

Transport Legislation (Fees) Amendment Regulation 2021

Explanatory notes for SL 2021 No. 44

made under the

Gold Coast Waterways Authority Act 2012

Photo Identification Card Act 2008

Tow Truck Act 1973

Transport Infrastructure Act 1994

Transport Operations (Marine Safety) Act 1994

Transport Operations (Passenger Transport) Act 1994

Transport Operations (Road Use Management) Act 1995

General Outline

Short title

This regulation may be cited as the *Transport Legislation (Fees) Amendment Regulation 2021*.

Authorising laws

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

Section 49 of the *Photo Identification Card Act 2008*

Section 43 of the *Tow Truck Act 1973*

Section 490 of the *Transport Infrastructure Act 1994*

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

Sections 91ZW and 155 of the *Transport Operations (Passenger Transport) Act 1994*

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

Policy objectives and the reasons for them

The *Transport Legislation (Fees) Amendment Regulation 2021* (the Regulation) amends a variety of departmental fees and charges for the 2021-22 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 indexed annually by the current Government Indexation Rate (GIR).

On 30 April 2021, Queensland Treasury advised that the GIR would increase fees and charges by 1.7 per cent, on 1 July 2021. The increase is based on Queensland's Consumer Price Index (CPI) for the year to March.

Heavy vehicle registration charges are not subject to the GIR. They are reviewed and adjusted through a national process and approved by the Infrastructure and Transport Ministers Meeting (ITMM). At the 30 March 2021 ITMM, a 2.5 per cent increase was agreed and is applied in the Regulation.

To ensure a nationally consistent heavy vehicle plate fee is maintained into the future, participating jurisdictions agreed to base the annual indexation on the December quarter of the National All-Groups CPI (weighted average of eight capital cities). On 1 July 2021, the heavy vehicle plate fee will be increased by 0.90 per cent.

Achievement of policy objectives

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

- *Gold Coast Waterways Authority Regulation 2012*
- *Photo Identification Card Regulation 2019*
- *Tow Truck Regulation 2009*
- *Traffic Regulation 1962*
- *Transport Infrastructure (Dangerous Goods by Rail) Regulation 2018*
- *Transport Infrastructure (Public Marine Facilities) Regulation 2011*
- *Transport Infrastructure (Waterways Management) Regulation 2012*
- *Transport Operations (Marine Safety) Regulation 2016*
- *Transport Operations (Passenger Transport) Regulation 2018*
- *Transport Operations (Road Use Management—Accreditation and Other Provisions) Regulation 2015*
- *Transport Operations (Road Use Management—Dangerous Goods) Regulation 2018*
- *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*

Consistency with policy objectives of authorising law

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

Benefits and costs of implementation

Queensland has the longest State-controlled road network of any Australian state or territory. Revenue from vehicle registration is applied to the maintenance, preservation and operation of the State-controlled road network.

More broadly, revenue from fees and charges funds the provision of essential services, such as the driver licensing scheme, delivery and maintenance of marine infrastructure and services, and provision of public passenger transport.

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 met from existing resources.

Consistency with fundamental legislative principles

The amendments are consistent with fundamental legislative principles.

Consultation

In accordance with *The Queensland Government Guide to Better Regulation*, the Department of Transport and Main Roads applied a self-assessable exclusion from undertaking further regulatory impact analysis for the amendments relating to updates for annual indexation, being Category (h) – Regulatory proposals that put forward standard annual fee variations in line with or below a government endorsed indexation factor.