

Transport and Other Legislation (Road Safety, Technology and Other Matters) Amendment Act 2020

Explanatory notes for SL 2020 No. 193

made under the

Transport and Other Legislation (Road Safety, Technology and Other Matters) Amendment Act 2020

General Outline

Short title

Proclamation commencing part 10, division 3 of the *Transport and Other Legislation (Road Safety, Technology and Other Matters) Amendment Act 2020*.

Authorising law

Section 2 of the *Transport and Other Legislation (Road Safety, Technology and Other Matters) Amendment Act 2020* (Road Safety and Technology Amendment Act).

Policy objectives and the reasons for them

The Road Safety and Technology Amendment Act received assent on 21 July 2020. The objective of the proclamation is to commence part 10, division 3 of the Road Safety and Technology Amendment Act, which clarifies evidentiary provisions for fare evasion under the *Transport Operations (Passenger Transport) Act 1994*.

Achievement of policy objectives

The policy objective of the Proclamation is achieved by fixing 11 September 2020 for commencement of part 10, division 3 of the Road Safety and Technology Amendment Act.

Consistency with policy objectives of authorising law

The proclamation is consistent with the policy objectives of the Road Safety and Technology Amendment Act.

Inconsistency with policy objectives of other legislation

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

Alternative ways of achieving policy objectives

The proclamation is the only way of achieving the policy objectives.

Benefits and costs of implementation

The proclamation does not result in any implementation costs. The provisions the proclamation is commencing will benefit the Department of Transport and Main Roads (the department) and courts by supporting the prosecution of offences relating to fare evasion on public transport services.

Consistency with fundamental legislative principles

The proclamation is consistent with fundamental legislative principles.

Consultation

No consultation has occurred on the proclamation because commencement of the relevant provisions is machinery in nature.

In accordance with the Queensland Government Guide to Better Regulation, the Office of Best Practice Regulation was not consulted about this proclamation. The department applied a self-assessable exclusion from undertaking further regulatory impact analysis (Category G—Regulatory proposals that are of a machinery nature).