

APPENDIX B.14

INFRASTRUCTURE AND REGIONAL DEVELOPMENT

Summary

Infrastructure and Regional Development reported 35 measures¹ during the year, with a total net regulatory saving of \$58.8 million per year.

The portfolio is at the forefront of the Australian Government's efforts to secure Australia's economic future and improve living standards, particularly through infrastructure planning, strategic investment in transport infrastructure, transport system reform, strategic development of policies and programmes, and regulation of transport safety and security.

Regulatory functions are broad and diverse as regulators across the department and portfolio agencies work to foster an efficient, sustainable, competitive, safe and secure transport system, comprising rail, road, aviation and maritime transport.

Effective safety and security standards are high priorities. To meet the Government's regulatory reform objectives while maintaining these standards, regulators have focused on achieving efficiencies through administrative improvements, removing ineffective compliance requirements, and utilisation of new technology.

The department is also well advanced in adopting international standards and risk assessments, where appropriate, as part of eliminating duplication and overlap of regulation.

¹ Measures counted here only include decisions with a regulatory impact. Measures with a zero regulatory impact have been excluded.

Regulatory measures reported since the 2015 Spring Repeal Day²

With an impact of greater than \$2 million

Infrastructure & Regional Development	Improving licensing arrangements for small aircraft engineers
	<ul style="list-style-type: none">• On 30 November 2015, the Deputy Prime Minister approved changes to the Civil Aviation Safety Regulations (CASR) Part 66 to rationalise requirements in the issuance of licences for small aircraft engineers.• The current aircraft engineer licensing system under CASR Part 66 requires applicants for an aircraft engineer licence to complete a 5-year diploma course, regardless of the size and complexity of the aircraft for which the applicants are applying to be licensed. This amendment reduces the requirement to a 4-year Certificate IV course for applicants applying to be licensed for small aircraft (weighing less than 5700kg).• The Department of Infrastructure and Regional Development has estimated that this will lead to an annual saving of \$6.97 million in compliance costs.
Infrastructure & Regional Development	Adopting a new international standard to improve vehicle occupant safety during side impact crashes
	<ul style="list-style-type: none">• On 12 December 2015, the Minister for Major Projects, Territories and Local Government approved the adoption of a new international standard for vehicle design that will improve safety in the event of side impact crashes.• The adoption of the standard as an Australian Design Rule (85/00) mandates side impact performance requirements from 2017 for new light passenger and light commercial vehicles that will significantly reduce the cost of road trauma to the community. The Department of Infrastructure and Regional Development has estimated that this change could save 128 lives and avoid 195 severe or moderate traumatic brain injuries over 15 years of regulation. The Department of Infrastructure and Regional Development separately estimates that the wider net economic and social benefits to the community from reduced trauma could be in excess of \$400 million.• The OBPR has agreed that this will lead to an annual increase of \$10.6 million in compliance costs.

² These measure descriptions relate to new decisions taken and reported between the Spring 2015 Repeal Day and 31 December 2015. Descriptions of regulatory increases or regulatory decreases generally capture those measures with a regulatory change in excess of \$2 million per annum.

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Managing checked baggage during operational disruptions

- In June 2015 the Deputy Prime Minister approved changes to improve the handling of checked baggage during operational disruptions.
 - The amendments will increase flexibility around the handling of checked baggage on domestic air services following a flight disruption which is outside the control of the passenger.
 - In particular, regulatory changes were introduced to allow checked baggage to be transferred to an aircraft departing prior to the accompanying passenger. Security outcomes will be maintained.
 - The Department of Infrastructure and Regional Development has estimated that this will lead to an annual saving of \$3.2 million in compliance costs.
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2015 regulatory measures, previously reported in conjunction with the Autumn and Spring Repeal Days

These measures below are reproductions of the 2015 Autumn and Spring Repeal Day overview descriptions and have not been amended³. Where necessary, supplementary information is shown as blue text.

Infrastructure & Regional Development	Introducing more flexible screening arrangements at Melbourne and Adelaide Airports ⁴ (Autumn)
<ul style="list-style-type: none">• On 19 November 2014, the Department of Infrastructure and Regional Development served amendments to aviation screening notices to introduce more flexibility at multi-lane passenger screening points at the Melbourne and Adelaide Airports.• Following a trial in 2013, operators will now have the option to conduct explosive trace detection (ETD) screening operations at the front of a screening point and to test persons in batches of up to three persons per ETD test. Industry will benefit from reduced staffing requirements and reduced capital and maintenance costs, and passengers will save time during the screening process. The improved screening at Melbourne and Adelaide will be achieved while maintaining high security standards.• The Department of Infrastructure and Regional Development has estimated that this will lead to annual savings of \$8.8 million and \$2.4 million in compliance costs for the Melbourne and Adelaide Airports respectively. <p>Further update:</p> <ul style="list-style-type: none">• The Spring Repeal Day overview reported the introduction of flexible Explosive Trace Detection screening arrangements at other Australian airports.• The Department of Infrastructure and Regional Development has estimated that this will lead to an additional, annual saving of \$30.2 million in compliance costs.	

³ To align this table with the 2015 calendar year, any measures accounted for in the previous annual report have been excluded.

⁴ Reporting for these measures occurred over two years, with \$8.8 million accounted for in 2014 and \$32.6 million accounted for in 2015.

Infrastructure & Regional Development	Increasing flexibility in X-ray Loader requirements at Australian airports (Spring)
	<ul style="list-style-type: none"> • On 27 January 2015 the Department of Infrastructure and Regional Development advised security-controlled airports of greater flexibility around the number of X-ray Loader personnel required for security screening. • Changes remove the expectation of one X-ray Loader personnel per screening lane under current Government guidelines and allow screening authorities to choose to have a Loader cover more than one lane. Current requirements for a qualified screening officer to perform the Loader role and associated responsibilities will be retained to maintain high security standards. Industry can benefit from reduced staffing requirements and associated costs. • The Department of Infrastructure and Regional Development has estimated that this will lead to an annual saving of \$9.9 million in compliance costs.
Infrastructure & Regional Development	Reforming coastal shipping (coastal trading) (Spring)
	<ul style="list-style-type: none"> • On 25 June 2015 the Minister for Infrastructure and Regional Development introduced the Shipping Legislation Amendment Bill 2015 into Parliament. The Bill is currently before the Senate. • The Bill will implement major reforms to the regulatory framework for coastal shipping by replacing the current three-tiered licensing system under the <i>Coastal Trading (Revitalising Australian Shipping) Act 2012</i> with a single permit. This simplified permit system will reduce costs to business and enhance access to competitive shipping services. Foreign-flagged ships operating under a permit will be required to have two senior Australian crew, and meet Part B of the Seagoing Industry Award if they intend to or engage in coastal shipping for more than 183 days in a permit year. • The Department of Infrastructure and Regional Development has estimated that this will lead to an annual saving of \$10.7 million in compliance costs.

Infrastructure & Regional Development	Managing checked baggage during operational disruptions
	<ul style="list-style-type: none"> • As part of the 2015 Spring Repeal Day, Schedule 1 of the ACT Self Government (Consequential Provisions) Regulations will be repealed. • The provisions currently in Schedule 1 of the Regulations will be incorporated into the principal Acts and there will be no change to the effect of these Acts. • This measure will reduce the range of legislative instruments that need to be consulted to understand the applicability of Commonwealth legislation in the ACT. It will also reduce the likelihood of misunderstandings about such applicability and will mean that business, individuals and community organisations spend less time trawling through regulations. • NB: This measure was part of the Omnibus Repeal Day (Spring 2015) Bill. There are no regulatory savings or burden associated with this proposal.
Infrastructure & Regional Development	Harmonising Government programmes and services for Norfolk Island residents (Spring)
	<ul style="list-style-type: none"> • In March 2015 the Australian Government, as part of its election commitment, announced the extension of the Australian health, welfare, taxation and immigration and border protection regimes to include Norfolk Island. • These changes will harmonise the delivery of other Government programmes and services where appropriate for Norfolk Island residents. The measure amends the <i>Norfolk Island Act 1979</i>, effectively ending self-government on Norfolk Island. • The Department of Infrastructure and Regional Development is working with government agencies on the implementation of the reforms after which the impact of the new regulatory environment will be assessed.

International standards and risk assessments

As part of the Industry Innovation and Competitiveness Agenda, announced in October 2014, the Government adopted the principle that if a system, service or product has been approved under a trusted international standard or risk assessment, then our regulators should not impose any additional requirements for approval in Australia, unless it can be demonstrated that there is a good reason for doing so.

In developing criteria for assessing opportunities for the acceptance or adoption of trusted standards and assessments, the Department of Infrastructure and Regional Development has published the following materials on-line:

https://infrastructure.gov.au/department/deregulation/files/international_standards_flowchart.pdf

Further information

If you have a question about the information provided here, please email regulatoryreform@infrastructure.gov.au.