



Commonwealth-State Regulatory Impact Statement status, 2023-24

The Office of Impact Analysis (OIA) publishes Regulation Impact Statements (RISs) and the OIA's assessment of each RIS on its website as soon as practicable after a policy announcement is made, in consultation with the relevant Ministerial Meeting or national standard-setting body (NSSB).

Please note that all Department and Agency names in this report reflect their name at the time the RIS was published.

In 2023-24, seven Commonwealth-State Decision RISs (D-RIS) were finalised, assessed as compliant by the OIA and published.

In this period eight Commonwealth-State Consultation RISs (C-RIS) were assessed as compliant by the OIA and published.

On 28 April 2023, National Cabinet agreed to changes to the RIS requirements that apply to decisions in the Federal Relations Architecture. Under the *Guide for Ministers' Meetings and National Standard Setting Bodies* (the Guide), a RIS only needs to be finalised with the OIA if requested by the relevant decision maker(s).

As outlined in the Guide, where a RIS is commissioned by the decision maker, the default requirement is that both a C-RIS and D-RIS must be prepared. However, a C-RIS may not be required in circumstances where the OIA has agreed that the function of the C-RIS has been achieved by an appropriate alternative mechanism.

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Compliance with the Commonwealth-State IA requirements 2018-19 to 2023-24

Figure 1. Compliance with the Commonwealth-State IA requirements

Compliance stage	2018-19 Ratio	2019-20 Ratio	2020-21 Ratio	2021-22 Ratio	2022-23 Ratio	2023-24 Ratio
C-RIS compliant at consultation	15/15	24/25	13/14	14/14	15/15	8/8
D-RIS compliant at decision	15/15	23/25	13/14	14/14	15/15	7/7
Of D-RIS provided:	100% had both a compliant C-RIS (or exemption) ^a and D-RIS	96% had a compliant C-RIS (or exemption) ^a and 92% a compliant D-RIS	93% had both a compliant C-RIS (or exemption) ^a and D-RIS	100% had both a compliant C-RIS (or exemption) ^a and D-RIS	100% had both a compliant C-RIS (or exemption) ^a and D-RIS	100% had both a compliant C-RIS (or exemption) ^a and D-RIS

^a The OIA grants exemptions to the preparation of a C-RIS if the function of the C-RIS has been achieved by an appropriate alternative mechanism as outlined in the *Regulatory Impact Analysis Guide for Ministers' Meetings and National Standard Setting Bodies*.

Detailed information on RISs prepared for decision in 2023-24

Australian Energy Market Commission

National Gas Regulatory Framework

Figure 2. Australian Energy Market Commission

Decision Date	Compliant at consultation	Compliant at decision	Final RIS published
12 March 2024	Yes	Yes	21 June 2024

On 20 August 2021, Energy Ministers agreed that the national gas regulatory framework should be amended to bring biomethane, hydrogen blends and other renewable methane gas blends within its scope.

Energy Ministers agreed that it is appropriate for an independent review of potential gaps in the national gas regulatory framework arising out of amendments to cover hydrogen and renewable gas blends and for the Australian Energy Market Commission (AEMC) to develop the initial rules required to accommodate these blends under an amended framework.

The AEMC was tasked with a review of the National Gas Rules (NGR) and National Energy Retail Rules (NERR) to develop initial rules that will extend the regulatory frameworks to these gases and blends. It was

also asked to provide jurisdictional officials with advice on any changes to the National Gas Law (NGL) and National Energy Retail Law (NERL) required to enable these rules.

A number of blending trials and larger blending projects are in development. A review that was conducted as an action of the National Hydrogen Strategy identified the following potential gaps within the national gas regulatory framework the:

- economic regulatory framework applying to gas pipelines
- facilitated and regulated retail gas markets
- consumer protections provided for under the NERL and NERR
- draft regulatory sandbox rules.

The AEMC recommended to Energy Ministers that changes be made to the national gas and retail regulatory frameworks to enable the natural gas sector to evolve to using hydrogen and renewable gas to support Australia's emissions reduction plans.

The AEMC's recommendations included the following key points.

- Enable access to pipelines and support investment by extending the economic regulatory framework.
- Support competition through improvements to the ring fencing framework.
- Extend the market transparency mechanisms to enable informed and efficient decision making.
- Streamline operational arrangements for the short term trading market (STTM).
- Adapt the Victorian declared wholesale gas market (DWGM).
- Allow new services and commodities in the retail gas markets.
- Enable consumers to be informed about a change in the type of gas supplied.
- Retain the draft regulatory sandbox rules in their current form as these draft rules, once extended to covered gases, will be fit for purpose for enabling trial projects involving those gases.

Austroroads

National Heavy Vehicle Driver Competency Framework

Figure 3. Austroroads

Decision Date	Compliant at consultation	Compliant at decision	Final RIS published
19 December 2023	Yes	Yes	20 December 2023

The National Heavy Vehicle Driver Competency Framework (NHVDCF) establishes minimum competency and assessment standards for heavy vehicle drivers across Australia. In August 2022, Austroroads released and consulted on possible reform options to improve Australia's heavy vehicle licensing framework, as part of its draft C-RIS. The final D-RIS is the next phase of the review. The additional C-RIS was part of the next phase

of the HVNL reform program and focuses on ITMM reform package policy areas that were not considered in the previous D-RIS (2023).

The proposed reforms to the NHVDCF considered in this D-RIS are primarily aimed at delivering improved road safety outcomes by better considering these risk factors in licensing. They also include considerations of reforms to arrangements governing heavy vehicle training and assessment which may help improve the quality of driver training.

Two options for improving the NHVDCF have been proposed:

- Option 1: ('competency refresh' option) consists of a number of elements designed to enhance the standard of driver training and assessment by increasing the focus on factors known to improve driver competency.
- Option 2: ('eligibility criteria' option) prevents inexperienced drivers and individuals with a recent history of driving offences from obtaining or upgrading a licence through the introduction of two new licence eligibility criteria:
 - requiring an applicant to hold an open licence before gaining a Medium Rigid or above licence.
 - excluding drivers with a licence suspension or disqualification within the last two years from gaining or upgrading a heavy vehicle licence.

These criteria could be implemented in isolation or in combination.

Department of Infrastructure, Transport, Regional Development,
Communications and the Arts

Disability Standards for Accessible Public Transport 2002 (Transport Standards): Stage 2
Reforms

Figure 4. Infrastructure, Transport, Regional Development, Communications and the Arts

Decision Date	Compliant at consultation	Compliant at decision	Final RIS published
20 March 2024	Yes	Yes	21 March 2024

People with disability face challenges when using public transport such as a lack of access to physical infrastructure, difficulty in accessing information that is suitable to their needs, and challenges with safely navigating a successful public transport journey. Where a person with disability is not afforded equitable access, service or safety in relation to other passengers, this can result in discrimination.

The Disability Standards for Accessible Public Transport 2002 (Transport Standards) provide certainty to providers and operators of public transport services about their responsibilities under the *Disability*

Discrimination Act 1992 (DDA). Outcomes from statutory reviews recognised the need to update the Transport Standards to reflect the current and future needs of people with disability and to provide sufficient flexibility or guidance to operators and providers to practically fulfil their obligations under the DDA.

In August 2019, Transport Ministers agreed to reform the Transport Standards. This D-RIS covers the reforms outlined under stage 2 of the reform process, with the C-RIS and D-RIS for the stage 1 reforms available under the OBPR's published impact analyses.

These reforms aim to eliminate discrimination, as far as possible, against people with disability and provide greater certainty to operators and providers regarding their responsibilities under the Transport Standards.

Stage 2 covers 54 reform areas across 62 Chapters, which have been broken down in this D-RIS into seven sections:

- Part 1: Transport standards principles
- Part 2: Information, communication and wayfinding
- Part 3: Accessibility at stations, stops, wharves and access routes
- Part 4: Accessibility of boarding and alighting and egress of infrastructure
- Part 5: Accessibility in conveyance
- Part 6: Stage 1 reform areas and preferred options
- Part 7: Implementation approach.

To identify the D-RIS preferred package of policy options, the Department of Infrastructure, Transport, Regional Development, Communications and the Arts considered a body of evidence from: consultation findings, a cost-benefit analysis and findings from previous reviews of the Transport Standards.

Following analysis of all available evidence, a preferred option has been identified for each reform area. The rationale for each preferred option is intended to inform a decision by governments, balancing the regulatory impacts of new or updated requirements against the overarching goal of the DDA and the Transport Standards.

Department of Industry, Science and Resources

Country of Origin Labelling for Seafood in Hospitality Settings

Figure 5. Industry, Science and Resources

Decision Date	Compliant at consultation	Compliant at decision	Final RIS published
25 November 2023	Yes	Yes	28 November 2023

Consumer access to country of origin information for seafood in hospitality settings currently relies on businesses' willingness to voluntarily provide this information, either through signage on menus, display boards or in response to customer queries. This lack of easily accessible and consistently displayed information means consumers may be unable to make educated or informed purchasing decisions for seafood in hospitality settings in line with their personal preferences.

The D-RIS considers options for standardising seafood Country of Origin Labelling (CoOL) in hospitality settings.

- Option 1: Maintaining the status quo.
- Option 2: Australian / Imported / Mixed (AIM) model.
- Option 3: Country model.

For Option 1, hospitality business may voluntarily inform consumers of seafood origin.

For Option 2 the AIM model, a new information standard is proposed under Australian Consumer Law (ACL) requiring hospitality businesses to indicate, for each dish on their menu that contains seafood, whether the seafood in that dish is: Australian (A), Imported (I), or Mixed (M).

For Option 3, under ACL hospitality businesses would be required to indicate the country of origin for each dish on their menu that contains seafood - for example, Barramundi (Thailand).

The D-RIS recommends Option 2 as the option having the greatest net benefit and most likely to achieve the objectives of seafood CoOL.

National Transport Commission

Heavy Vehicle National Law (HVNL) High-Level Regulatory Framework

Figure 6. National Transport Commission

Decision Date	Compliant at consultation	Compliant at decision	Final RIS published
4 August 2023	Yes	Yes	7 August 2023

The limitations of the current Heavy Vehicle National Law (HVNL) present a barrier to an effective, flexible regulatory regime and an impediment to improved safety and productivity. In this D-RIS, the National Transport Commission (NTC) identifies 6 key issues in the heavy vehicle regulatory environment stating it:

- does not adequately facilitate a risk-based approach to regulation
- fails to keep pace with rapidly changing external environments and dynamic contexts to manage changes to risks for safe operations in the industry
- does not reflect and support the diversity of the heavy vehicle industry
- could more actively encourage parties to improve safety management and invest in more advanced safety technologies by recognising new technologies and systems within the compliance framework
- does not adequately support changing technologies, data systems and business practices
- does not adequately support the NHVR in its role as a modern regulator.

The proposal includes a suite of complementary policy recommendations that are designed to enable improvements to safety and productivity by delivering:

- a modern regulatory framework
- an improved National Heavy Vehicle Accreditation Scheme (NHVAS) as part of a tiered assurance environment
- a technology and data framework, and
- an expanded driver duty.

Food Standards Australia New Zealand

Proposal P1028 - Infant Formula

Figure 7. Food Standards Australia New Zealand

Decision Date	Compliant at consultation	Compliant at decision	Final RIS published
4 June 2024	Yes	Yes	14 June 2024

Proposal P1028 was prepared in 2013 to review the regulation of infant formula products (Standard 2.9.1 – Infant Formula). Proposal P1028 is large and complex, with the final draft variation including amendments to eight Standards and five Schedules to the Code.

The objectives of Proposal P1028 were to ensure that infant formula products continue to be safe and suitable while also taking account of the latest scientific evidence, market developments, changes in the international regulatory context, and revised Australian and New Zealand policy guidance.

While the current standards for infant formula products are on a whole functioning as intended, there are some areas which are regarded as out-of-date with current scientific knowledge, not harmonised with international and overseas regulations, and in some respects difficult to interpret.

The review ensured that infant formula products remain safe and suitable and provided an opportunity to ensure the regulation is modernised and fit for purpose.

The D-RIS considered the following options:

- Option 1: Status Quo
- Option 2: A package of amendments to the Code that clarify the regulatory framework and regulatory requirements for infant formula products, amend product categories and update product labelling requirements.

The D-RIS identified Option 2 as the preferred option.

The options are summarised at a high level in the D-RIS. Full descriptions of the proposed changes are provided in the Approval Report (which can be viewed on the [P1028 website](#)) along with the full text of the proposed changes to the Code.

Safe Work Australia

Prohibition on the use of engineered stone

Figure 8. Safe work Australia

Decision Date	Compliant at consultation	Compliant at decision	Final RIS published
13 December 2023	Yes	Yes	14 December 2023

Silicosis is a serious, irreversible lung disease that causes permanent disability and can be fatal. Between 2010-11 and 2021-22, there were 551 accepted workers' compensation claims for silicosis in jurisdictions covered by the model Work Health and Safety (WHS) laws. A disproportionate number of silicosis cases are in engineered stone workers, and silicosis in these workers is associated with a shorter duration of exposure, faster disease progression and higher mortality compared to workers exposed to silica from natural sources.

On 28 February 2023, WHS ministers considered the recommendations of the previous D-RIS: Managing the risks of respirable crystalline silica at work and agreed to the three recommendations put forward. In line with one of these recommendations, WHS ministers requested Safe Work Australia undertake further analysis and consultation on the impacts of a prohibition on the use of engineered stone under the model WHS laws. In response, this D-RIS: Prohibition on the use of engineered stone (Prohibition D-RIS) was prepared by Safe Work Australia. It was provided it to Commonwealth, state and territory WHS ministers in August 2023 for their consideration.

The Prohibition D-RIS considers the following options:

- Option 1: Prohibition on the use of all engineered stone
- Option 2: Prohibition on the use of engineered stone containing 40% or more crystalline silica
- Option 3: As for option 2, with an accompanying licencing scheme for PCBUs working with engineered stone containing less than 40% crystalline silica.

All three options allow for exemptions for certain work, including removal, repair and minor modifications of engineered stone already installed, provided the PCBU is licensed.

The Prohibition D-RIS recommended the prohibition on the use of all engineered stone (Option 1).

Further information about the Prohibition Decision RIS can be found on Safe Work Australia's website.

RISs prepared for consultation in 2023-24

The following C-RISs have been published for consultation in 2023-24.

Decision-making body: Australian Building Codes Board

Increasing the Stringency of the Commercial Building Energy Efficiency Provisions in the next edition of the National Construction Code

Closing date: 1 July 2024

The rationale for minimum energy efficiency standards is based on the proposition that industry would not make socially optimal energy efficiency decisions in commercial buildings without government intervention. That is, there are energy efficiency opportunities where the benefits to the community (including public benefits) outweigh the associated costs that would not be taken up in the absence of regulation. This is often referred to as the 'energy efficiency gap'.

The Australian Building Codes Board (ABCB) leads the work to scope potential changes for commercial buildings in the next edition of the National Construction Code (NCC). As part of the NCC development process, the ABCB engaged the Centre for International Economics (CIE) to develop this C-RIS assessing the costs and benefits of proposed changes in energy efficiency requirements in the NCC.

The C-RIS canvasses the options: maintaining the status quo (no policy change option); a non-regulatory option; and three new policy options of varying energy efficiency stringency.

- Option 1: Base case. The base case establishes the baseline against which the proposed changes are compared. It is essentially the status quo, that is, new builds compliant with NCC 2022.
- Option 2: Non-regulatory. Encourage improved energy efficiency performance of commercial buildings by providing relevant information to users and managers of commercial buildings. This could involve presenting the proposed policy options (below) as a voluntary guideline or within a handbook.

- Policy Options
 - Option 3.1: Stringency Level 1. Cost-effective energy efficiency without mandated on-site photovoltaics (PV) — includes proposed energy efficiency provisions for better performance building envelop and equipment.
 - Option 3.2: Stringency Level 2. Cost-effective energy efficiency with mandated on-site PV — introduces additional mandated on-site PV requirements to Stringency Level 1
 - Option 3.3: Stringency Level 3. Least cost zero carbon ready buildings —covers least-cost zero carbon provisions that achieve net zero Green House Gas (GHG) emissions ready buildings (when the grid decarbonises) with respect to regulated energy. This option extends Stringency Level 2 to provide full electrification readiness or to require additional PV to offset emissions from gas appliances compared with an all-electric equivalent.

There is a mandatory requirement on EV charging under all options. The proposed provisions will also be fuel and technology neutral under all options.

Decision-making body: Australian Energy Market Commission

Accelerating Smart Meter Deployment - draft determination

Closing date: 30 May 2024

The Australian Energy Market Commission (the Commission) undertook the *Review of the Regulatory Framework for Metering Services (2023)*. The Review found a range of issues across the current metering framework:

- misaligned incentives between stakeholders to install smart meters, slowing their adoption
- process inefficiencies in smart meter deployments, leading to higher costs
- poor customer outcomes in the transition to smart meters, damaging customers' experiences with retailers and the energy system
- a lack of access to the data provided by smart meters, constraining the benefits that smart meters offer and
- a slower roll out speed than required to achieve the potential benefits and support the energy system's transition.

In response to the Review, the Commission has released a Draft Determination which proposes:

- mandatory 100% roll out of smart meters by 2030
- better access to power quality data from smart meters
- improving customer safeguards to protect customers from potential cost risks
- improving the customer experience around smart meter installation and operation
- reducing barriers to the installation of smart meters and
- improving meter testing and inspections.

Decision-making body: Department of Climate Change, Energy, the Environment and Water

Televisions, computer monitors and digital signage display - GEMS energy efficiency requirements

Closing date: 7 July 2023

Australia's and New Zealand's minimum energy performance standard (MEPS) levels are lagging behind prevailing international standards. There are a combination of regulatory and market failures for the energy efficiency of televisions, computer monitors and digital signage displays that are contributing to unnecessary electricity use in Australia and New Zealand. Reductions in electricity consumption can lower greenhouse gas (GHG) emissions and help to meet government GHG emission commitments. Reduced electricity use can also reduce stress on electricity grids and reduce the risk of load shedding and blackouts, as well as reducing energy costs for end users.

The C-RIS sets out a range of options to improve the energy efficiency of electronic screens supplied in Australia and New Zealand and analysis of the likely effect of each option. The options are separated by televisions and computer monitors, and digital signage displays. Each category is considering the following four sub-options:

- MEPS
- energy testing and label rating algorithm
- test method for MEPS and
- energy rating labelling implementation.

Decision-making body: Department of Health and Aged Care

Improving the composition of the food supply in relation to industrially-produced trans fats

Closing date: 15 September 2023

Trans fats intake is strongly associated with increased risk of coronary heart disease and related mortality. Trans fats have no proven health benefits. Compared to consumption of other fats, trans fats elevate the body's level of LDL (bad) cholesterol and reduce HDL (good) cholesterol, and increase the ratio of total cholesterol to HDL cholesterol which is a strong predictor of risk of coronary heart disease.

The C-RIS outlines policy options and seeks feedback from stakeholders on eliminating or reducing industrially-produced trans fats to the lowest level possible in the Australia and New Zealand food supply, particularly to protect population groups more vulnerable from the harmful effects of trans fats. These options include:

- The status quo.

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- No regulatory actions on industrially-produced trans fats and limited information available to consumers on the trans fat content of foods.
 - Voluntary reformulation.
 - Targets for industrially-produced trans fats or use of partially-hydrogenated oils could be established through existing reformulation programs such as the Health Food Partnership in Australia.
 - Regulatory limits for industrially-produced trans fats in processed foods.
 - A mandatory limit such as of 2g of industrially-produced trans fats per 100g total fat could be introduced for all foods.
 - Prohibiting use of partially-hydrogenated oils in processed foods.
 - Use of partially-hydrogenated oils in processed foods would be prohibited.

Decision-making body: Department of Industry, Science and Resources

Seafood country of origin labelling

Closing date: 3 August 2023

Consumer access to origin information for seafood in hospitality settings currently relies on businesses' willingness to voluntarily provide this information, either through signage or in response to customer queries. This lack of easily accessible and consistently displayed information means consumers may be unable to make educated or informed purchasing decisions for seafood in hospitality settings in line with their personal preferences.

The consultation paper seeks to gather feedback on introducing a form of 'country of origin' labelling for seafood products in the hospitality industry. The Department of Industry, Science, and Resources has prepared two options to solve the identified problem through the creation of an ACL Information Standard. The options presented are as follows:

- ACL Information Standard – AIM model
 - This would require businesses to label on menus, display boards, or anywhere fish for sale is advertised, whether seafood is:
 - Australian
 - Imported, or
 - Mixed origin
- ACL Information Standard – Country Model
 - This would require businesses to label on menus, display boards, or anywhere fish for sale is advertised, the country of origin of the product.

Decision-making body: Department of the Treasury

Protecting consumers from unfair trading practices

Closing date: 29 November 2023

Unfair trading practices are particular types of commercial conduct which are not prohibited by existing provisions of Australia's consumer laws, but which can nevertheless distort competition and result in significant consumer and small business harm. Immediate impacts of this conduct may include consumers incurring financial losses or obtaining unsuitable goods or services. Longer-term impacts could include consumers being reluctant to access or take advantage of new technologies, innovations or business relationships. Further evidence is sought through this consultation process on the extent of harms caused by unfair trading practices.

This C-RIS seeks stakeholder feedback on the policy options it canvasses, including their possible costs and benefits. This paper provides an overview of how unfair trading practices are currently regulated, identifies issues for consumers and small businesses posed by gaps in existing protections, and provides a preliminary impact analysis of the policy options being considered.

The *Protecting consumers from unfair trading practices* C-RIS considers the following options:

- Option 1 Status quo (no change)
- Option 2 Amend statutory unconscionable conduct
- Option 3 Introduce a general prohibition on unfair trading practices
- Option 4 Introduce a combination of general and specific prohibitions on unfair trading practices.

Decision-making body: National Transport Commission

Heavy Vehicle National Law (HVNL) – Reform Package

Closing date: 24 November 2023

The review of the HVNL led by the NTC identified a series of foundational changes to the HVNL as critical to accommodate in the current and future needs of Australia's heavy vehicle industry. At the June 2023 ITMM ministers endorsed the 14 recommendations detailed in the HVNL High-Level Regulatory Framework D-RIS.

The NTC published [D-RIS](#) that outlined high level changes to the HVNL regulatory framework, principally the primary law, to create a modern platform for future reforms to HVNL policy.

The C-RIS is part of the next phase of the HVNL reform program and focuses on ITMM reform package policy areas that were not considered in the previous D-RIS (2023), including fatigue management, access and enhanced operator assurance.

The purpose of the C-RIS is to seek feedback and comment from stakeholders on the problems identified, the options considered and the preliminary assessment of the options. The C-RIS will inform policy changes

to the updated HVNL with public consultations on three key policy areas scheduled between 9 October 2023 and 24 November 2023.

The C-RIS aims to address several issues within the HVNL, including:

- existing limitations to the HVNL contributing to ineffective fatigue management
- current general access limits to the road network creating administrative burden and corresponding impacts on freight industry productivity and
- lack of consistency or recognition between accreditation schemes and a regulatory environment where operators are faced with multiple and duplicative assurance audits.

Decision-making body: Nursing and Midwifery Board of Australia

Endorsement for Scheduled Medicines - Designated Registered Nurse Prescriber

Closing date: 28 July 2023

An ageing population, an increase in chronic health and comorbidities, and the COVID-19 pandemic have exacerbated the inequities in access to timely, safe and appropriate quality healthcare. The impact of these inequities are particularly evident in rural and remote areas, aged care, hospital settings and in settings with communities who do not always access mainstream services. Reduced access to quality healthcare contributes to individuals experiencing, in general, poorer health outcomes. There is considerable scope for innovative approaches to improve healthcare delivery that make better use of the skills and knowledge of Australia's nursing workforce.

The proposal considers options to allow appropriately trained and supported nurses to prescribe within their scope of practice across healthcare settings is likely to reduce the pressure on Australia's healthcare system and increase timely access to patient care and medicines.

The Consultation Regulation Impact Statement (CRIS) was prepared by the Nursing and Midwifery Board of Australia and is considering the following four options:

- Option 1: Continue with the status quo. This option would make no changes to the current prescribing arrangements for Registered Nurses (RNs) and the current system would continue.
- Option 2: Expand the scope of practice of RNs to prescribe Schedule 2,3,4 and 8 medicines under supervision, in accordance with governance frameworks and prescribing arrangements. This option would require NMBA to bring forward a proposed 'Registration Standard: Endorsement for scheduled medicines - designed registered nurses prescriber' for Health Ministers to approve. The option allows suitably educated, qualified and authorised RNs to expand their scope of practice to prescribe scheduled medicines.

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- Option 2a: Expand the scope of practice of RNs to prescribe Scheduled 2,3 and 4 medicines only under designation/supervision. This option would not allow RNs to prescribe Schedule 8 medicines.
 - Option 2b: Expand the scope of practice of RNs to prescribe Schedule 2,3,4, and 8 medicines, except for RNs working in private practice or as sole practitioners. This would exclude RNs working in private practice or as sole practitioners.

The CRIS has been assessed as compliant at this stage with the Guide to Ministers' Meeting and National Standard Setting Bodies requirements.