

Sustainable Ports Development (Port of Townsville Master Planned Area) Amendment Regulation 2019

Explanatory notes for SL 2019 No. 241

made under the

Sustainable Ports Development Act 2015

General Outline

Short title

Sustainable Ports Development (Port of Townsville Master Planned Area) Amendment Regulation 2019

Authorising law

Sections 6(1)(b) and 48 of the *Sustainable Ports Development Act 2015*.

Policy objectives and the reasons for them

The key policy objectives for the *Sustainable Ports Development (Port of Townsville Master Planned Area) Amendment Regulation 2019* (the amendment Regulation) are to:

- provide consistency with the objectives of the *Sustainable Ports Development Act 2015* (the Act);
- give effect to requirements under the Act for master planned areas of each priority port to be approved by regulation.

Achievement of policy objectives

The amendment Regulation achieves the policy objectives by approving the master planned area for the priority Port of Townsville.

Consistency with policy objectives of authorising law

The amendments to the *Sustainable Ports Development Regulation 2018* are consistent with the objectives of the *Sustainable Ports Development Act 2015*. In particular, the amendment Regulation is consistent with the main objectives of the Act to establish a legislative framework

which balances the protection of the Great Barrier Reef World Heritage Area with the development of the priority ports in the regions.

Inconsistency with policy objectives of other legislation

The amendment Regulation is consistent with the policy objectives of other legislation.

Benefits and costs of implementation

The amendment Regulation approves the master planned area for the priority Port of Townsville as required under the Act.

There are no additional costs for government, industry or the community.

Consistency with fundamental legislative principles

The Regulation is consistent with fundamental legislative principles.

Consultation

The Office of Best Practice Regulation, Queensland Productivity Commission advised that the Regulation is unlikely to result in significant adverse impacts and therefore no further assessment is required under the *Queensland Government Guide to Better Regulation*.

Consultation was undertaken with Townsville Ports Corporation, Townsville Regional Council, and other key stakeholders during the development of the master plan and did not raise any concerns.

Notes on Provisions

Section 1 states the short title of the Regulation.

Section 2 states this Regulation amends the *Sustainable Ports Development Regulation 2018*.

Section 3 is authorised by section 6(1)(b) of the Act and states that the area identified in the master plan for the priority Port of Gladstone is approved as the master planned area for the port. A note identifies where a copy of the master plan is available for inspection.

Section 4 is authorised by section 6(1)(b) of the Act and states that the area identified in the master plan for the priority Port of Townsville is approved as the master planned area for the port. A note identifies where a copy of the master plan is available for inspection.