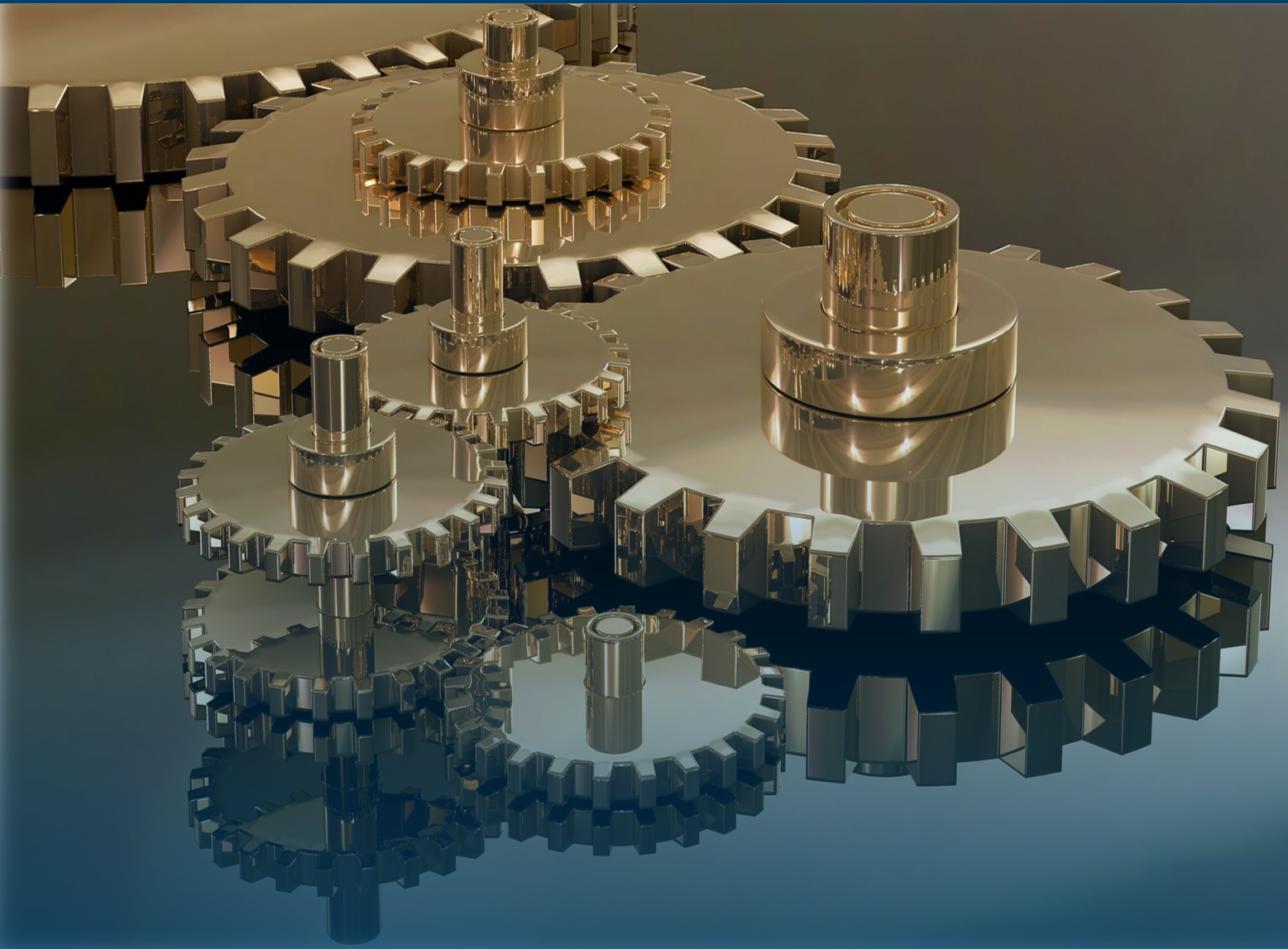




Regulator Performance Framework 2020-21

Department of Transport and Main Roads

December 2021

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Executive Summary

The Queensland Government has endorsed a Regulator Performance Framework to ensure that regulators report their performance against five model practices, with a focus on making sure that the policy objectives of regulation are achieved while balancing any regulatory burden on business, including small business.

The Department of Transport and Main Roads (TMR) has a vision and purpose of *creating a single integrated transport network accessible to everyone*. TMR is responsible for planning, managing and delivering an integrated transport network across road, rail, air and sea for Queensland.

TMR administers a large suite of legislation (Appendix 1). The primary intent of the transport suite of legislation is to improve the economic, trade and regional development performance of Queensland and the quality of life of Queenslanders, by achieving overall transport effectiveness and efficiency through strategic planning and management of transport resources¹.

This overall objective is supported and delivered with legislation that establishes frameworks for planning and coordination, road safety, marine safety, marine pollution, passenger transport, waterways management, rail safety, aviation and transport infrastructure.

To achieve regulatory settings that are proportionate to risk and avoid unnecessary burden, TMR develops regulation that:

- is evidence based using statistical data and other evidence;
- is based on research and considered analysis; and
- is developed in consultation with applicable government stakeholders, road user groups and transport industries.

Rigorous policy analysis is undertaken to fully identify all policy options, prior to advocating for and progressing any legislative amendment. The level of analysis undertaken by TMR is commensurate with the complexity of the problems requiring resolution and includes systematic analysis of potential impacts on stakeholders. This includes the consideration of any potential impacts of human rights that may arise from the regulatory activity and the inclusion of appropriate safeguards to minimise these impacts. All amendments are supported and informed by thorough stakeholder consultation and, where possible, data analysis.

A wide range of activities are undertaken that are intended to support comprehensive and meaningful engagement with stakeholders. Formal mechanisms include forums, industry groups, and national transport bodies covering both general transport matters and dedicated projects. Formal consultation plans are developed as part of all proposed legislative amendments.

This report is one example of how TMR ensures that its regulatory activity is appropriate and balanced and contributes to the five model practices of the Regulator Performance Framework.

¹ Section 2, Objectives, *Transport Planning and Coordination Act 1994*

Model Practices

1. Ensure regulatory activity is proportionate to risk and minimises unnecessary burden

Road safety

Trial and legislation for Camera Enforcement of Mobile Phone and Seat Belt Offences and Drink Driving Reforms

In July 2020, the *Transport and Other Legislation (Road Safety Technology and Other Matters) Amendment Act 2020* was passed to support the use of camera-detection in the enforcement of mobile phone and seatbelt driving offences in Queensland. Non-compliance with these laws has been the cause of significant road trauma. In 2020, 23 people lost their lives and a further 1475 people were hospitalised as a result of distracted driving. In addition, in 2020, 43 vehicle occupants lost their lives on Queensland roads in crashes where they were not wearing a seatbelt. A further 187 unrestrained vehicle occupants were hospitalised following road crashes.

The legislative reform was backed by a successful trial that proved the viability of using camera systems with artificial intelligence software to detect mobile and seatbelt driving offences. During the trial, more than 15,000 mobile phone offences, and more than 2,200 seatbelt offences were detected.

Following the successful trial of the technology, the passage of legislation and an education period, enforcement of mobile phone and seatbelt offences using camera technology commenced on 1 November 2021.

Drink driving reforms – interlocks and education programs

Legislation introducing a suite of drink driving reforms commenced on 10 September 2021. These reforms introduced education programs for drink driving offenders and made enhancements to the Alcohol Ignition Interlock Program (AIIP). These reforms were based on evidence that drink driving continues to be a significant contributor to road trauma.

A vehicle fitted with an alcohol ignition interlock will not start if alcohol is detected on a person's breath. AIIP enhancements, include a new AIIP requirement for mid-range drink drivers and a shift to a performance-based model, where participants will need to demonstrate they have separated drinking from driving, rather than the current time-based model. Also, if a participant chooses not to participate in the AIIP they will need to sit out of the licensing system for five years (previously two years).

The AIIP is a measured and proportionate approach to regulation as it enables drivers convicted of drink driving offences to return to driving while developing positive behaviours and protecting the community.

A new evidence-based online learning requirement has been introduced for first-time offenders, designed to influence behaviour change and a separation of drinking from driving. For repeat offenders, a new targeted face-to-face multi-session education program has been introduced.

Graduated Licensing System

Queensland has a graduated licensing system to help reduce fatalities on the roads, particularly among young drivers. The aim of the system is to encourage safer, more proficient drivers, allowing novice drivers to gain more experience and improve their driving skills before they can progress to a higher type or class of licence.

Research suggests that young drivers and riders, aged 16 to 24 years, are 60% more likely to be involved in a serious crash than licensed mature adult drivers and riders, aged 25 to 59 years. The gradual licensing scheme recognises the need to balance the risks for young drivers whilst not creating unnecessary burdens or impediments to getting a higher type or class of licence.

The system recognises different requirements for customers in rural and regional areas. An example is that an offline version of the car hazard perception test can be delivered by the Indigenous Driver Licensing Unit during visits to remote indigenous communities.

Passenger transport

Taxi and Ride Share Fee Relief

The Government announced a fee relief package for taxi, limousine, and ride-sharing drivers and operators on 25 April 2020 to mitigate the impacts of COVID-19 on the industry. This included:

- extending booked hire/taxi driver authorisations by six months;
- extending taxi service and limousine licences by six months;
- waiving the annual Taxi Industry Security Levy in 2020-21 extending booking entity authorisations by six months; and
- temporarily extending the refund policy for holders of booked hire service licences so they can receive a pro-rata refund if they choose to surrender their licence.

The department automatically applied the extensions to the term of existing authorisations and licences in consideration of the impacts of COVID-19 on the industry.

For driver authorisations, a risk-based approach was taken with holders of a commercial medical certificate issued for 12 months or less being required to renew their driver authorisation but receiving a discount equivalent to the six-month driver authorisation fee.

All other holders had their driver authorisation automatically extended.

Infrastructure management

Rest area use and camping on state-controlled roads

In September 2020 the *Transport Infrastructure (State-controlled Roads) Regulation 2017* was amended to clarify the rules for rest area use and camping on state-controlled roads. This was in response to concerns from the heavy vehicle industry that recreational vehicles and campers using heavy vehicle rest areas were preventing fatigue regulated heavy vehicle drivers from taking their legislated rest breaks.

The regulations clarify that rest areas are provided, and that camping is permitted on the state-controlled road network for fatigue management purposes only. The legislation allows signs to be installed in rest areas to dedicate the rest area or parts of the rest area for use by specific vehicle classes and to specify length of stay restrictions. Conduct and behaviour whilst using rest areas or camping was also addressed including for example, the lighting of fires, noise and disposal of waste.

The amendments became urgent owing to the Covid-19 pandemic, demonstrating the importance of the freight industry in keeping our cities and towns supplied with food, medicine and other essentials at the same time that lockdowns and closures of caravan parks and other camping options for visitors displaced many travellers.

Port overlays

The preparation of port overlays (the regulatory instrument that implements a master plan over a master planned area) aligns with this model practice by:

- operating as part of the broader regulatory planning framework for priority ports;
- adopting an evidence-based approach that considers a wide variety of matters and is used to inform decision making; and
- adopting a regulation by exception approach where new regulation is only proposed where gaps are identified in existing requirement applying to develop within a master planned area, recognising that existing planning and regulatory frameworks across all levels of government already provide a comprehensive system for the management of environmental impacts.

A preliminary draft port overlay is released alongside the master plan so that the community and other stakeholders could consider the potential regulatory effects of the draft master plan prior to finalisation. The preparation of port overlays includes peer review by independent planning and legal experts as well as review by an independent environmental advisory panel. Feedback from stakeholders received during consultation processes is used to inform the development of provisions that will have regulatory effect when finalised.

The final overlays for the priority Ports of Townsville and Gladstone were released in August 2020.

TMR continues to investigate proposals to declare new ports under the *Transport Infrastructure Act 1994* to support mining developments for projects that are currently undergoing Environmental Impact Statement processes.

2. Consult and engage meaningfully with stakeholders

Passenger transport

Accessibility Reference Group

TMR's Accessibility Reference Group meets five times each calendar year and provides a forum for government, industry and representatives from the disability sector to discuss concerns relating to the accessibility of the public transport network for people with disability. This discussion includes working with all relevant stakeholders in ensuring compliance with the Commonwealth *Disability Standards for Accessible Public Transport 2002*.

The Accessibility Reference Group met in September and November 2020 and again in February and April 2021. Key issues discussed at these meetings included:

- New Generation Rollingstock Accessibility Upgrade Program;
- New Generation Rollingstock Commission of Inquiry;
- Bus driver barriers;
- On Demand Responsive Transport;
- Beerburrum to Nambour Rail Upgrade;
- Brisbane Metro;
- Queensland Accessible Transport Advisory Committee; and
- Disability Standards for Accessible Public Transport 2002 Modernisation Project.

Road safety

When making regulatory changes, TMR consults with road user groups such as the RACQ, relevant experts, and specific industry groups who may be affected by a change. For more significant reforms, broader community consultation is undertaken. For example:

- A National Driver Distraction Summit was held in 2019. Following on from this, the camera detection of mobile phone and seatbelt offences reform involved consultation with the RACQ, the Queensland Law Society and the Queensland Council for Civil Liberties;
- The disability parking permit scheme reforms were undertaken in consultation with the Queensland Blind Association, Vision Australia, Guide Dogs Queensland, Spinal Life Australia, Physical Disabilities Australia and local governments; and
- The Recreational Motor Vehicle and Safety Group (RMVSG) was established by TMR in April 2021 to foster engagement between TMR and representative bodies whose stakeholders have an interest in, or are impacted by, legislation and policy matters relevant to motor recreational activities and vehicle safety. The RMVSG also provides a consultative forum for wider matters relevant to historic, classic and recreational vehicle use, including caravanning. Membership consists of representative motoring and caravanning associations and car clubs and other related stakeholders.

National Scheme & Model Legislation

National scheme and model transport legislation

TMR administers Queensland's national scheme transport legislation, including, the Heavy Vehicle National Law, the Rail Safety National Law, and model legislation related to road rules, vehicle standards, vehicle registration and dangerous goods.

TMR ensures Queensland's national scheme legislation is kept up to date to maintain national consistency for businesses operating across jurisdictions.

During 2020-2021, TMR actively participated in several groups involved in developing or maintaining nationally consistent approaches to transport regulation. TMR's involvement in national forums ensures Queensland's legislation and practices are current and issues impacting Queensland business are considered when a national position is developed.

TMR is also an active participant in the national Infrastructure and Transport Senior Officials' Committee who are responsible for the development and progression of strategic transport reforms across all states.

Since 2019, TMR has partnered with the Commonwealth Government to co-lead the National Accessible Transport Taskforce (the Taskforce) to reform the *Disability Standards for Accessible Public Transport 2002* (Transport Standards). The Taskforce, consisting of subject matter experts, and representatives from state and territory jurisdictions, Commonwealth agencies, the disability sector and transport industry, has developed proposals to reform the Transport Standards to ensure they remain efficient and effective, are fit for purpose and meet the current needs of Australian society.

In 2021, TMR has led the Taskforce in developing 54 proposed areas for reform addressing issues across the entire transport journey. These areas of reform will progress to a consultation regulation impact statement in early 2022 to further understand community expectations regarding accessible public transport and test options for reform. Further information about the reform of the Transport Standards is available on the [Commonwealth government's website](#)

Port master plans

The *Sustainable Ports Development Act 2015* requires that formal public consultation process be conducted during the preparation of port master plans and overlays. It also requires that relevant local government and port authorities are included when preparing port master plans and overlays.

In addition to mandatory formal public consultation, when developing master plans and port overlays TMR:

- works closely with port authorities, local governments and other key stakeholders including industry, traditional owners, community and environmental groups;
- makes timely information about priority port master planning processes and activities available subject to privacy/confidentiality restrictions; and
- seek public submissions at key points of the master planning and port overlay making processes.

An updated guideline on port master planning outlining requirements for consultation and engagement has been published and is publicly available at <https://www.tmr.qld.gov.au/business-industry/Transport-sectors/Ports/Sustainable-port-development-and-operation/Master-planning-for-priority-ports>

Infrastructure Projects

TMR undertakes consultation with the community, local businesses and industry at each stage of the delivery of infrastructure projects. TMR uses a range of methods to consult and engage with stakeholders including face to face meetings, online surveys and community meetings.

TMR has also developed Indigenous cultural heritage policies and guidelines. These provide direction for:

- statutory obligations;
- engagement with Indigenous people;
- roles and responsibilities;
- managing projects by incorporating processes for Indigenous cultural heritage into project management;
- entering agreements with Indigenous parties; and
- a range of templates for use in development projects.

3. Provide appropriate information and support to assist compliance

Maritime safety

Maritime Safety Queensland (MSQ) personal watercraft (PWCs) education and compliance strategy for Gold Coast waters

A twelve-month marine safety campaign was launched to develop targeted education, communication and compliance strategies to engage PWCs owners and operators to improve their knowledge and understanding of laws and safe operating practices.

The campaign included media opportunities, refreshing the personal watercraft page on the MSQ website, social media, development of education materials for engagement activities on and off the water, and engagement with industry to promote a shared responsibility to marine safety.

A full review of the effectiveness of the safety campaign and recommendations for ongoing strategies is planned to be undertaken in the near future, with initial statistics for improved marine safety very promising. In 2020 there were 26 marine incidents involving PWCs in Gold Coast waters, including 12 resulting in minor injuries and eight with serious injuries. In 2021, to the end of October, there have been 10 marine incidents involving PWCs in Gold Coast Waters including three resulting in serious injuries.

MSQ Boat licence training video

MSQ, in partnership with Brisbane Water Police, filmed a demonstrational video to show students what they can expect when they attend a boat licence course, as well as to show trainers what is expected in order to deem a student competent in each activity shown. The video supports the streamlining of scheme documents and implementation of the BoatSafe Audit and Compliance Framework that were reviewed, consulted on, and subsequently implemented on 1 October 2020.

Road safety

Road Safety Campaigns

StreetSmarts is the Queensland Government's road safety public education program to positively influence behaviour and culture on Queensland roads. StreetSmarts aims to improve road safety by impacting the attitudes and behaviours of Queenslanders through strategic, targeted campaigns and activities to encourage safer road use. StreetSmarts is funded by the Camera Detected Offence Program (CDOP). It is a requirement of the *Transport Operations (Road Use Management) Act 1995* that money collected from camera fines is used to fund road safety awareness and education programs.

StreetSmarts' priorities directly respond to the Road Safety Action Plan to address those behaviours that contribute most to serious road trauma in Queensland. Through a range of social and mass media campaigns, sponsorships and community engagement events, StreetSmarts addresses emergent road safety issues using an evidence-based approach to determine the most effective strategy. All campaigns are evaluated through independent market research and consistently achieve or exceed their campaign awareness, message recall and self-reported behaviour change targets.

An annual survey of Queensland road users (Footprints Market Research, February 2021) revealed that:

- road safety campaigns continue to generate significant rates of self-reported behaviour change;

- as an example, since seeing the 2020 regional billboard campaign, the target audience said that they are now more likely to:
 - not drive after drinking (77%);
 - keep to the speed limit (85%);
 - wear a seatbelt on every trip (72%);
 - Queenslanders agree that it is important to follow the road rules and feel an obligation towards both their own safety and the safety of others on the road;
 - 88% of people surveyed agreed that they pay attention to information about road rules and ways to stay safe of the road;
 - A fifth of road users report having changed their behaviour for the better. Top behaviours were slowing down / driving to the conditions, stopping / reducing their mobile use, and 'safe driving';
 - 70% of people believe that Queensland Road Safety week is a worthwhile initiative; and
 - Queenslanders agree that the information on StreetSmarts social media channels is important, easy to understand and personally relevant.

Social media

StreetSmarts' social media program reaches between 800,000 and 1.5 million road users every month. It has a thriving online community of 160,000 followers on Facebook, Twitter, Instagram and YouTube.

Campaigns 2021

- 'Is it worth it' mobile phone and seatbelt cameras campaign – (October-November 2021);
- Alcohol interlocks campaign (September 2021);
- Roadcraft motorcycle safety (September-November 2021);
- 'Crash test' seatbelts campaign (June–August 2021);
- 'We want to stop you before speeding does' (April–May 2021); and
- 'All good. All bad' drink driving (Feb 2021, Easter–May 2021).

Events and sponsorships

- Ignite Road Safety collaboration event (October 2021);
- Queensland Road Safety Week (and 2021);
- National Road Safety Week (, May 2021); and
- Sponsorship of Fatality Free Friday, AFLQ and Cricket Qld.

Vehicle Modification Handbook

The regulatory framework for vehicle modifications is accessible for industry and the general public on the TMR website. A review of modification codes in 2021 has resulted in the publication of a Queensland Road Vehicle Modifications Handbook to combine the regulatory framework into a single location for ease of use. The handbook is available on TMR's website at <https://www.tmr.qld.gov.au/Safety/Vehicle-standards-and-safety/Vehicle-modifications>.

AIS, Approved Examiner, Approved Person and HVRAS Industry Newsletter

TMR introduced an industry newsletter in 2020 and continues to issue this on a quarterly basis to AIS approval holders, approved examiners and other members of industry. The newsletter aims to inform and educate scheme members about technical requirements, legislative responsibilities and any changes to their respective schemes. Scheme members are also invited to provide feedback on the newsletter content and suggestions for future articles.

Passenger transport

Disability Action Plan 2018–2022

The Disability Action Plan 2018–2022 contains 41 actions focussed on making the passenger transport network accessible for people with disability. Actions include providing funding and guidance to public transport infrastructure owners to ensure compliance with relevant disability legislation.

An information bulletin is publicly available through the department's website for public transport providers which provides easy to understand guidance on requirements and compliance milestones under the *Disability Standards for Accessible Public Transport 2002*.

Review of information through all channels is consistent and updated regularly to ensure accuracy. Regular engagement with TransLink's outsourced Contact Centre provider is ongoing to provide the most current information relating to TransLink service provision to enable our business partner to comply with processes and regulations.

Education campaigns about regulation amendments are undertaken and are well received by most stakeholder groups.

Actions continue to be progressed and delivered under the Disability Action Plan 2018–2022. These include:

- the Public Transport Infrastructure Manual being progressively updated to provide best practice guidance on passenger ferry infrastructure, park 'n' rides, train stations, transit-oriented developments, treatments for active transport around passenger transport facilities, and light rail. The final chapter was published in November 2020; and
- over \$5 million in grant funding provided to local government during the 2020-21 financial year to assist with upgrading passenger transport infrastructure.

TransLink Customer Liaison Officers, Busway Safety Officers and Senior Network Officers are on the ground with our customers actively supporting them with service information and ensuring safety and ticketing compliance.

Transport infrastructure

Rest area use and camping on state-controlled roads

Compliance and enforcement of the regulation amendments is focussed on education and awareness, escalating through informal advice and formal directions, with fines a last resort.

An education campaign about the regulation amendments was undertaken soon after the amendments were made in October 2020 and periodically during holiday periods. These included social media, posters distributed at visitor information centres and messages on digital information signs. This has been well received by stakeholder groups.

TMR also wrote to a wide variety of heavy vehicle industry, road user, local government and caravanning and camping stakeholder groups and provided fact sheets and other information on the regulation changes. Signage at rest areas will be progressively upgraded to ensure users are aware of the specific requirements that apply at each rest area.

4. Commit to continuous improvement

Passenger transport

TransLink's public face – Our Customer Liaison Officers, Busway Safety Officers and Senior Network Officers

As part of staff induction processes, officers are trained in and receive documentation around safe working practices and procedures, including:

- standard operating procedures to provide detailed information to assist staff on their shift ensuring the safety of themselves and network customers;
- shift instructions provided to staff particularly for locations with service changes or for focus areas including Cultural Centre and Queens Street Busway stations templates;
- situational awareness training for the Busway team as part of ongoing personal safety training, reviewed and improved yearly and signed off by the team;
- reporting protocols for conflict escalation points with Busways Operation Centre (BOC), the Queensland Police Service (QPS) and duty managers;
- access information to Employee Assistance Services; and
- the Code of Conduct and how it relates to staff and their roles.

Departmental employees have been trained in disability awareness to assist staff in identifying accessibility issues and situations and how to assist in the best possible way when encountering passengers with specific needs.

Fare Infringement Data is regularly reviewed and used to inform approaches to enforcement based on risk, technological innovations and effectiveness in achieving outcomes.

Enforcement of offences is prioritised based on risk to and impact on the community – for example, high-risk behavioural issues or repeat/high rates of fare evasion.

TransLink conducts regular reviews of incidents captured by authorised officers using body worn cameras on the network and, as a part of that process, conduct quality assurance on a percentage of randomly selected interactions for continuous improvement purposes.

Yearly reviews of standard operating procedures are conducted for Busway and Revenue Protection officers involved in enforcement activities.

Yearly consultative reviews of the current senior staff training are conducted jointly with Queensland Police Service to ensure standards and methodologies are best practice.

TransLink Busway Operations unit undertakes a regular risk review of busway processes through exercising its Business Continuity Plan.

Busway Safety Officers receive training in legislative and regulatory requirements and powers to undertake their role.

TransLink is implementing a Risk, Compliance and Assurance team in the Revenue Protection business unit. The purpose of this team will be to conduct regular reviews and audits of authorised regulatory officers to ensure that they are performing their roles within the parameters of both the legislation and policy and procedures. This team will also provide feedback to the legislation and policy teams of TMR based on findings from their work.

5. Be transparent and accountable in actions

Administrative decisions under transport law are generally reviewable internally and/or by the Queensland Civil and Administrative Tribunal. TMR communicates to stakeholders about processes and timeframes related to decisions as well as the reasons for decisions.

A range of information about regulatory activities is published through the Queensland Government Open Data Portal. This includes information about road crashes, traffic infringements issued, vehicle inspections performed, vehicle and vessel registration statistics and driver licensing statistics.

Passenger transport

TMR publishes industry information for limousine, taxi and ride-booking operators so that the regulatory frameworks are transparent. This website publication sets out relevant detailed information including:

- authorisations and safety requirements;
- driver requirements; and
- vehicle requirements.

A dataset containing Queensland's limousine and taxi service licence transfer values and locations dates to 2008.

TMR publishes advice about application processing times to assist industry. This information includes advice that applications to renew a booking entity authorisation may take up to 20 days to process and therefore should be lodged sufficiently in advance of expiry, and that an application for a booked hire service licence can take between five and 20 business days to process. This public information helps industry plan and prepare for key activities.

Regulation notices are provided to persons affected by a decision to suspend, amend or cancel an authorisation or licence under passenger transport legislation. Regulation notices must set out the reasons for a decision and give a person an opportunity to show cause in relation to the decision before the final decision is made.

Regulation notices also outline a person's rights in relation to an internal review or external review through the Queensland Civil and Administrative Tribunal.

TMR's Fines and Investigation Unit adjudicates on appeals from members of the public if they feel they have been treated unfairly. This provides a mechanism for members of the public to have matters reviewed without requiring court intervention.

Penalty infringement notices and warning notices are tracked and reported quarterly through the TransLink Tracker publication on the TransLink website.

The Gold Coast Light Rail (GCLR) has a comprehensive governance framework in place which ensures that GoldLinQ (the GCLR operator) and TMR can raise and resolve any operational or customer service issues with each other.

The governance framework includes three levels of state-operator interfaces and the GCLR extension projects are overseen by an internal departmental supervisory board.

Port master planning

The *Sustainable Ports Planning Act 2015* provides certainty and transparency of process for stakeholders.

An updated guideline on port master planning outlining requirements for consultation and engagement was published in August 2020 and is publicly available at <https://www.tmr.qld.gov.au/business-industry/Transport-sectors/Ports/Sustainable-port-development-and-operation/Master-planning-for-priority-ports>

Reports on the outcomes of public consultation processes for draft port overlays were published online in August 2020.

Information used to inform master planning is published at:

- Gladstone – [Master planning for the priority Port of Gladstone \(Department of Transport and Main Roads\) \(tmr.qld.gov.au\)](#)
- Townsville – [Master planning for the priority Port of Townsville \(Department of Transport and Main Roads\) \(tmr.qld.gov.au\)](#)

Port master planning documentation and information is provided on TMR's website including the following:

[Master planning for priority ports \(Department of Transport and Main Roads\) \(tmr.qld.gov.au\)](#)

[Master planning for the priority Port of Gladstone \(Department of Transport and Main Roads\) \(tmr.qld.gov.au\)](#)

[Master planning for the priority Port of Townsville \(Department of Transport and Main Roads\) \(tmr.qld.gov.au\)](#)

[Master planning for the priority Port of Hay Point/Mackay \(Department of Transport and Main Roads\) \(tmr.qld.gov.au\)](#)

[Master planning for the priority Port of Abbot Point \(Department of Transport and Main Roads\) \(tmr.qld.gov.au\)](#)

Appendix 1

Portfolio legislation

Acts, Regulations and Standards in effect as at December 2021
Air Navigation Act 1937
Century Zinc Project Act 1997 (ss 5(2) – (7), 11, 12, 13)
Civil Aviation (Carriers' Liability) Act 1964
Cross River Rail Delivery Authority Act 2016
Cross River Rail Delivery Authority Regulation 2019
Gold Coast Waterways Authority Act 2012
Gold Cost Waterways Authority Regulation
Heavy Vehicle National Law Act 2012
Heavy Vehicle (Fatigue Management) National Regulation
Heavy Vehicle (General) National Regulation
Heavy Vehicle (Mass, Dimension and Loading) National Regulation
Heavy Vehicle National Law Regulation 2014
Heavy Vehicle (Registration) National Regulation
Maritime Safety Queensland Act 2002
Photo Identification Card Act 2008
Photo Identification Card Regulation 2019
Queensland Rail Transit Authority Act 2013
Rail Safety National Law (Queensland) Act 2017
Rail Safety National Law Regulations 2012
Rail Safety National Law (Queensland) Regulation 2017
State Transport Act 1938
State Transport (People Movers) Act 1989
Sustainable Ports Development Act 2015
Sustainable Ports Development Regulation 2018
Thiess Peabody Mitsui Coal Pty. Ltd Agreements Act 1965 (<i>except to the extent administered by the Treasurer and Minister for Trade and Investment; and the Minister for Resources</i>)
Tow Truck Act 1973
Tow Truck Regulation 2009
Transport Infrastructure Act 1994
Transport Infrastructure (Dangerous Goods by Rail) Regulation 2018
Transport Infrastructure (Ports) Regulation 2016
Transport Infrastructure (Public Marine Facilities) Regulation 2011
Transport Infrastructure (State-controlled Roads) Regulation 2017
Transport Infrastructure (Waterways Management) Regulation 2012
Transport Operations (Marine Pollution) Act 1995
Transport Operations (Marine Pollution) Regulation 2018
Transport Operations (Marine Safety Act) 1994
Transport Operations (Marine Safety) Regulation 2016
Transport Operations (Marine Safety—Domestic Commercial Vessel National Law Application) Act 2016
Transport Operations (Marine Safety—Queensland Regulated Ships Miscellaneous Equipment) Standard 2017

Acts, Regulations and Standards in effect as at December 2021

Transport Operations (Passenger Transport) Act 1994

Transport Operations (Passenger Transport) Regulation 2018

Transport Operations (Passenger Transport) Standard 2010

Transport Operations (Road Use Management) Act 1995

Traffic Regulation 1962

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 Licencing) Regulation 2021

Transport Operations (Road Use Management – Road Rules) Regulation 2009

Transport Operations (Road Use Management – Vehicle Registration) Regulation 2021

Transport Operations (Road Use Management – Vehicle Standards and Safety) Regulation 2021

Transport Planning and Coordination Act 1994

Transport Planning and Coordination Regulation 2017

Transport (South Bank Corporation Area Land) Act 1999

Transport Security (Counter-Terrorism) Act 2008
