (Planning and Environment) Act 1990*, including, for example, a condition that—

(a) consideration, whether monetary or otherwise, be given to compensate the chief executive in taking action to rectify the impact the subdivision, rezoning, development, road works or changes will have; or

(b) action be taken to rectify the impact the subdivision, rezoning, development, road works or changes will have.

(6) A local government must comply with conditions applying to it under this section.

(7) A failure by a local government to obtain an approval under subsection (1) for a subdivision, rezoning or development of land does not invalidate the local government's approval.

(8) An application for approval by the chief executive under subsection (1) must be dealt with—

(a) within 21 days after it is received; or

(b) within a longer period notified to the local government by the chief executive within the 21 day period.

(9) If—

(a) a local government applies for an approval under subsection (1); and

(b) the chief executive does not respond to the application within 21 days after receiving it;

the chief executive is taken to have given approval at the end of the 21 days.

Effect of decisions of Planning and Environment Court

146.(1) If—

- (a) an approval under section 145(1) is subject to conditions; and
- (b) a local government imposes conditions on the subdivision, rezoning, development, road works or changes to which the approval relates; and
- (c) the Planning and Environment Court amends the conditions mentioned in paragraph (b);

then, to the extent to which the amendment relates to the conditions of the approval under section 145(1), the conditions of the approval are taken to be amended accordingly.

(2) If—

- (a) there are permission criteria relevant to a subdivision, rezoning, development, road works or changes mentioned in section 145; and
- (b) a local government imposes conditions on the subdivision, rezoning, development, road works or changes; and
- (c) the Planning and Environment Court amends the conditions mentioned in paragraph (b);

then, to the extent to which the amendment relates to the permission criteria, the permission criteria are taken to be amended accordingly in their application to the subdivision, rezoning, development, road works or changes.

Demand management

147. The Minister may authorise a local government to carry out demand management measures to encourage the use of public passenger transport.

*Transport Operations (Passenger Transport)
Act 1994*

Inquiries about person's suitability to hold accreditation or authorisation

148.(1) The chief executive may make inquiries about a person to help in deciding whether—

- (a) the person is a suitable person to hold, or continue to hold, operator accreditation; or
- (b) the person or another person of whom the person is a partner is a suitable person to hold, or continue to hold, operator accreditation; or
- (c) a corporation of which the person is an executive officer is a suitable person to hold, or continue to hold, operator accreditation.

(2) If asked by the chief executive, the Commissioner of the Police Service must give the chief executive a written report about the person's criminal history.

(3) Subsection (2) applies to the criminal history in the Commissioner's possession or to which the Commissioner has access.

Offences of dishonesty

149.(1) A person must not obtain an accreditation, authorisation, contract or licence under this Act by intentionally or recklessly making a false representation.

Maximum penalty—60 penalty units.

(2) A person must not forge an accreditation, authorisation, contract or licence under this Act.

Maximum penalty—60 penalty units.

(3) A person must not intentionally or recklessly obtain, or help someone else obtain, a financial benefit under this Act to which the person is not entitled.

Maximum penalty—60 penalty units.

(4) A person must not—

*Transport Operations (Passenger Transport)
Act 1994*

- (a) use an accreditation, authorisation, contract or licence under this Act fraudulently; or
- (b) permit the fraudulent use by someone else of an accreditation, authorisation, contract or licence under this Act.

Maximum penalty—60 penalty units.

Records and evidence from records

150.(1) The chief executive must keep records of the grant, refusal to grant, amendment, suspension and cancellation of accreditations, authorisations, contracts and licences under this Act.

(2) A certificate apparently signed by a delegate of the chief executive and stating any of the following matters is evidence of the matter—

- (a) that a person mentioned in the certificate held or did not hold an accreditation, authorisation, contract or licence of a stated kind on a day or throughout a period mentioned in the certificate;
- (b) the conditions of an accreditation, authorisation, contract or licence held by a named person under this Act on a day or throughout a period mentioned in the certificate;
- (c) that a person did not give a stated notice to the chief executive.

Proceedings for offences

151.(1) An offence against this Act is a summary offence.

(2) A proceeding for an offence must start—

- (a) within 1 year after the offence is committed; or
- (b) within 6 months after the offence comes to the complainant's knowledge, but within 2 years after the offence is committed.

No need to prove appointments

152. In a proceeding for an offence against this Act, there is no need to prove the appointment of an authorised person for a railway.

Prosecutions for railway offences

153.(1) This section applies to an offence against this Act committed by a person while the person was travelling by rail.

(2) A complaint for the offence may be heard at a place appointed for holding Magistrates Courts within any of the districts through which the person travelled on the rail journey.

(3) This section has effect despite, but does not limit, the *Justices Act 1886*, section 139⁵.

Attempt to commit offence

154.(1) A person must not attempt to commit an offence against this Act. Maximum penalty—half the maximum penalty for committing the offence.

(2) Section 4 (Attempts to commit offences) of the Criminal Code applies to subsection (1).

Regulations

155.(1) The Governor in Council may make regulations under this Act.

(2) A regulation may be made prescribing offences for a contravention of a regulation and fixing a maximum penalty of not more than 80 penalty units for the contravention.

(3) A regulation may—

- (a)** prescribe fees and charges payable for the issue of instruments or doing other things under this Act; or
- (b)** make provision about the safety of public passenger services and issues affecting the safety of the services; or
- (c)** relate to fares charged for the use of public passenger services; or
- (d)** make provision about the rights and obligations of passengers and drivers of public passenger vehicles; or

⁵ Section 139 (Where summary cases to be heard)

*Transport Operations (Passenger Transport)
Act 1994*

- (e) specify the requirements for operator accreditation or driver authorisation; or
- (f) provide for the funding or operation of public passenger services and issues affecting the services; or
- (g) specify requirements for public passenger vehicles or for equipment for public passenger vehicles; or
- (h) require the collection, maintenance, retention or production of records.

CHAPTER 13—TRANSITIONAL PROVISIONS

PART 1—SAVINGS AND TRANSITIONAL

Application of Judicial Review Act to certain transitional decisions

156.(1) The *Judicial Review Act 1991*,⁶ section 29(2) and (3) do not apply to a decision of the chief executive—

- (a) made under this chapter; or
- (b) to cancel, suspend, grant or refuse to renew a licence, permit, contract or other authority under—
 - (i) a provision of the *State Transport Act 1960* that continues to have effect under this chapter; or
 - (ii) the *Urban Public Passenger Transport Act 1984*; or
- (c) to declare that a service contract is required to provide the public passenger services for a specified area or route;⁷ or

⁶ Section 29(2) and (3) deals with the stay of decisions.

⁷ Declarations are made under section 42.

*Transport Operations (Passenger Transport)
Act 1994*

(d) to refuse to grant the initial service contract under chapter 6 for an area or route.

(2) This section expires 3 years after it commences.

Compensation not recoverable for certain decisions

157.(1) To remove any doubt, compensation is not recoverable from anyone (including the chief executive and the State)—

(a) for or in relation to a decision mentioned in section 156(1) (Application of Judicial Review Act to certain transitional decisions); or

(b) because the application of this part to a licence, permit, contract, subsidy or other payment.

(2) This section expires 3 years after it commences.

(3) The *Acts Interpretation Act 1954*, section 20A applies to this section.

Continued application of State Transport Act, s 77 to certain decisions etc.

158.(1) Despite the repeal of provisions of the *State Transport Act 1960*, section 77 of the Act continues to have effect for a decision mentioned in section 156(1) (Application of Judicial Review Act to certain transitional decisions).

(2) This section expires 3 years after it commences.

(3) The *Acts Interpretation Act 1954*, section 20A applies to this section.

Operators of scheduled passenger services

159.(1) This section applies to a scheduled passenger service by road that—

(a) was being provided under the *State Transport Act 1960*, part 4 or 5 for an area or route immediately before the commencement; and

(b) falls within the definition “scheduled passenger service” in the dictionary to this Act.

*Transport Operations (Passenger Transport)
Act 1994*

(2) Despite the repeal of provisions of the *State Transport Act 1960*, parts 4 and 5 of the Act continue to apply to the service.

(3) If a licence under the *State Transport Act 1960*, part 4 expires, it may be renewed until the end of 2 years after the commencement.

(4) If a permit under the *State Transport Act 1960*, part 5 expires, another permit with similar provisions may be issued under that part to expire no later than 2 years after the commencement.

(5) A licence or permit issued under the *State Transport Act 1960*, part 4 or 5 terminates—

- (a) at the end of its term; or
- (b) if the chief executive enters into a new service contract for the provision of public passenger services of that kind for the area or route; or
- (c) if the chief executive enters into a new service contract for the provision of public passenger services of that kind for part of the area or route and the chief executive notifies the operator in writing that this section ceases to apply; or
- (d) at the end of 2 years after the commencement;

whichever happens first.

(6) This section expires 2 years after the commencement.

Contracts to provide scheduled urban bus services

160.(1) This section applies to scheduled urban bus services for an area or route that were, at the commencement, the subject of a contract between the corporation sole established under the *Urban Public Passenger Transport Act 1984*, section 10 and the operator of the services.

(2) Section 159 (Operators of scheduled passenger services) of this Act does not apply to the services to which this section applies.

(3) Despite the repeal of provisions of the *State Transport Act 1960*, parts 4 and 5 of the Act continue to apply to the services.

(4) If a licence for the services under the *State Transport Act 1960*, part 4 expires, it may be renewed until—

*Transport Operations (Passenger Transport)
Act 1994*

- (a) the end of the term of the contract (not including any renewal); or
- (b) the contract is terminated; or
- (c) the parties agree to renegotiate the contract; or
- (d) the parties agree to enter into a service contract under chapter 6 for the area or route to which the licence applied, or for part of the area or route;

whichever happens first.

(5) If a permit under the *State Transport Act 1960*, part 5 expires, another permit with similar provisions may be issued under that part to expire no later than—

- (a) the end of the term of the contract (not including any renewal); or
- (b) the contract is terminated; or
- (c) the parties agree to renegotiate the contract; or
- (d) the parties agree to enter into a service contract under chapter 6 for the area or route to which the permit applied, or for part of the area or route;

whichever happens first.

(6) A contract entered under the *Urban Public Passenger Transport Act 1984*, section 10 or a licence or permit under the *State Transport Act 1960*, part 4 or 5 terminates—

- (a) at the end of its term; or
- (b) if the chief executive enters into a new service contract for the provision of public passenger services of that kind for the area or route; or
- (c) if the chief executive enters into a new service contract for the provision of public passenger services of that kind for part of the area or route and the chief executive notifies the operator in writing that this section ceases to apply; or
- (d) at the end of 2 years after the commencement;

whichever happens first.

(7) This section expires 2 years after the commencement.

*Transport Operations (Passenger Transport)
Act 1994*

Arrangements for school transport—fixed term contracts

161.(1) This section applies to a school transport service that was being provided immediately before the commencement by an operator for an area or route under an arrangement under the *State Transport Act 1960*, part 9A between the State and the operator that was entered into for a fixed term.

(2) The chief executive is taken to have declared, under section 42 (Declaration that service contracts are required), that a service contract is required to provide the service.

(3) The operator is taken to have entered into a service contract under chapter 6 with the chief executive in the same terms as the existing arrangement between the State and the operator for the service.

(4) Section 62(1) (Offer of new service contract) does not apply to the service contract.

(5) This section ceases to apply to an operator—

- (a) at the end of 2 years after the commencement; or
- (b) if the chief executive decides—at the end of the term of the existing arrangement;

whichever happens first.

(6) The chief executive may apply additional conditions specifying minimum levels of service.

(7) This section does not prevent the termination of an arrangement in accordance with its terms.

(8) This section expires 4 years after it commences or, if an earlier date is prescribed by regulation, on that date.

Arrangements for school transport—other contracts

162.(1) This section applies to a school transport service being provided immediately before the commencement for an area or route by an operator under an arrangement under the *State Transport Act 1960*, part 9A between a local conveyance committee established under the *Education Regulation 1988* and the operator.

(2) The chief executive is taken to have declared, under section 42

*Transport Operations (Passenger Transport)
Act 1994*

(Declaration that service contracts are required), that a service contract is required to provide the service.

(3) The operator is taken to have entered into a service contract under chapter 6 with the chief executive in the same terms (other than terms about the term of the contract) as the existing arrangement between the local conveyance committee and the operator for the service.

(4) However, this section ceases to apply to an operator—

- (a) if the chief executive enters into a new service contract for the provision of public passenger services of that kind for that area or route; or
- (b) if the chief executive enters into a new service contract for the provision of public passenger services of that kind for part of the area or route and the chief executive notifies the operator in writing that this section ceases to apply; or
- (c) at the end of 2 years after the commencement;

whichever happens first.

(5) In addition, this section does not prevent the termination of an arrangement in accordance with its terms.

(6) This section expires 2 years after it commences or, if an earlier date is prescribed by regulation, on that date.

Holders of licences to hire

163.(1) A person who, immediately before the commencement, held a licence to hire-taxi-meter cab or a licence to hire-exempted cab under the *State Transport Act 1960*, part 3 may continue to operate the taxi service under the licence to hire.

(2) A person who, immediately before the commencement, held a licence to hire-private hire car under the *State Transport Act 1960* may continue to operate the private hire car service under the licence to hire.

(3) This section ceases to apply to a person—

- (a) if the licence to hire expires, is cancelled or is suspended; or
- (b) when the corresponding taxi service licence or limousine service

*Transport Operations (Passenger Transport)
Act 1994*

licence is issued under this Act;
whichever happens first.

(4) Despite the repeal of provisions of the *State Transport Act 1960*, part 3 of the Act continues to have effect for the purposes of the licences.

(5) This section expires 1 year after the commencement.

Licensed areas for taxi and limousine services

164.(1) Each licensed area in which a person could operate under a licence to hire-taxi-meter cab, a licence to hire-exempted cab, or a licence to hire-private hire car, immediately before the commencement becomes, on the commencement, a taxi service area or a limousine service area.

(2) This section expires 2 years after the commencement or, if an earlier date is fixed by regulation, on that date.

Air transport where subsidy agreements apply

165.(1) This section applies to an air service that was, immediately before the commencement, being provided for a route mentioned in subsection (2) under air licence S44 or S45 under the *State Transport Act 1960*, part 8 and in accordance with a subsidy agreement between the State and the operator for the air services on the route.

(2) The routes are as follows—

- (a) Toowoomba /St. George /Cunnamulla /Thargomindah /Cunnamulla /St. George /Toowoomba;
- (b) Brisbane /Roma /Charleville /Quilpie /Windorah /Birdsville /Bedourie /Boulia/Mount Isa /Boulia /Bedourie /Birdsville /Windorah /Quilpie /Charleville /Roma /Brisbane;
- (c) Brisbane /Roma /Charleville /Longreach /Charleville /Roma /Brisbane;
- (d) Brisbane /Roma /Longreach /Roma /Brisbane;
- (e) Brisbane /Blackall /Longreach /Blackall /Brisbane;
- (f) Brisbane /Barcaldine /Longreach /Barcaldine /Brisbane;

*Transport Operations (Passenger Transport)
Act 1994*

- (g) Townsville /Charters Towers /Hughenden /Winton /Longreach /Winton /Hughenden /Charters Towers /Townsville;
- (h) Townsville /Charters Towers /Hughenden /Richmond /Julia Creek /Cloncurry /Mount Isa /Cloncurry /Julia Creek /Richmond /Hughenden /Charters Towers /Townsville.

(3) The chief executive is taken to have declared, under section 42 (Declaration that service contracts are required), that a service contract is required to provide the service.

(4) Each operator is taken to have entered into a service contract under chapter 6 with the chief executive in the same terms as the existing subsidy agreement between the State and the operator for the air services on the route.

(5) Section 62(1) (Offer of new service contract) does not apply to the service contract.

(6) This section ceases to apply to an operator at the end of the term of the existing subsidy agreement.

(7) This section does not prevent the termination of an agreement under its terms.

(8) This section expires on 31 May 1996.

Other air transport services for certain routes

166.(1) This section applies to an air service that was, immediately before the commencement, being provided for a route mentioned in subsection (2) under an air licence under the *State Transport Act 1960*, part 8.

(2) The routes are as follows—

- (a) Cairns /Weipa /Cairns (licence S34);
- (b) Cairns /Horn Island /Cairns (licences S16 and S31).

(3) The chief executive is taken to have declared, under section 42 (Declaration that service contracts are required), that a service contract is required to provide the service for the route Cairns /Weipa /Cairns.

(4) The operator of the service route Cairns /Weipa / Cairns is taken to have entered into a service contract under chapter 6 with the chief

*Transport Operations (Passenger Transport)
Act 1994*

executive—

- (a) on the same terms as the existing air licence for the air services on the route; and
- (b) that provides the operator with the exclusive right to operate the air service.

(5) Section 62(1) (Offer of new service contract) does not apply to the service contract.

(6) The licences for the route Cairns /Horn Island /Cairns continue in force until—

- (a) the end of the term of the licence; or
- (b) a service contract to provide the air service is entered into.

(7) The chief executive is taken to have declared, under section 42 (Declaration that service contracts are required), that a service contract is required to provide a scheduled air service for the route Cairns /Horn Island /Cairns other than under licences S16 and S31.

(8) Despite the repeal of provisions of the *State Transport Act 1960*, part 8 of the Act continues to have effect for the licence mentioned in subsection (6).

(9) This section does not prevent the termination of a service contract under its terms.

(10) This section expires on 31 May 1996.

Provisional operator accreditation for existing operators

167.(1) A person who, immediately before the commencement—

- (a) held a licence to hire-taxi-meter cab, a licence to hire-exempted cab or a licence to hire-private hire car under the *State Transport Act 1960*, part 3; or
- (b) held a licence under part 4 or a permit under part 5 of the Act; or
- (c) operated a school transport service under an arrangement under part 9A of the Act;

is taken to have been granted provisional operator accreditation for a service

*Transport Operations (Passenger Transport)
Act 1994*

of the kind.

(2) This section ceases to apply to a person—

- (a) if the chief executive grants, or refuses to grant, operator accreditation or provisional operator accreditation to the person for the service; or
- (b) if the person fails to apply for operator accreditation or provisional operator accreditation for the service within 30 days after being asked in writing to apply by the chief executive; or
- (c) at the end of 2 years after the commencement;

whichever happens first.

(3) This section expires 2 years after the commencement.

Operator accreditation for courtesy and community transport services

168.(1) Section 15 (Duties of operators) does not apply to courtesy and community transport services until the end of 1 year after the commencement.

(2) This section expires 1 year after the commencement.

Transitional provisional driver authorisation for drivers

169.(1) A person who, immediately before the commencement, was employed as a driver in Queensland to provide a particular public passenger service by an operator who had a licence under part 4, a permit under part 5, or an arrangement under part 9A, of the *State Transport Act 1960* is taken to have been granted provisional driver authorisation for a service of the kind.

(2) This section ceases to apply to a person—

- (a) if the chief executive grants, or refuses to grant, driver authorisation or provisional driver authorisation to the person for the service; or
- (b) if the person fails to apply for a driver authorisation or provisional driver authorisation for the service within 30 days after being

*Transport Operations (Passenger Transport)
Act 1994*

asked in writing to apply by the chief executive; or

- (c) at the end of 2 years after the commencement;

whichever happens first.

- (3) This section expires 2 years after the commencement.

Driver authorisation for courtesy and community vehicle drivers

170.(1) Section 27 (Driver must hold appropriate authorisation) does not apply to courtesy and community transport services until the end of 1 year after the commencement.

- (2) This section expires 1 year after the commencement.

Transitional provisional driver authorisation for hire drivers

171.(1) A person who, immediately before the commencement—

- (a) held a hire driver's licence; or
(b) was permitted to drive a taxi-meter cab, an exempted cab or private hire car under a licence to hire;

under the *State Transport Act 1960*, part 3 is taken to have been granted provisional driver authorisation under this Act for a taxi service or limousine service.

(2) This section ceases to apply to a person—

- (a) if the chief executive grants, or refuses to grant, a driver authorisation or provisional driver authorisation for a taxi service or limousine service to the person; or
(b) at the end of 1 year after the commencement or, if the person's licence would expire before then, on the day on which the licence would expire;

whichever happens first.

- (3) This section expires 2 years after the commencement.

*Transport Operations (Passenger Transport)
Act 1994*

Preservation of financial arrangements

172.(1) If the Minister had, before the commencement, approved under the *Urban Passenger Service Proprietors Assistance Act 1975*, section 18 the payment of an interest rate subsidy mentioned in section 17(1)(a) of the Act to an operator of public passenger services, the subsidy may continue to be paid to the operator on the terms on which it was being paid before the commencement while the operator—

- (a) holds a licence or permit to which section 148 applies to operate the services; or
- (b) holds a service contract under chapter 6 to operate the services or similar services.

(2) A person who holds a licence or permit to which section 159 applies to operate public passenger services may apply under the *Urban Passenger Service Proprietors Assistance Act 1975*, section 18 for the payment of an interest rate subsidy mentioned in section 17(1)(a) of the Act for the services.

(3) If a subsidy is granted under subsection (2), it may continue to be paid while the operator—

- (a) holds the licence or permit to which section 159 applies to operate the services; or
- (b) holds a service contract under chapter 6 to operate the services or similar services.

(4) An agreement to pay an interest rate subsidy of the kind mentioned in section 17(1)(a) of the *Urban Passenger Service Proprietors Assistance Act 1975* must not be entered into under section 52 (Approval of basis for funding or other financial assistance by State) in a service contract under chapter 6 at any time after the end of 5 years after the commencement.

(5) An interest rate subsidy mentioned in subsection (4) must not be paid at any time after the end of 15 years after the commencement.

(6) If the Minister had, before the commencement, approved under the *Urban Passenger Service Proprietors Assistance Act 1975*, section 18 payments calculated on the basis of gross fare revenue to an operator of a public passenger service, the Minister may continue to pay amounts to the operator under this section during a year that are not more than the total of

*Transport Operations (Passenger Transport)
Act 1994*

the amounts payable to the operator under section 17(1)(b) of the Act and the amounts payable to the operator for revenue foregone for providing concessions to holders of seniors' cards in the year ending on the commencement.

(7) If, before the commencement, amounts were payable to an operator of a scheduled urban bus service under a contract mentioned in section 160 (Contracts to provide scheduled urban bus services), the Minister may continue to pay amounts to the operator under this section during a year that are not more than the total of the amounts payable to the operator under the contract in the year ending on the commencement.

(8) Payments under subsections (6) and (7) to an operator (other than payments to reimburse concessions granted by the operator to pensioners or seniors' card holders and any other concessions required of the operator by the State) are to be progressively reduced to zero over a period of 5 years starting on the commencement in a way decided by the Minister and are to cease after 2 years if the operator does not enter into a service contract under chapter 6.

(9) However, the Minister may direct that the reduction is not to apply to an operator, but, if the Minister does so, the Minister must table a copy of the direction in the Legislative Assembly within 5 sitting days after it is given.

(10) Payments under subsection (6) to an operator for a public passenger service may continue to be made while the operator—

- (a) holds the licence or permit to which section 159 (Operators of scheduled passenger services) applies to operate the services; or
- (b) holds a service contract under chapter 6 to operate the services or similar services.

(11) Payments under subsection (7) to an operator for a public passenger service may continue to be made while—

- (a) the contract mentioned in section 160 under which the service is operated remains in force; or
- (b) the operator holds a service contract under chapter 6 to operate the services or similar services.

(12) Section 52(3) (which deals with funding details to be included in the

*Transport Operations (Passenger Transport)
Act 1994*

department's annual report) does not apply to payments under subsections (6) and (7) of this section.

(13) If the Minister had, before the commencement, approved under the *Urban Passenger Service Proprietors Assistance Act 1975*, section 18 the payment of a subsidy for local pensioner services mentioned in section 17(3) of the Act to an operator of public passenger services, the subsidy may continue to be paid to the operator on the terms on which it was being paid before the commencement while the operator holds a licence or permit to which section 159 applies to operate the public passenger services.

(14) Despite the repeal of the *Urban Passenger Service Proprietors Assistance Act 1975*, sections 17, 18 and 19 of the Act continue to have effect for the purposes of the subsidies.

(15) This section expires 5 years after the commencement.

(16) The *Acts Interpretation Act 1954*, section 20A applies to this section.

Making of certain standards

173.(1) This section applies to a standard about, or substantially about, matters contained in the following information bulletins published by the department—

- VSS.10.6/94 about heavy omnibus service life extensions
- VSS.11.6/94 about bus safety standards policy
- VSS.12.6/94 about bus safety padding for handrails, seats, stanchions and partitions.

(2) The chief executive may make a standard to which this section applies without complying with the following sections—

- section 93 (Notice of proposal to prepare draft standard)
- section 94 (Preparation of draft standard)
- section 95 (Notice of draft standard)
- section 96 (Preparation of standard).

(3) This section expires 1 year after the commencement.

PART 2—TRANSITION OF REFERENCES IN ACTS

Application of part

174. This part applies to references in Acts enacted before its commencement.

Urban Passenger Service Proprietors Assistance Act 1975 references

175. A reference to the *Urban Passenger Service Proprietors Assistance Act 1975* is taken to be a reference to this Act.

Urban Public Passenger Transport Act 1984 references

176. A reference to the *Urban Public Passenger Transport Act 1984* is taken to be a reference to this Act.

State Transport Act 1960 references etc.

177.(1) A reference (whether express or implied) to a provision of the *State Transport Act 1960* repealed by this Act is taken to be a reference to this Act.

(2) A reference to a licence to hire-taxi-meter cab or a licence to hire-exempted cab under the *State Transport Act 1960* is taken to be a reference to a taxi service licence under this Act.

(3) A reference to a licence to hire-private hire car under the *State Transport Act 1960* is taken to be a reference to a limousine service licence.

PART 3—TRANSITIONAL REGULATIONS

Transitional regulations

178.(1) A regulation may make provision with respect to any matter for which—

*Transport Operations (Passenger Transport)
Act 1994*

- (a) it is necessary or convenient to assist the operation from an Act repealed or amended by this Act to the operation of this Act; and
- (b) this Act does not make provision or sufficient provision.

(2) A regulation under subsection (1) may be given retrospective effect to a date not earlier than the commencement.

Expiry of part

179. This part expires 2 years after the commencement.

SCHEDULE 1

DISQUALIFYING OFFENCES—PROVISIONS OF THE CRIMINAL CODE

dictionary, def “disqualifying offence”

1. Section 95 (Murder)
2. Section 96 (Manslaughter)
3. Section 104 (Attempt to murder)
4. Section 105 (Accessory after the fact to murder)
5. Section 106 (Documented threats to murder)
6. Section 107 (Conspiring to murder)
7. Section 108 (Aiding suicide)
8. Section 109 (Killing an unborn child)
9. Section 110 (Hiding the birth of a child)
10. Section 111 (Grievous bodily harm)
11. Section 114 (Assault)
12. Section 115 (Assault of crew member in aircraft)
13. Section 116 (Rape)
14. Section 117 (Sexual assault)
15. Section 118 (Procuring act of gross indecency)
16. Section 120 (Kidnapping for ransom)
17. Section 122 (Kidnapping)
18. Section 124 (Deprivation of liberty)
19. Section 126 (Child stealing)
20. Section 127 (Harbouring stolen child)

SCHEDULE 1 (continued)

21. Section 128 (Abduction of child under 16)
22. Section 129 (Unlawful custody of mental patient)
23. Section 131 (Threats)
24. Section 133 (Unlawful stalking)
25. Section 134 (Dangerous operation of a vehicle)
26. Section 135 (Contravening Act about commercial vehicles)
27. Section 136 (Putting destructive thing in vehicle etc.)
28. Section 137 (Endangering persons on a vehicle)
29. Section 138 (Disabling or stupefying with intent to commit a crime)
30. Section 139 (Acts intended to cause serious harm or stop arrest or detention)
31. Section 140 (Placing exposure or noxious substance with intent)
32. Section 141 (Placing explosive substance)
33. Section 142 (Setting traps)
34. Section 143 (Permitting traps to remain)
35. Section 144 (Acts causing bodily harm)
36. Section 145 (Obstructing rescue or escape from unsafe premises)
37. Section 146 (Administering poison with intent to harm)
38. Chapter 2 (Personal offences), part 4 (Other offences endangering life, health or safety), division 3 (Offences against persons under care)
39. Section 156 (Stealing)
40. Section 158 (Dishonest appropriation)
41. Section 163 (Making property moveable with intent to steal or dishonestly appropriate)

SCHEDULE 1 (continued)

42. Chapter 3 (Property offences, dishonesty offences and associated offences), part 1 (Stealing, dishonest appropriation and associated offences), division 3 (Offences about property derived from other offences)
43. Chapter 3 (Property offences, dishonesty offences and associated offences), parts 2 (Robbery and extortion) and 3 (Burglary)
44. Section 171 (Unlawful use or possession of vehicle)
45. Section 172 (Unlawfully taking control of aircraft)
46. Section 180 (Tampering with documents)
47. Section 184 (Fraud)
48. Section 185 (Impersonation)
49. Section 186 (Unlawful acknowledgment)
50. Section 187 (Gaining or giving unauthorised status)
51. Section 190 (Unlawful damage)
52. Section 191 (Danger by placing explosive or noxious substance)
53. Section 192 (Damaging mines)
54. Chapter 5 (Other public interest offences), part 1 (Sexual offences)
55. Section 275 (Trafficking in a dangerous drug)
56. Section 276 (Supplying a dangerous drug)
57. Section 277 (Receiving or possessing property derived from trafficking or supplying dangerous drugs or converted property)
58. Section 278 (Producing a dangerous drug)
59. Section 279 (Possessing a dangerous drug)
60. Section 280 (Unlawful possession of a certain thing)
61. Section 281 (Permitting place to be used for drugs misuse offence)
62. Section 284 (Protection of informers)

SCHEDULE 2

APPEALS AGAINST ADMINISTRATIVE DECISIONS

sections 104 and 109

| Section | Description of decision | Court |
|----------------|--|-------------------------|
| 17 | Refusal to grant or renew operator accreditation | Magistrates |
| 20 | Amendment, suspension or cancellation of operator accreditation | Magistrates |
| 29 | Refusal to grant or renew driver authorisation | Magistrates |
| 32 | Amendment, suspension or cancellation of driver authorisation | Magistrates |
| 46(8) | Requirement to take steps to remedy service inadequacies | District or Magistrates |
| 46(9) | Termination of service contract for failure to remedy service inadequacies | District or Magistrates |
| 47(1) | Amendment, suspension or cancellation of a service contract for contravention of a condition of the service contract | District or Magistrates |

*Transport Operations (Passenger Transport)
Act 1994*

SCHEDULE 2 (continued)

| | | |
|--------|--|--------------------------|
| 75(1) | Amendment of the conditions of a taxi service licence | Magistrates |
| 77(2) | Requirement to pay amount as condition of transfer of taxi service licence between areas | District or Magistrates |
| 79 | Suspension or cancellation of a taxi service licence | District or Magistrates |
| 88(1) | Amendment of conditions of a limousine service licence | Magistrates |
| 91 | Suspension or cancellation of a limousine service licence | District or Magistrates |
| 145(1) | Refusal to approve subdivision, rezoning, development, road works or changes to management of road | Planning and Environment |
| 145(3) | Imposition of Conditions | Planning and Environment |

If this schedule indicates that an appeal may be made to a District Court or a Magistrates Court, the appeal is to be to a District Court if the amount involved is more than \$40 000 and to a Magistrates Court in any other case.

SCHEDULE 3

DICTIONARY

section 3

“accredited operator” means a person who holds an operator accreditation or provisional operator accreditation.

“air service” means a scheduled passenger service provided by aircraft between airports in the State.

“authorised driver” means a person who holds a driver accreditation or a provisional driver accreditation.

“authorised person” means—

- (a) for an authorised person for a railway—a person who holds an appointment under this Act as an authorised person for the railway; or
- (b) a person who holds an appointment under this Act as an authorised person.

“bus” means a motor vehicle with seating capacity for 9 or more passengers (excluding the driver).

“charter bus service” means a public passenger service involving the charter of a bus and driver for prearranged journeys and for pre-agreed amounts if—

- (a) neither the operator nor the driver receive individual fares; and
- (b) each journey has a common origin or destination or both; and
- (c) the charterer has the right to decide the route and time of travel.

“commercial service contract” see section 50(2).

“community transport service” means a passenger transport service funded or subsidised out of public money or by a charity and provided for the benefit of a particular group.

SCHEDULE 3 (continued)

“conviction” includes a finding of guilt, and the acceptance of a plea of guilty, by a court, whether or not a conviction is recorded.

“courtesy transport service” means a passenger transport service provided, free of charge, by an entity using a vehicle of the entity for customers, clients or students of the entity.

“criminal history” of a person means the person’s criminal history within the meaning of the *Criminal Law (Rehabilitation of Offenders) Act 1986*, and—

- (a) despite section 6 of that Act, includes a conviction of the person to which the section applies; and
- (b) despite section 5 of that Act, includes a charge made against the person for an offence.

“demand management measures” includes pricing of parking, other demand management pricing, bus priority and high vehicle occupancy measures.

Example of high vehicle occupancy measures—

Dedicated transit lanes.

“disqualifying offence” means—

- (a) an offence against a provision of the Criminal Code mentioned in schedule 1; or
- (b) an offence against the *Weapons Act 1990* punishable by imprisonment for 1 year or more, even though a fine may be imposed in addition or as an alternative; or
- (c) an offence prescribed by regulation; or
- (d) an offence committed outside Queensland that would be a disqualifying offence if committed in Queensland.

“driver” means the driver of a public passenger vehicle.

“driver authorisation” see section 24.

SCHEDULE 3 (continued)

“eligible school children” means children whose travel to and from school or another educational establishment is the subject of an arrangement under section 144.

“executive officer” of a corporation means a person who is concerned with, or takes part in, the corporation’s management, whether or not the person is a director or the person’s position is given the name of executive officer.

“ferry” includes ship, boat and hovercraft.

“ferry service” means a public passenger service provided by a ferry on or over water, and includes a service provided by water taxi.

“government funded service contract” see section 50(3).

“invalid ticket”, for chapter 11, parts 6 and 7⁸ means a ticket for a rail journey that—

- (a) is used by a person after the end of the journey for which the ticket was issued; or
- (b) is used by a person for a journey that is not the journey for which the ticket was issued; or
- (c) is used by a person after the expiry time on the ticket; or
- (d) has been altered or defaced; or
- (e) was obtained by a false statement about a concession fare; or
- (f) is counterfeit.

“lease” of a taxi service licence or a limousine service licence means a transfer of the licence made on condition that the licence will, at the end of a specified term, or on fulfilment of a specified condition, revert to the transferor.

“limousine” means a motor vehicle for which a limousine service licence is in force.

⁸ Chapter 11 (Enforcement), part 6 (Powers of authorised persons for railways) and part 7 (Railway offences)

SCHEDULE 3 (continued)

“limousine service” means an unscheduled public passenger service provided by a luxury motor vehicle where the fare for a journey is decided before the journey begins.

“limousine service licence” see section 82.

“local government road” means a road under the control of a local government.

“long distance scheduled passenger service” means a scheduled public passenger service in which passengers are carried on an established route—

- (a) for an average distance of at least 40 km; or
- (b) between non-contiguous service contract areas or routes.

“luxury motor vehicle” means a vehicle declared by a regulation to be a luxury motor vehicle.

“obstruct” includes hinder, resist or attempt to obstruct.

“occupier” of a place includes a person who reasonably appears to be the occupier, or in charge of, the place.

“operator” means a person carrying on the business of providing a public passenger service, and includes a person carrying on the business of administering a taxi service.

“operator accreditation” see section 12.

“person in control” includes—

- (a) for a ferry—the person who has, or reasonably appears to have, command or charge of the ferry; and
- (b) for another vehicle—the vehicle’s driver or the person who reasonably appears to be the vehicle’s driver.

“place” includes land, waters and premises, but does not include a vehicle.

“premises” includes—

- (a) a building, wharf or other structure; and
- (b) a part of a building, wharf or other structure; and

SCHEDULE 3 (continued)

- (c) land or waters where a building, wharf or other structure is situated.

“public notice” means a notice published in a newspaper circulating generally throughout the State or, if the matter being published is of interest only in a particular area, in a newspaper circulating generally throughout the area.

“public passenger service” means a service for the carriage of passengers if—

- (a) the service is provided for fare or other consideration; or
- (b) the service is provided in the course of a trade or business (but not if it is provided by an employer solely for employees); or
- (c) the service is a courtesy or community transport service;

but does not include a service excluded from this Act by a regulation.

“public passenger vehicle” means any of the following vehicles used to transport members of the public—

- (a) a bus;
- (b) a ferry;
- (c) a taxi;
- (d) a fixed track vehicle;
- (e) an aircraft;
- (f) a limousine;
- (g) a vehicle classified by regulation as a public passenger vehicle.

“public place” means a place that the public is entitled to use, is open to the public or is used by the public, whether or not on payment of money.

“railway manager” has the meaning given by the *Transport Infrastructure Act 1994*.

“railway operator” has the meaning given by the *Transport Infrastructure Act 1994*.

SCHEDULE 3 (continued)

“reasonably” means on grounds that are reasonable in all the circumstances.

“restricted school service” means a scheduled passenger service only for the transport of school children who pay fares for the service if the amount of the fares is negotiated between the school concerned and the operator.

“road” has the same meaning as in the *Transport Infrastructure Act 1994*, chapter 5 (Road transport infrastructure).

“road works” has the same meaning as in the *Transport Infrastructure Act 1994*, chapter 5 (Road transport infrastructure).

“scheduled passenger service” means a public passenger service conducted on an established route in accordance with a regular timetable, and includes a school service and a restricted school service, but does not include a tourist service or a long distance scheduled passenger service.

“school service” means a public passenger service only or primarily for the transport of school children.

“service contract” see section 38(1).

“service contract area or route” means an area or route for which a service contract is required under section 42 (Declaration that service contracts are required) to provide particular public passenger services.

“standard” means a standard in force under this Act.

“taxi” means a motor vehicle for which a taxi service licence is in force.

“taxi service” means a public passenger service provided by a motor vehicle with a seating capacity for not more than 11 passengers (excluding the driver) under which the vehicle—

- (a) is able, when not hired, to be hailed for hire by members of the public; and
- (b) provides a demand responsive service under which members of the public are able to hire the vehicle through electronic communication; and

SCHEDULE 3 (continued)

(c) may ply or stand for hire on a road.

“taxi service area” means an area declared under section 71 (Taxi service areas).

“taxi service licence” see section 69.

“tourist service” means a pre-booked public passenger service for the carriage of tourists on a publicly available tour itinerary to a common scenic or tourist attraction.

“Transport Coordination Plan” means the Transport Coordination Plan developed under the *Transport Planning and Coordination Act 1994*.

“vehicle” includes a ferry.

ENDNOTES

1 Index to endnotes

| | | Page |
|---|---|------|
| 2 | Date to which amendments incorporated | 111 |
| 3 | Key | 112 |
| 4 | Table of earlier reprints | 112 |
| 5 | List of legislation | 112 |
| 6 | List of annotations | 113 |
| 7 | Table of renumbered provisions | 116 |

2 Date to which amendments incorporated

This is the reprint date mentioned in the Reprints Act 1992, section 5(c). Accordingly, this reprint includes all amendments that commenced operation on or before 3 August 1995. Future amendments of the Transport Operations (Passenger Transport) Act 1994 may be made in accordance with this reprint under the Reprints Act 1992, section 49.

*Transport Operations (Passenger Transport)
Act 1994*

3 Key

Key to abbreviations in list of legislation and annotations

| | | | | | |
|--------|---|------------------------------|--------|---|--------------------------------|
| AIA | = | Acts Interpretation Act 1954 | (prev) | = | previously |
| amd | = | amended | proc | = | proclamation |
| ch | = | chapter | prov | = | provision |
| def | = | definition | pt | = | part |
| div | = | division | pubd | = | published |
| exp | = | expires/expired | R[X] | = | Reprint No.[X] |
| gaz | = | gazette | RA | = | Reprints Act 1992 |
| hdg | = | heading | reloc | = | relocated |
| ins | = | inserted | renum | = | renumbered |
| lap | = | lapsed | rep | = | repealed |
| notfd | = | notified | s | = | section |
| om | = | omitted | sch | = | schedule |
| o in c | = | order in council | sdiv | = | subdivision |
| p | = | page | SIA | = | Statutory Instruments Act 1992 |
| para | = | paragraph | SL | = | subordinate legislation |
| prec | = | preceding | sub | = | substituted |
| pres | = | present | unnum | = | unnumbered |
| prev | = | previous | | | |

4 Table of earlier reprints

TABLE OF EARLIER REPRINTS

| Reprint No. | Amendments included | Reprint date |
|-------------|---------------------|-----------------|
| 1 | none | 9 November 1994 |

5 List of legislation

Transport Operations (Passenger Transport) Act 1994 No. 43

date of assent 14 September 1994

ss 1–2 commenced on date of assent

s 143 sch 3 (amendments 5–8 of the Transport Infrastructure Act 1994)
commenced 1 July 1994 (see s 2(2))

remaining provisions commenced 7 November 1994 (1994 SL No. 378)

as amended by—

Transport Infrastructure Amendment (Rail) Act 1995 No. 32 ss 1–2, 23 sch

date of assent 14 June 1995

ss 1–2 commenced on date of assent

remaining provisions commenced 1 July 1995 (see s 2(2), 1995 SL No. 162 ss
2(3), 19)

Criminal Code (1995) No. 37 ss 1–2, 458 sch 2 pt 2

date of assent 16 June 1995

ss 1–2 commenced on date of assent

remaining provisions not yet proclaimed into force

6 List of annotations

Commencement

s 2 om R2 (see RA s 37)

Scope of operator accreditation

s 13 amd 1995 No. 32 s 23 sch

Scope of driver authorisation

s 25 amd 1995 No. 32 s 23 sch

Standards do not apply to railway managers or operators*

s 101 ins 1995 No. 32 s 23 sch

PART 2—AUTHORISED PERSONS FOR RAILWAYS

pt hdg ins 1995 No. 32 s 23 sch

Appointment of authorised persons for railways

s 116 ins 1995 No. 32 s 23 sch

Identity cards

s 117 ins 1995 No. 32 s 23 sch

Producing or displaying authorised person's identity card

s 118 ins 1995 No. 32 s 23 sch

Protection from liability

s 119 ins 1995 No. 32 s 23 sch

PART 6—POWERS OF AUTHORISED PERSONS FOR RAILWAYS

pt hdg ins 1995 No. 32 s 23 sch

Power to require name and address etc.

s 137 ins 1995 No. 32 s 23 sch

Power to require information from certain persons

s 138 ins 1995 No. 32 s 23 sch

Power to require production of tickets

s 139 ins 1995 No. 32 s 23 sch

Power to require person to leave train etc.

s 140 ins 1995 No. 32 s 23 sch

PART 7—RAILWAY OFFENCES

pt hdg ins 1995 No. 32 s 23 sch

*Transport Operations (Passenger Transport)
Act 1994*

Creating disturbance on trains etc.

s 141 ins 1995 No. 32 s 23 sch

Travelling without paying fare etc.

s 142 ins 1995 No. 32 s 23 sch

Travelling on invalid tickets

s 143 ins 1995 No. 32 s 23 sch

No need to prove appointments

s 152 ins 1995 No. 32 s 23 sch

Prosecutions for railway offences

s 153 ins 1995 No. 32 s 23 sch

CHAPTER 13—TRANSITIONAL PROVISIONS

ch hdg amd R1 (see RA s 37)

PART 1—AMENDMENTS AND REPEALS

pt 1 (ss 143–144) om R1 (see RA s 40)

Application of Judicial Review Act to certain transitional decisions

s 156 exp 7 November 1997 (see s 145(2))

Compensation not recoverable for certain decisions

s 157 exp 7 November 1997 (see s 146(2))

Continued application of s 77 of State Transport Act to certain decisions etc.

s 158 exp 7 November 1997 (see s 147(2))

Operators of scheduled passenger services

s 159 exp 7 November 1996 (see s 148(6))

Contracts to provide scheduled urban bus services

s 160 exp 7 November 1996 (see s 149(7))

Arrangements for school transport—fixed term contracts

s 161 prev s 161 exp 7 May 1995 or on an earlier date fixed by regulation (see s 161(2))

pres s 161 exp 7 November 1998 or on an earlier date prescribed by regulation (see s 161(8))

Arrangements for school transport—other contracts

s 162 prev s 162 exp 7 May 1995 or on an earlier date fixed by regulation (see s 162(3))

pres s 162 exp 7 November 1996 or on an earlier date prescribed by regulation (see s 162(6))

Holders of licences to hire

s 163 prev s 163 exp 7 January 1995 (see s 163(2))

exp 7 November 1995 (see s 163(5))

Licensed areas for taxi and limousine services

s 164 exp 7 November 1996 or on an earlier date fixed by regulation (see s 164(2))

*Transport Operations (Passenger Transport)
Act 1994*

Air transport where subsidy agreements apply

s 165 exp 31 May 1996 (see s 165(8))

Other air transport services for certain routes

s 166 exp 31 May 1996 (see 166(10))

Provisional operator accreditation for existing operators

s 167 exp 7 November 1996 (see s 167(3))

Operator accreditation for courtesy and community transport services

s 168 exp 7 November 1995 (see s 168(2))

Transitional provisional driver authorisation for drivers

s 169 exp 7 November 1996 (see s 169(3))

Driver authorisation for courtesy and community vehicle drivers

s 170 exp 7 November 1995 (see s 170(2))

Transitional provisional driver authorisation for hire drivers

s 171 exp 7 November 1996 (see s 171(3))

Preservation of financial arrangements

s 172 exp 7 November 1999 (see s 172(15))

Making of certain standards

s 173 exp 7 November 1995 (see s 173(3))

PART 4—TRANSITION OF REFERENCES IN DOCUMENTS

pt 4 (ss 170–172) exp 7 January 1995 (see s 172)

PART 5—TRANSITIONAL REGULATIONS

pt 5 (ss 173–174) exp 7 November 1996 (see s 174)

PART 6—NUMBERING AND RENUMBERING OF ACT

pt hdg ins 1995 No. 32 s 23 sch
om R2 (see RA s 7(1)(k))

Numbering and renumbering of Act

s 175 ins 1995 No. 32 s 23 sch
om R2 (see RA s 43)

**SCHEDULE 1—DISQUALIFYING OFFENCES—PROVISIONS OF THE
CRIMINAL CODE**

sub 1995 No. 37 s 458 sch 2

SCHEDULE 3—DICTIONARY

prev sch 3 om R1 (see RA s 40)
pres sch 3 amd 1995 No. 32 s 23 sch
def “**authorised person**” sub 1995 No. 32 s 23 sch
def “**invalid ticket**” ins 1995 No. 32 s 23 sch
def “**railway manager**” ins 1995 No. 32 s 23 sch
def “**railway operator**” ins 1995 No. 32 s 23 sch
def “**reasonably**” ins 1995 No. 32 s 23 sch

SCHEDULE 4—REPEALS

om R1 (see RA s 40)

7 **Table of renumbered provisions**

TABLE OF RENUMBERED PROVISIONS
under the Reprints Act 1992 s 43 as required by Transport Operations (Passenger
Transport) Act 1994 s 175

| Previous | Renumbered as |
|----------|---------------|
| 3 | 2 |
| 4 | 3 |
| 5 | 4 |
| 6 | 5 |
| 7 | 6 |
| 8 | 7 |
| 9 | 8 |
| 10 | 9 |
| 11 | 10 |
| 12 | 11 |
| 13 | 12 |
| 14 | 13 |
| 15 | 14 |
| 16 | 15 |
| 17 | 16 |
| 18 | 17 |
| 19 | 18 |
| 20 | 19 |
| 21 | 20 |
| 22 | 21 |
| 23 | 22 |
| 24 | 23 |
| 25 | 24 |
| 26 | 25 |
| 27 | 26 |
| 28 | 27 |
| 29 | 28 |
| 30 | 29 |
| 31 | 30 |
| 32 | 31 |
| 33 | 32 |
| 34 | 33 |
| 35 | 34 |
| 36 | 35 |

*Transport Operations (Passenger Transport)
Act 1994*

| | |
|----|----|
| 37 | 36 |
| 38 | 37 |
| 39 | 38 |
| 40 | 39 |
| 41 | 40 |
| 42 | 41 |
| 43 | 42 |
| 44 | 43 |
| 45 | 44 |
| 46 | 45 |
| 47 | 46 |
| 48 | 47 |
| 49 | 48 |
| 50 | 49 |
| 51 | 50 |
| 52 | 51 |
| 53 | 52 |
| 54 | 53 |
| 55 | 54 |
| 56 | 55 |
| 57 | 56 |
| 58 | 57 |
| 59 | 58 |
| 60 | 59 |
| 61 | 60 |
| 62 | 61 |
| 63 | 62 |
| 64 | 63 |
| 65 | 64 |
| 66 | 65 |
| 67 | 66 |
| 68 | 67 |
| 69 | 68 |
| 70 | 69 |
| 71 | 70 |
| 72 | 71 |
| 73 | 72 |
| 74 | 73 |
| 75 | 74 |
| 76 | 75 |
| 77 | 76 |
| 78 | 77 |
| 79 | 78 |
| 80 | 79 |
| 81 | 80 |

*Transport Operations (Passenger Transport)
Act 1994*

| | |
|-------|------|
| 82 | 81 |
| 83 | 82 |
| 84 | 83 |
| 85 | 84 |
| 86 | 85 |
| 87 | 86 |
| 88 | 87 |
| 89 | 88 |
| 90 | 89 |
| 91 | 90 |
| 92 | 91 |
| 93 | 92 |
| 94 | 93 |
| 95 | 94 |
| 96 | 95 |
| 97 | 96 |
| 98 | 97 |
| 99 | 98 |
| 100 | 99 |
| 101 | 100 |
| 101A | 101 |
| pt 1A | pt 2 |
| 115B | 116 |
| 115C | 117 |
| 115D | 118 |
| 115E | 119 |
| pt 2 | pt 3 |
| 116 | 120 |
| 117 | 121 |
| 118 | 122 |
| 119 | 123 |
| 120 | 124 |
| 121 | 125 |
| 122 | 126 |
| pt 3 | pt 4 |
| 123 | 127 |
| 124 | 128 |
| 125 | 129 |
| pt 4 | pt 5 |
| 126 | 130 |
| 127 | 131 |
| 128 | 132 |
| 129 | 133 |
| 130 | 134 |
| 131 | 135 |

*Transport Operations (Passenger Transport)
Act 1994*

| | |
|------------|------|
| 132 | 136 |
| pt 5 | pt 6 |
| 132A | 137 |
| 132B | 138 |
| 132C | 139 |
| 132D | 140 |
| pt 6 | pt 7 |
| 132E | 141 |
| 132F | 142 |
| 132G | 143 |
| 133 | 144 |
| 134 | 145 |
| 135 | 146 |
| 136 | 147 |
| 137 | 148 |
| 138 | 149 |
| 139 | 150 |
| 140 | 151 |
| 140A | 152 |
| 140B | 153 |
| 141 | 154 |
| 142 | 155 |
| pt 2 | pt 1 |
| 145 | 156 |
| 146 | 157 |
| 147 | 158 |
| 148 | 159 |
| 149 | 160 |
| 150 | 161 |
| 151 | 162 |
| 152 | 163 |
| 153 | 164 |
| 154 | 165 |
| 155 | 166 |
| 156 | 167 |
| 157 | 168 |
| 158 | 169 |
| 159 | 170 |
| 160 | 171 |
| 164 | 172 |
| 165 | 173 |
| pt 3 | pt 2 |
| 166 | 174 |
| 167 | 175 |
| 168 | 176 |

*Transport Operations (Passenger Transport)
Act 1994*

| | |
|-------------|-------|
| 169 | 177 |
| pt 5 | pt 3 |
| 173 | 178 |
| 174 | 179 |
| sch 5 | sch 3 |