

# Transport Legislation (Fees) Amendment Regulation (No. 1) 2015

## Explanatory notes for SL 2015 No. 25

made under the

*Adult Proof of Age Card Act 2008*

*Gold Coast Waterways Authority Act 2012*

*Tow Truck Act 1973*

*Transport Infrastructure Act 1994*

*Transport Operations (Marine Pollution) Act 1995*

*Transport Operations (Marine Safety) Act 1994*

*Transport Operations (Passenger Transport) Act 1994*

*Transport Operations (Road Use Management) Act 1995*

*Transport (Rail Safety) Act 2010*

## General Outline

### Short title

This regulation may be cited as the *Transport Legislation (Fees) Amendment Regulation (No. 1) 2015*.

### Authorising law

Section 49 of the *Adult Proof of Age Card Act 2008*

Section 72 of the *Gold Coast Waterways Authority Act 2012*

Section 43 of the *Tow Truck Act 1973*

Section 490 of the *Transport Infrastructure Act 1994*

Section 133 of the *Transport Operations (Marine Pollution) Act 1995*

Sections 207 and 209 of the *Transport Operations (Marine Safety) Act 1994*

Section 155 of the *Transport Operations (Passenger Transport) Act 1994*

Section 171 of the *Transport Operations (Road Use Management) Act 1995*

Section 284 of the *Transport (Rail Safety) Act 2010*

### Policy objectives and the reasons for them

This regulation will introduce a variety of departmental fees and charges for the 2015-16 financial year.

Each year the Department of Transport and Main Roads undertakes a review of fees and charges. The review adjusts general fees and charges based on Queensland government policy, which states that fees and charges are to be increased annually by the current Government indexation policy.

The current Government indexation policy was confirmed on 22 April 2015 to be 3.5 per cent.

Registration fees for motor vehicles with a gross vehicle mass of more than 4.5 tonnes are not subject to the Queensland Government's approved indexation factor. They are increased in accordance with recommendations made by the National Transport Commission, based on a long-standing national process. The National Transport Commission has advised the recommended increase for 2015-16 to be 0.6 per cent.

Changes are being made to surcharges for registration periods of less than 1 year through another amendment regulation and are therefore not included in this regulation.

## **Achievement of policy objectives**

The new fees and charges will be introduced by amendments to the following pieces of legislation:

- *Adult Proof of Age Card Regulation 2010*
- *Gold Coast Waterways Authority Regulation 2012*
- *Tow Truck Regulation 2009*
- *Traffic Regulation 1962*
- *Transport Infrastructure (Dangerous Goods by Rail) Regulation 2008*
- *Transport Infrastructure (Public Marine Facilities) Regulation 2011*
- *Transport Infrastructure (Waterways Management) Regulation 2012*
- *Transport Operations (Marine Pollution) Regulation 2008*
- *Transport Operations (Marine Safety) Regulation 2004*
- *Transport Operations (Passenger Transport) Regulation 2005*
- *Transport Operations (Road Use Management—Accreditation and Other Provisions) Regulation 2005*
- *Transport Operations (Road Use Management—Dangerous Goods) Regulation 2008*
- *Transport Operations (Road Use Management—Driver Licensing) Regulation 2010*
- *Transport Operations (Road Use Management—Vehicle Registration) Regulation 2010*
- *Transport Operations (Road Use Management—Vehicle Standards and Safety) Regulation 2010*
- *Transport (Rail Safety) Regulation 2010*

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

The amendments are consistent with the policy objectives of the authorising laws.

## **Benefits and costs of implementation**

The costs associated with implementation of the new general fees and charges are minor administrative costs. These are not considered to be significant and will be funded by existing budget allocations.

Heavy vehicle registration fees contribute to the recovery of the cost of heavy vehicles' share of road expenditure. Recovering the costs of providing and maintaining roads that are attributable to heavy vehicles will ensure the ongoing sustainability of road infrastructure in Queensland.

## **Consistency with fundamental legislative principles**

The amendments are consistent with fundamental legislative principles.

## **Consultation**

Queensland Treasury requires State Government fees and charges to be indexed annually. No consultation has been undertaken with external stakeholders.

The process for determining heavy vehicle registration fees was the subject of a Regulatory Impact Statement prepared by the National Transport Commission in 2007.

The Office of Best Practice Regulation, Queensland Competition Authority, advised that a Regulatory Impact Statement is not required because the fees are being increased in line with the Government endorsed indexation factor.