

# **Transport Infrastructure (Public Marine Facilities) Amendment Regulation (No. 1) 2014**

Explanatory notes for SL 2014 No. 75

made under the

*Transport Infrastructure Act 1994*

## **General Outline**

### **Short title**

This regulation may be cited as the *Transport Infrastructure (Public Marine Facilities) Amendment Regulation (No. 1) 2014*.

### **Authorising law**

Section 459 of the *Transport Infrastructure Act 1994*.

### **Policy objectives and the reasons for them**

The regulation will enable the state to effectively and consistently administer public marine facilities.

### **Achievement of policy objectives**

The regulation will make changes to Schedule 1 and insert a new Schedule 1A into the *Transport Infrastructure (Public Marine Facilities) Regulation 2011*. The amendments will ensure appointments and ending of management appointments are recorded and will specify the plan number and location for public marine facilities.

The regulation achieves its objectives through the formal appointment of managers for public marine facilities. Formal appointments are a mechanism to formally enable local authorities to officially take control of the day-to-day management, enact local laws and maintain those facilities in their area.

## **Consistency with policy objectives of authorising law**

The regulation is consistent with the policy objectives of Chapter 1 of the *Transport Infrastructure Act 1994* which, for public marine transport, is to establish a regime under which public marine facilities and the use of waterways are effectively and efficiently managed.

## **Benefits and costs of implementation**

There will be no costs associated with implementing these amendments.

The benefits of implementation of the regulation will be for the continued operational safety and effective management of Queensland's public marine facilities.

## **Consistency with fundamental legislative principles**

The amendments are consistent with fundamental legislative principles.

## **Consultation**

Consultation has been undertaken with the Department of the Premier and Cabinet, Queensland Treasury and Trade, the Department of Justice and Attorney-General, the Department of State Development, Infrastructure and Planning, the Department of Local Government, Community Recovery and Resilience, the Queensland Police Service, the Department of Science, Information Technology, Innovation and the Arts and the Department of Communities, Child Safety and Disability Services.

The Office of Best Practice Regulation, Queensland Competition Authority, was also consulted.