



Queensland

Transport Operations (Passenger Transport) Amendment Standard (No. 1) 2011

Explanatory Notes for SL 2011 No. 285

made under the

Transport Operations (Passenger Transport) Act 1994

General outline

Short title

Transport Operations (Passenger Transport) Amendment Standard (No. 1) 2011.

Authorising law

Section 92 of the *Transport Operations (Passenger Transport) Act 1994*

Policy objectives and the reasons for them

These amendments aim to enhance industry efficiency by extending the life of an open classification heavy bus and streamlining the classification and inspection requirements to simplify regulation.

Achievement of policy objectives

The amendments will extend the maximum age for a heavy bus that is an open classification vehicle to 25 years including eligibility criteria and the realignment of the age when a bus may obtain a five year life extension.

A further minor change removes an out of date reference.

Consistency with policy objectives of authorising law

These amendments are consistent with the policy objectives of the *Transport Operations (Passenger Transport) Act 1994* to provide the best possible public passenger transport at reasonable cost to the community and government, keeping government regulation to a minimum.

Benefits and costs of implementation

It is expected that the bus industry will be able to gain substantial savings over time from these amendments.

There are minimal costs to the government or the community to implement these amendments.

Consistency with fundamental legislative principles

The amendments are consistent with the fundamental legislative principles.

Consultation

Relevant Queensland government departments, the bus industry and the public were consulted and support the amendments.

ENDNOTES

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

© State of Queensland 2011