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**THE LEGISLATIVE ASSEMBLY
FOR THE AUSTRALIAN CAPITAL TERRITORY**

**ROAD TRANSPORT (PUBLIC PASSENGER SERVICES) BILL
2000**

EXPLANATORY STATEMENT

Circulated by authority of

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Minister for Urban Services

ROAD TRANSPORT (PUBLIC PASSENGER SERVICES) BILL 2000

EXPLANATORY STATEMENT

The Government amendments to the *Road Transport (Public Passenger Services) Bill 2000* (the Bill) cover various matters associated with bus operator accreditation, transitional arrangements, and technical and consequential matters.

The main elements of the Government amendments are:

- standards about bus operator accreditation are now to be provided in regulation rather than being approved by the Minister;
- the extension of transitional periods to ensure there is an adequate time for operators to adjust to the new requirements without disrupting services to the public; and
- a range of technical and consequential amendments.

Accreditation Standards to be in Regulations

Currently, clause 16 allows the Minister to approve accreditation standards for bus service operators. The items that are to be covered in the standards are listed in clauses 16(2)(a) and 16(2)(b). The standards are now to be provided for in regulation rather than by Ministerial approval. Accordingly, the items listed in clause 16(2)(a) are moved to new clause 15(1A) and the items listed in clause 16(2)(b) are moved to new clause 23A.

In addition, Amendment 5 adds a provision to clause 15(1) to allow for the removal of accreditation once granted and for other action to be taken. This was not provided for in the Bill.

Transitional Arrangements

The end dates for transitional arrangements are expressed in the Bill as fixed dates based on an assumed commencement date for the Act. Transitional periods are now expressed as numbers of months (six, 12 or 18 months) to ensure adequate periods are provided for existing operators to move to the new regulatory regime.

Clarification of “Accredited People”

Clauses 12 (b) and 9c) are amended to clarify that accredited people are the accredited person and each person concerned with or takes part in the management of the service.

Technical and Consequential Amendments

Existing clauses 13, 14 and 17(3) are moved to new clauses 6A, 6B and 6C respectively. This follows the format used in other Road Transport legislation.

Amendment 25 provides Schedule 1 which contains consequential amendments to Road Transport and other legislation. These amendments principally reflect: the effect of the repeal of the *Motor Omnibus Services Act 1955*; the transfer of regulations from the *Road Transport (General) Act 1999* to the new Act; the bringing into line of technical definitions across legislation; and the insertion of the title of the new Act into related legislation.