

# **Proclamation No. 1– *Land and Other Legislation Amendment Act 2023***

Explanatory notes for SL 2023 No. 32

made under the

*Land and Other Legislation Amendment Act 2023*

## **General Outline**

### **Short title**

Proclamation No. 1- *Land and Other Legislation Amendment Act 2023*

### **Authorising law**

Section 2 of the *Land and Other Legislation Amendment Act 2023*

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

The objective of the Proclamation is to:

1. Implement the *Land and Other Legislation Amendment Act 2023* (LOLA Act) — section 2 as it provides for the commencement by proclamation of the following *Stock Route Management Act 2002* (the Stock Route Management Act) amendments:
  - “(a) sections 63(2) and (3); 64 and 65;”
  - “(b) section 67, to the extent it inserts section 187B(1)(a);”
  - “(c) section 69, to the extent it inserts section 340;” and
  - “(f) schedule 1, amendment of *Stock Route Management Act 2002*, amendment 4.”

### **Achievement of policy objectives**

Following reviews and extensive consultation, the LOLA Act (assented to on 28 February 2023) makes significant changes to the Stock Route Management Act which governs the management of the stock route network.

These amendments seek to improve cost recovery and streamline administration for local governments that manage the stock route network.

All amendments commenced on assent, apart from the stock route application fee provisions and minor amendments (sections 63, 64, 65, 67, 69 and Schedule 1 of the LOLA Act), which are to commence by proclamation.

Sections 63, 64 and 65 provide for how to apply, and a new application fee, for a travel and agistment permit. Section 67 applies to fines payable to local governments and the use by local governments of revenue obtained through fees and fines. Section 69 provides for transitional arrangements arising out the stock route amendments and Schedule 1 captures minor and consequential amendments arising from the amendments proposed in the LOLA Act.

The *Stock Route Management Regulation 2023* also amends the fees prescribed under the *Nature Conservation (Protected Areas Management) Regulation 2017* for a permit issued by the Department of Environment and Science for stock to travel through protected areas.

The purpose of the amendment is to align the fees charged for stock to travel in a protected area with that which applies to stock travelling on the stock route network.

Commencement of these sections support the fee, fine and plan provisions in the proposed *Stock Route Management Regulation 2023* requiring them to start at or before the regulation is commenced.

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

Proclaiming the relevant provisions are consistent with the policy objectives of the LOLA Act.

## **Inconsistency with policy objectives of other legislation**

No inconsistencies with policy objectives of other legislation have been identified.

## **Benefits and costs of implementation**

Proclaiming the provisions enables time for the remake of the *Stock Route Management Regulation 2003* and to inform the users of the stock routes of the new fees.

## **Consistency with fundamental legislative principles**

No potential inconsistencies with fundamental legislative principles were identified.

## **Consultation**

In accordance with the *Queensland Government Guide to Better Regulation*, the Office of Best Practice Regulation was not consulted in relation to the regulatory proposal. The department applied self-assessable exclusions from undertaking further regulatory impact analysis (category (g) – regulatory proposals that are of a machinery nature).]