

# **TRANSPORT INFRASTRUCTURE AMENDMENT BILL 1994**

## **EXPLANATORY NOTE**

### **GENERAL OUTLINE**

#### **Objective of the Legislation**

The Bill inserts the ports component into the Transport Infrastructure Act 1994. Further transport components such as rail are to be inserted in the future by similar amendments to the Act.

The Bill replaces the port management provisions of the Harbours Act 1955 with specific legislation that will complement the Government Owned Corporations Act 1993 (GOC Act).

The Bill provides for port specific matters not covered in the GOC Act while the GOC Act provides the framework for the commercial operations of port authorities.

The specific objective of the Bill is to provide for the establishment and continuing public ownership of Queensland's port authorities.

It is intended that all existing and future public sector port authorities be nominated as government owned corporations under the GOC Act.

The Bill has been drafted to allow other functions to be carried out by port authorities, such as managing airports in the case of Mackay and Cairns port authorities.

#### **Reasons for the Bill**

This Bill has been designed to complement the GOC Act to form a package to implement reforms approved by Cabinet in the 1990 Review of Queensland's port system. The Bill is to replace outdated, prescriptive and obscure legislation with modern performance based legislation.

It is intended to create a system of efficient and effective port authorities which will be able to react quickly and with much greater flexibility to changing market conditions, thereby contributing significantly to the economic development of Queensland.

### **Estimated Cost for Government Implementation**

There are not expected to be any additional costs for Government.

The Bill reduces the detailed operational controls on port authorities contained in existing legislation and it is expected that some administrative savings will accrue to Government from this source.

### **Consultation**

The following Departments were consulted on the Bill:-

- Office of the Cabinet
- Treasury Department
- Department of Environment and Heritage
- Department of Lands
- Department of Housing, Local Government and Planning
- Department of the Premier, Economic and Trade Development
- Department of Primary Industries
- Department of Family Services and Aboriginal and Islander Affairs

Specific discussions have taken place with all port authorities.

Also, port advisory bodies in each port and unions were consulted.

### **NOTES ON PROVISIONS**

*Clause 1* sets out the short title of the Bill.

*Clause 2* provides for 1 July 1994 to be the commencement date of the Bill.

*Clause 3* provides for the amendment of the Transport Infrastructure Act 1994.

*Clause 4* provides for amendments to section 4 - Definitions of the Transport Infrastructure Act 1994.

*Clause 5* inserts Chapter 5A - Port Infrastructure (sections 61A - 61ZC), after Chapter 5 of the Transport Infrastructure Act 1994.

Section 61A provides for definitions of certain words and phrases used in the Bill.

Section 61B continues in existence the existing 5 port authorities that are proposed to be corporatised under the GOC Act. The other 3 existing port authorities (Port of Brisbane Corporation, Gladstone Port Authority and the Ports Corporation of Queensland) are to be corporatised on 1 July 1994 and are referred to in the definition of port authorities.

Section 61C allows for the creation of new port authorities by regulation. It is intended that any future public sector port authorities only be established under this Bill.

Section 61D allows a port authority to be abolished and its functions, assets and liabilities (including legal proceedings) transferred in whole or in part to either another port authority, the State or a local government.

Section 61E allows the management of a port, including any assets and liabilities (including legal proceedings) relating to that port, to be transferred in whole or in part to either another port authority, the State or a local government.

Section 61F allows any other transitional arrangements to be provided for in a regulation dealing with the establishment or abolishing of a port authority or transfer of management of a port.

Section 61G provides that the State or a local government may manage a port.

It is not envisaged at this point in time that either body is to manage a port. However, there is the possibility that, at some stage in the future, the Minister or a local government may manage a port and therefore would need all the functions, powers and obligations of port authorities created under this Bill.

Any additional functions required could be obtained under section 61I(f) or any additional powers required could be obtained under Section 61L(1)(i).

Section 61H allows port limits to be defined or amended, the name of a port to be changed and the name of a port authority to be changed by regulation. Also, in the case of a new port, the section allows for a regulation to assign the management of the port to an existing port authority, the State or local government.

Section 61I outlines the functions of port authorities. Any other additional functions can be conferred on a port authority by regulation. A regulation will be made to permit the Cairns and Mackay port authorities the function of managing and operating the Cairns and Mackay airports.

No mention is made of the commercial operations of port authorities as this is provided for in the GOC Act.

Section 61J provides that the powers of a port authority are subject to the powers of a harbour master under the Marine Safety Act 1994 in relation to marine safety and navigation.

The section is similar to section 5 of the Harbours Act 1955 in relation to the previous Queensland Marine Act 1958.

Section 61K(1) provides that in addition to the powers a port authority has under this Bill and the GOC Act, it also has all the powers necessary or convenient for performing its functions. Without limiting this, subsection (2) permits port authorities to dredge within their port limits. A port authority will still be required to obtain any necessary approvals to undertake such works but will not be liable to pay royalties in respect of any extractive material removed to maintain or improve navigational channels in its port, improve navigation in its port or to reclaim strategic port land (refer subsection (3)).

Section 61L allows additional powers to be conferred on port authorities by regulation. Apart from the specific powers mentioned in sub-clause (1)(a) to (h), sub-clause (1)(i) allows a regulation to confer any other powers on a port authority.

Any regulation made under this section automatically applies to the port limits of a port authority and its strategic port land, unless otherwise mentioned or a smaller area is determined by the Minister.

Section 61M allows a port authority to impose charges for the use of its port or for the State. The manner in which the charges may be imposed can include, but not limited to, referring to ships using its port or referring to goods or passengers loaded, unloaded or transhipped to or from ships using facilities in its port (whether or not the facilities are owned or controlled by the port authority).

This section ensures the continuation of existing port authority charging arrangements in ports, including the charging arrangements which currently apply in the ports of Abbot Point and Hay Point.

Section 61N requires port authorities to have available for inspection (and purchase) copies of any additional functions or powers granted to it under sections 61I and 61L.

Section 61O permits a regulation to be made outlining who is responsible for port authority charges incurred. The section is similar to sections 126 and 127 of the Harbours Act 1955.

Section 61P permits a regulation to be made outlining who is responsible for damage caused to port authority infrastructure. The section is similar to section 76 of the Harbours Act 1955.

Section 61Q provides for a port authority to prepare a land use plan for land that it wishes to be strategic port land showing the current and proposed uses of such land.

The Minister may direct a port authority to prepare a new land use plan or amend a submitted land use plan.

Section 61R identifies the type and use of land that a port authority may wish to declare as strategic port land.

Only land that is held in freehold title by a port authority or land held directly from the State by a port authority can be approved as strategic port land. If a port authority requires other land to be strategic port land it must acquire the land first before it can be approved as strategic port land. If a port authority is unable to acquire the land and requires the land for strategic port purposes, it must approach and convince Government that the land is needed for strategic port purposes and to acquire the land on its behalf. A port authority is not a constructing authority for the purposes of the Acquisition of Land Act 1967.

The section also sets out the consultative process for declaring land to be strategic port land for a particular use.

It is intended that a declared use will be similar to the categories that local government zone land under their town plans eg. light industry, heavy industry etc.

Section 61S sets out the approval process for declaring land to be strategic port land for a particular use. It permits the Minister to approve land to be strategic port land if appropriate account has been taken of matters raised in the public consultation process and no substantial objection is raised by local government.

If a local government does have a substantial objection, the Governor in Council may approve the plan.

The consultation and approval process will also apply where a port authority wishes to change the use of strategic port land. A port authority would have to go through the consultation and approval process again for any new use not consistent with the previously approved use.

Section 61T provides for strategic port land to be exempt from the Local Government (Planning and Environment) Act 1990 ie. local government zoning requirements do not apply to strategic port land.

Section 61U provides that strategic port land must be used for the approved use unless the approval of the Minister or Governor in Council is obtained. The consultation and approval process is similar to that for declaring land to be strategic port land.

The section is designed to allow port authorities to obtain a return on strategic port land in the short term if the land is not to be used for its approved use.

In urgent or exceptional circumstances the Minister may approve an alternate use to the one approved without a port authority having to engage in the consultative process outlined in paragraph (a). However, the Minister may still direct the port authority to engage in the consultative process.

Section 61V provides that Ministerial approval must be obtained before a port authority disposes of freehold land or enters into any form of tenure of its strategic port land or its port facilities for a term exceeding 25 years. Any dealing in land or port facilities without such an approval has no effect.

Section 61W allows a regulation to be made that provides that an official is not civilly liable for any act or omission done honestly and without negligence for the port authority. The liability instead rests with the port authority entity itself.

The section does not cover acts or omissions done dishonestly or negligently for a port authority by a port authority official.

Section 61X allows the Governor in Council to determine where port activities of a substantial nature can occur outside declared port limits to ensure the most effective and efficient use of existing and future port facilities.

Section 61Y provides that it is an offence for a person to intentionally or recklessly cause damage to works or infrastructure of a port authority, interfere with the normal operations of the port or dump refuse or goods into the waters of a port.

The section also provides that it is an offence to intentionally or recklessly evade the payment of any charges of a port authority, and that it is an offence for a person to act contrary to section 61X.

Section 61Z allows a port authority to determine when charges are payable and to charge interest on outstanding charges. Also, the section allows a regulation to be made by government exempting (this includes partially exempting) a person from charges of a port authority. However, this section does not affect the ability of a port authority to exempt, or partially exempt, a person from charges of the port authority.

Section 61ZA provides that a regulation may be made for any necessary transitional provisions needed to operate by a port authority that is a candidate GOC. The Port of Brisbane Corporation, Gladstone Port Authority and the Ports Corporation of Queensland are proposed to be corporatised on 1 July 1994 and the remaining five port authorities are to be made candidate government owned corporations by 1 July 1994. It is intended that all future public sector port authorities will be made candidate government owned corporations as soon as possible after the authority is established, if not at the same time.

Further, that a regulation may provide for transitional provisions in relation to a port authority and an entity to which the port authority's assets and liabilities are to be transferred under the GOC Act.

The section also provides that a port authority that is a candidate GOC is a statutory body for the purposes of the Statutory Bodies Financial Arrangements Act 1982 and that the provisions of this section only apply for a maximum period of 18 months or until the port authority's assets and liabilities are transferred to an entity by regulation under the GOC Act.

Section 61ZB (1) provides that strategic port land is not rateable under the Local Government Act 1993 or the City of Brisbane Act 1924 unless the land is occupied by a person other than a port authority, the State or another government entity (within the meaning of the GOC Act).

Subsection (2) provides that all other land occupied by a port authority is rateable under the Local Government Act 1993 or the City of Brisbane Act 1924.

Section 61ZC provides that if a notice is placed at each entrance commonly used for gaining access to the waters of a port or to strategic port land, the person is taken to be aware of the information contained in the notice. This applies even if the person gains access to the waters of the port or to strategic port land by using another entrance.

Such notices may contain, among other matters, information that the person is entering into an area where a regulation by notice and direction system operates, that charges apply for the use of the port and its facilities and that penalties apply for breaches of notices or directions.

*Clause 6* inserts two sections into the Transport Infrastructure Act 1994 after section 65.

Section 65A provides that offences against the Transport Infrastructure Act 1994 are summary offences and also provides time limits for commencement of any action.

Section 65B provides that a person who attempts to commit an offence against the Transport Infrastructure Act 1994 is liable to a maximum of half the maximum penalty that would have applied if the person had committed the offence.

*Clause 7* amends the heading of Chapter 7 of the Transport Infrastructure Act 1994.

*Clause 8* amends the heading of Chapter 7, Part 1 of the Transport Infrastructure Act 1994.



*Clause 9* amends the heading of section 70 of the Transport Infrastructure Act 1994 and in line 1 of section 70 replaces the word “Chapter” with the word “Part”.

*Clause 10* omits the existing Part 2 of Chapter 7 of the Transport Infrastructure Act 1994 and inserts a new Part 2 - SAVINGS AND TRANSITIONAL PROVISIONS ABOUT PORTS (sections 90 - 113) and Part 3 - GENERAL SAVINGS AND TRANSITIONAL PROVISIONS (sections 114 - 131).

Section 90(1) provides for the interpretation of the terms “GOC port authority” and “predecessor” of a port authority in Part 2.

Subsection (2) provides that any reference in an Act or document to a predecessor of a port authority is a reference to the GOC port authority after the predecessor's assets and liabilities are transferred to the authority.

Subsection (3) provides for the expiry of this section.

Section 91 ensures that existing harbour limits defined under the Harbours Act 1955 or port limits under the Port of Brisbane Authority Act 1976 are deemed to be ports under this legislation, except for the Gold Coast waterways which is no longer to be a harbour but an area managed for the State by the Minister.

Subsection (3) provides for the expiry of this section.

Section 92 provides that management of existing ports remains with its current port authority or the GOC port authority which is the successor to the previous port authority.

Subsection (3) provides for the expiry of this section.

Section 93 transfers money in statutory funds created under the Cairns and Mackay Airport Acts to the respective port authority concerned.

Subsection (3) provides for the expiry of this section.

Section 94(1) transfers money in statutory funds created under the Harbours Act 1955 or the Port of Brisbane Authority Act 1976 to the respective port authority concerned.

Subsection (2) relates to the Harbours Corporation Fund. The only money that is to remain and be dealt with in this fund relates to the existing five small craft boat harbours. The reason for this relates to the possible devolution of these boat harbours to local governments and the need to keep

money separate from the Consolidated Fund in the interim. Once the future of these boat harbours has been determined, the fund can be closed.

Subsection (3) relates to other money in the Harbours Corporation Fund. This money is to be paid to the Consolidated Fund, including money relating to the Gold Coast waterways area.

Subsections (4) and (5) provide for the expiry of this section.

Section 95(1) provides that any harbour dues chargeable by or payable to a port authority or a predecessor of a GOC port authority become, on the commencement, charges of the port authority or GOC port authority unless resolved otherwise by the port authority or GOC port authority.

Subsection (2) provides for the expiry of this section.

Section 96(1) transfers management of the five small craft boat harbours to the Minister until otherwise determined by regulation. These boat harbours were previously managed by the Harbours Corporation of Queensland.

Subsection (2) provides for the expiry of this section.

Section 97(1) provides that existing land designated as harbour lands or industrial lands under the Harbours Act 1955 continues under that designation until the port authority's first land use plan is approved.

Subsection (2) provides that a regulation that would have applied to strategic port land under the Bill applies to both harbour lands and industrial lands until the port authority's first land use plan is approved.

Subsections (3) and (4) provide that land that is designated harbour lands continues to be not rateable under the Local Government Act 1993 or the City of Brisbane Act 1924 unless the land is occupied by a person other than a port authority, the State or another Government entity (within the meaning of the GOC Act), while land that is designated industrial lands is rateable under these two acts.

Subsection (5) provides for the expiry of this section.

Section 98 requires each port authority to submit a land use plan within 1 year of commencement of this legislation. The Minister may grant an extension for up to a further 6 months however, if no plan has been submitted within that further time, all land of the port authority reverts back to land under the control of the Local Government (Planning and

Environment) Act 1990 ie. local government zoning requirements would apply.

Subsection (3) provides for the expiry of this section.

Section 99(1) transfers any assets and liabilities of the Harbours Corporation of Queensland to the State.

Subsection (2) provides for the assets and liabilities to be managed by the Minister unless otherwise determined by the Governor in Council.

Subsection (3) relates to tenures issued by the Harbours Corporation. These tenures are proposed to be transferred to the administration of the Department of Lands by subsection (2). However, as the provisions of the Harbours Act relating to land tenure matters are more flexible than the existing Land Act provisions, the appropriate provisions of the Harbours Act are to still apply to such tenures until the proposed new Land Bill is enacted with more flexibility in its land tenure dealings. This has been done to ensure existing tenure holders are not disadvantaged from the change.

Subsection (4) provides for existing boat harbour by-laws and certain other Harbours Corporation by-laws to continue in force under the administration of the Minister. It does not appear warranted to re-write the boat harbour by-laws if the boat harbours are to be devolved to local government in the near future. The particular by-law would be repealed as each boat harbour is taken over by a local authority. To administer a boat harbour, the local government would pass their own by-laws under the Local Government Act 1993. If a boat harbour is not devolved then that particular by-law could be re-written at that time.

This subsection also provides for the continuation of other general by-laws previously made and administered by the Harbours Corporation to be administered by the Minister. These by-laws appear to fit more appropriately in the yet to be drafted Miscellaneous Transport Infrastructure Chapter of the Transport Infrastructure Act 1994 and will be re-drafted at that time.

Subsection (5) provides for the continuation of authorised officers or authorised persons under the by-laws mentioned in this section and also for the Minister to authorise other people.

Subsection (6) provides that subsections (4) and (5) continue to have affect despite the repeal of the Harbours Act 1955.

Subsection (7) provides that any legal proceedings by or against the Harbours Corporation concerning the transferred assets or liabilities may be continued by or against the State.

Subsection (8) provides for the expiry of this section.

Section 100(1) transfers money held in the statutory fund created under section 180 of the Harbours Act to the Queensland Sugar Corporation.

Subsection (2) provides for the expiry of this section.

Section 101(1) continues the Port of Brisbane Authority Inscribed Stock and Debt Redemption Fund Regulations 1981 and the Harbour Board Inscribed Stock Regulations 1987, but only for those inscribed stock or debentures that were issued under these respective regulations. No future borrowings can be issued under these regulations.

Future borrowings are provided for in Part 14 Division 2 of the GOC Act for corporatised GOCs and port authorities that are candidate GOCs are statutory bodies for the purposes of the Statutory Bodies Financial Arrangements Act 1982.

Subsection (2) provides that subsection (1) continues to have effect despite the repeal of the Harbours Act 1955 or the Port of Brisbane Authority Act 1976.

Subsection (3) provides for the expiry of this section.

Section 102 continues the Marine Land Dredging By-law 1987. It also amends the by-law to include areas within port limits as well as outside port limits. It also allows for the Minister to delegate powers under this by-law to an officer of the public service or to a port authority.

The administration of this by-law is to be transferred to the administration of the Minister for Environment and Heritage when section 67 of the Harbours Act 1955 is transferred to that Minister by an Administrative Arrangements Order.

Any permits previously issued under port authority sand and gravel by-laws are to continue in force under the same terms and conditions. This means port authorities will continue to receive royalties on permits issued under their respective by-laws until the permits expire. Any new permits are to be issued by the Minister with payment going to the consolidated fund.

Subsection (6) continues the port authority by-laws relating to habitation of houseboats and other vessels and vessel, wharf or cargo nuisances.

Subsection (7) continues the Cairns, Mackay and Townsville port authority by-laws relating to parking and the regulation of vehicular traffic. These by-laws are to be repealed when the Offence Notices Legislation Amendment Act 1994 is proclaimed and operational.

Subsection (8) provides for the continuation of authorised officers or authorised persons under the by-laws mentioned in this section and also for a port authority to authorise other people.

Subsection (9) provides that the by-laws continue to have effect despite the repeal of the Harbours Act 1955, the Port of Brisbane Authority Act 1976, the Cairns Airport Act 1981 or the Mackay Airport Act 1989.

Subsection (10) provides for the expiry of this section.

Section 103(1) continues various land sections of the Harbours Act 1955. These sections are to be transferred to the administration of the Minister for Lands by an Administrative Arrangements Order.

Subsection (2) changes the parties to the lease entered into on 30 October 1970 between the State and Queensland Alumina Limited by substituting the Gladstone Port Authority for the State.

This subsection does not affect any of the other terms and conditions of the lease except where there is a reference to the Minister is taken to be a reference to the Gladstone Port Authority.

Subsection (3) provides that this section continues to have effect despite the repeal of the Harbours Act 1955.

Subsection (4) provides for the expiry of this section.

Section 104(1) provides for the continuation of vesting/divesting of land sections of the Harbours Act (sections 81 and 142(3)) under the administration of the Minister. This is only until the proposed new Land Bill is enacted with appropriate land tenure arrangements for port authorities.

This subsection also provides for the continuation of sections 88 (setting of quay lines) and 140 (vesting of management and control of Crown facilities) of the Harbours Act 1955. These sections fit more appropriately

in the yet to be drafted Miscellaneous Transport Infrastructure Chapter of the Transport Infrastructure Act 1994 and will be re-drafted at that time.

Subsection (2) provides the continuation of section 64 (other than subsection (8)) of the Harbours Act 1955 only in relation to land that is vested in a port authority under section 81(4) of the Harbours Act 1955 and designated harbour lands or approved as strategic port land. This is only until the proposed new Land Bill is enacted with appropriate land tenure arrangements for port authorities.

Subsection (3) provides that this section continues to have effect despite the repeal of the Harbours Act 1955.

Subsection (4) provides for the expiry of this section.

Subsection (5), however, provides that a regulation may extend the operation of the section for up to a maximum period of five years.

Subsection (6) provides if a regulation is made under subsection (5), then the section continues in force until the period mentioned in the regulation expires.

Section 105(1) continues various approval of works below high water mark sections of the Harbours Act 1955 and two regulations. These sections and regulations are to be transferred to the administration of the Minister for Environment and Heritage by an Administrative Arrangements Order.

Subsection (2) allows the Minister to approve such works where previously it required Governor in Council approval or an Order in Council.

Subsection (3) permits the Minister to delegate to a public servant or port authority a power under section 67 of the Harbours Act 1955.

Subsection (4) permits the Minister to delegate to a public servant, port authority or a local government a power under section 86 of the Harbours Act 1955.

Subsection (5) provides that sections 59(3) to (6) of the Harbours Act 1955 have effect as if references to powers under subsection (1) were references to powers of the relevant port authority.

Subsection (6) replaces references in section 67 of the Harbours Act 1955 to a harbour board or the Harbours Corporation with the chief

executive of the Department. It also replaces the phrase “subsection (2)” with “the Marine Land Dredging By-law 1987” to give affect to the section.

Subsection (7) provides that this section continues to have effect despite the repeal of the Harbours Act 1955.

Subsection (8) provides for the expiry of this section.

Section 106(1) provides for the continuation of sections 177(2) and 178 of the Harbours Act 1955 to preserve arrangements relating to bulk sugar terminal facilities. These sections are to be transferred to the administration of the Minister for Primary Industries by an Administrative Arrangements Order.

Subsection (2) omits the requirement to obtain Ministerial approval under section 178(1).

Subsection (3) provides that this section continues to have effect despite the repeal of the Harbours Act 1955.

Subsection (4) provides for the expiry of this section.

Section 107 continues section 62A of the Harbours Act 1955 only for those lands that are currently designated under that section until the first land use plan of a port authority is approved.

Subsection (2) provides that this section continues to have effect despite the repeal of the Harbours Act 1955.

Subsection (3) provides for the expiry of this section.

Section 108 continues Division 2 of Part 5 of the Port of Brisbane Authority Act 1976. This Division relates to the Compensation Reference Tribunal set up under that Act in relation to leases, mainly around the Hamilton area, that were issued prior to, and affected by, the decision to relocate the port of Brisbane to Fishermans Island. The Port of Brisbane Corporation is required to maintain a certain depth of water to not disadvantage those lessees that had entered into leases prior to the decision to relocate the port of Brisbane to Fishermans Island.

The Port of Brisbane Corporation has advised that the last affected lease expires in October 2018.

Subsection (2) provides that this section continues to have effect despite the repeal of the Port of Brisbane Authority Act 1976.

Subsection (3) provides for the expiry of this section.

Section 109(1) provides that where previously the Minister for Transport's approval was required under a lease or licence granted under section 65 of the Harbours Act 1955 for a change of use where the term is not more than 25 years (including any renewal option), an assignment or a subletting, the approval is now no longer required.

Approval of the Minister is still required for changes of use for leases or licences granted in excess of 25 years (including any renewal option) and if Ministerial approval is required other than for an assignment or sub-letting.

Subsection (2) provides for the expiry of this section.

Section 110(1) changes the parties to the lease referred to in the Harbours Acts Amendment Act 1968 between the State and Queensland Alumina Limited by substituting the Gladstone Port Authority for the State.

This subsection does not affect any of the other terms and conditions of the lease except where there is a reference to the Minister is taken to be a reference to the Gladstone Port Authority.

Subsection (2) provides for the expiry of this section.

Section 111 provides that a person who was delegated a power for a predecessor of a GOC port authority or a port authority prior to the commencement, can continue to exercise that power after the commencement for the GOC port authority or port authority.

Subsection (3) provides for the expiry of this section.

Section 112 provides for the continuation of the right of certain employees of the Ports Corporation of Queensland to return to the public service by 30 June 1995. This right was included in the Harbours Amendment Act 1993 No.73 which validated the creation of the Ports Corporation.

Section 113 provides that section 20A of the Acts Interpretation Act 1954 applies to the sections mentioned in Part 2.

Sections 114 - 131 are administrative provisions amending references in Acts and documents in existence at the commencement.

*Clauses 12 and 13* are administrative provisions relating to renumbering.

*Clause 14* amends Schedule 3 of the Transport Infrastructure Act 1994 by omitting the amendments to the Harbours Act 1955 and inserting an amendment to the Transport Infrastructure (Roads) Act 1991.



*Clause 15* provides that the Acts mentioned in Schedule 1 are amended as set out in the Schedule.

Clause 16 provides that the Acts mentioned in Schedule 2 are repealed.