

# **Rural and Regional Adjustment (COVID-19 Taxi and Limousine Industry Assistance Scheme) Amendment Regulation 2020**

## **Human Rights Certificate**

### **Prepared in accordance with Part 3 of the *Human Rights Act 2019***

In accordance with section 41 of the *Human Rights Act 2019*, I, Mark Furner MP, Minister for Agricultural Industry Development and Fisheries, provide this human rights certificate with respect to the *Rural and Regional Adjustment (COVID-19 Taxi and Limousine Industry Assistance Scheme) Amendment Regulation 2020* (Amendment Regulation) made under the *Rural and Regional Adjustment Act 1994*.

In my opinion, the Amendment Regulation, as tabled in the Legislative Assembly, is compatible with the human rights protected by the *Human Rights Act 2019*. I base my opinion on the reasons outlined in this certificate.

## **Overview of the Subordinate Legislation**

The Amendment Regulation is made under the *Rural and Regional Adjustment Act 1994*.

The authorising law for the regulation is:

Sections 3, 10, 11 and 44 of the *Rural and Regional Adjustment Act 1994*.

The main objective of the Amendment Regulation is to support the taxi and limousine industry where they have been impacted by the COVID-19 pandemic by the establishment of the COVID-19 Taxi and Limousine Industry Assistance Scheme (the Scheme).

The Scheme provides for an additional \$23.16 million to support the state's taxi and limousine operators comprising of:

- one-off payments of \$3,500 per vehicle to taxi and limousine operators;
- one-off incentive payments of an additional \$1,000 per vehicle for wheelchair accessible taxi operators;
- one-off payments of \$1,000 per licence to taxi and limousine licence holders; and
- one-off payments of \$1,500 to authorised booking entities for each affiliated taxi and/or limousine, capped at 1,000 vehicles, for entities that provide booking services predominantly for taxis and/or limousines

## Human Rights Issues

### Human rights relevant to the subordinate legislation (Part 2, Division 2 and 3 *Human Rights Act 2019*)

No human rights have been identified as being engaged by the subordinate legislation.

## Conclusion

I consider that the *Rural and Regional Adjustment (COVID-19 Taxi and Limousine Industry Assistance Scheme) Amendment Regulation 2020* is compatible with the *Human Rights Act 2019* because it does not raise a human rights issue.

**MARK FURNER MP**

MINISTER FOR AGRICULTURAL INDUSTRY DEVELOPMENT AND FISHERIES

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