



Australian Government

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

Deputy Secretary  
Diane Brown

EC22-000544

Mr Jason Lange  
Executive Director  
Office of Best Practice Regulation  
Department of the Prime Minister and Cabinet  
1 National Circuit  
BARTON ACT 2600

Via: helpdesk-OBPR@pmc.gov.au

Dear Mr Lange

**OBPR Reference: 22-02535**

I am writing to the Office of Best Practice Regulation (OBPR) regarding the *Coastal Trading (Revitalising Australian Shipping) Regulation 2012* (the Regulation), which, as per the *Legislation Act 2003*, is scheduled to sunset on 1 October 2022. However, it has been decided that the instrument is to be remade without significant amendment.

The Department of Infrastructure, Transport, Regional Development, Communication and the Arts (the Department) certifies that the Regulation is operating effectively and efficiently, and therefore a Regulation Impact Statement is not required for this regulation to be remade.

The assessment that the Regulation is operating effectively and efficiently has been informed by a consultation process with industry on potential reforms to Australia's coastal trading regulatory framework that took place over the period 2019 to 2021. The consultation period, which stalled in 2021 due to the COVID-19 pandemic, involved 164 stakeholders, a discussion paper, more than 100 submissions, a stakeholder roundtable, and one-on-one meetings. No issues with the operation of the Regulation, including its fee structure, were raised.

The remade Regulation will improve the instrument by removing redundant transitional provisions and simplifying language to align with current drafting practices, including clarifying the circumstances under which an emergency licence can be used. These changes will not alter the substantive meaning or operation of the provisions.

The Government is expected to resume coastal trading consultation at a later stage as part of a maritime election commitment, likely after the current Regulation has been remade.

I also note that changes in regulatory burden to business, community organisations or individuals has been quantified as nil using the Australian Government's Regulatory Burden Measurement Framework, given that no substantive changes are being made. These are provided below.

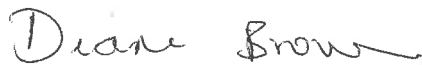
Average annual regulatory costs (from business as usual)

<b>Change in costs (\$ million)</b>	<b>Business</b>	<b>Community organisations</b>	<b>Individuals</b>	<b>Total change in costs</b>
Total, by sector	\$ Nil	\$ Nil	\$ Nil	\$ Nil

I acknowledge that OBPR will publish this letter for transparency purposes.

If you have any queries about this advice, please contact Mr Andrew Johnson, Assistant Secretary, Maritime and Shipping Branch on 02 6274 6881, or [Andrew.Johnson@infrastructure.gov.au](mailto:Andrew.Johnson@infrastructure.gov.au).

Yours sincerely



Diane Brown

23 June 2022