

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

## Ministerial Statement of Expectations

### Transport Regulation

17 December 2025

1. This statement outlines my expectations, on behalf of the Australian Government, of the Secretary and staff of the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts (the department), regarding how internal transport regulators within the department ('delegated authority/delegated authorities') will carry out their regulatory functions.
2. This statement does not alter any of the delegated authorities' requirements to perform their legislated functions and is to be read alongside the laws that apply to the department and the laws administered by the delegated authorities.

#### Delegated authorities

3. Specifically, this statement applies to:
  - i. Vehicle Safety Operations Branch that administer the *Road Vehicles Standards Act 2018* and the *Road Vehicle Standards Rule 2019* (together, with other related legislation and legislative instruments, the Road Vehicle Standards (RVS) legislation) that prohibits the importation or provision of non-compliant road vehicles, establishes a Register of Approved Vehicles and establishes a framework for recalling unsafe road vehicles and approved road vehicle components.
  - ii. The New Vehicle Efficiency Standard Regulation Branch (NVES Regulator) in relation to the implementation and operation of the *New Vehicle Efficiency Standard Act 2024* and associated rules, and the NVES Unit Registry.
  - iii. Domestic Aviation and Reform Division, in relation to the regulation of leased federal airports under the *Airports Act 1996*, and associated regulations; and in relation to the regulation of slots under the *Sydney Airport Demand Management Act 1997* and associated legislation and instruments; and in relation to curfew legislation and arrangements at Sydney, Adelaide, Essendon and Gold Coast Airports.
  - iv. International Aviation, Technology and Services Division, in relation to the regulation of noise from Remotely Piloted Aircraft (commonly referred to as drones) under the *Air Navigation (Aircraft Noise) Regulations 2018*, and in relation to the economic regulation of Australia's International airlines and international airports, under the *Air Navigation Act 1920* and associated regulations and in relation to the *Airports Act 1996*, and associated regulations so far as it applies to Western Sydney International Airport.
  - v. Maritime and Shipping Branch, in relation to the regulation of international liner shipping services, shipping tax incentives and coastal trading through Part X of the *Competition and Consumer Act 2010* and *Shipping Reform (Tax Incentives) Act 2012* and the *Coastal Trading (revitalising Australian Shipping) Act 2012*.

## Regulatory approach

4. Delegated authorities must act in the public interest and in accordance with Australian Government priorities, where relevant and consistent with their statutory functions.
5. I expect that safety, sustainability and efficiency will continue to be the drivers of regulatory change and improvement and that the Department will manage legislative reforms in line with the Whole of Government approach to Legislative Program development and prioritisation.
6. In carrying out their regulatory functions, delegated authorities should:
  - A. Act in accordance with whole of government guidance including demonstrating a commitment to the best practice principles outlined in the [Government's Resource Management Guide - Regulator Performance \(RMG 128\)](#):
    - i. Continuous improvement and building trust
    - ii. Risk based and data driven
    - iii. Collaboration and engagement.
  - B. Align regulatory operations with the whole-of-government objective for Commonwealth regulators to take a more proportionate risk-based approach to regulation to better balance risk mitigation with efficiency, growth and dynamism as a priority, and consider the impact on productivity of all their regulatory activities.
  - C. Align approach and implementation with the principles of the [Regulatory Policy, Practice and Performance Framework](#) for the regulator's role, posture, legislative objectives, functions and environment.
7. I expect the department to:
  - i. Develop clear guidance on regulatory risk and risk communication that clearly links the risks being regulated to the potential and actual harms and impacts for Australian transport users and the public.
  - ii. Ensure regulatory decision making is sound, and fully supported by legal advice, where appropriate, to minimise reviews or appeals, and the associated cost of these.
8. I expect delegated authorities to:
  - i. Develop and communicate, to regulatory staff, regulated entities and the public, information setting out regulatory posture and to implement regulatory approaches in line with that posture.
  - ii. Clearly define roles and responsibilities, define regulatory risks and ensure they are addressed proportionately, and ensure that performance measurement and reporting frameworks are in place.
  - iii. Process regulatory approvals promptly and efficiently to provide certainty to regulated entities.
  - iv. Provide proportionate, prompt and consistent regulatory responses in accordance with the documented regulatory posture, including where different regulations touch the same stakeholder groups.
  - v. Strive for continuous improvement in delivering regulatory functions, including regular performance reviews, and implementing recommendations and improvements from key

- government reviews where applicable.
- vi. Use data and innovative solutions to achieve efficiencies in administering legislation and undertaking compliance and enforcement functions, seeking digital solutions where possible and examining ways to reduce regulatory burden.
- vii. Engage transparently and appropriately with stakeholders including regulated entities, other regulators and the community on regulatory development, regulatory decision-making processes and regulator performance.
- viii. Ensure all domestic and international reporting requirements are met and align our regulatory settings and obligations with international peers to the greatest extent possible.

## **Priorities - major projects, reforms and key developments**

9. I expect delegated authorities will work on the following priorities:

### **Road Vehicle Regulation**

**RVS and NVES integration:** Ensure the functions, legislation and systems of RVS and NVES operate seamlessly

**Simplified regulatory portal:** Ensuring that there is an integrated process and approach from all delegated authorities, with clear documentation on the responsibilities of each when processing transactions and making decisions that involve regulatory powers from different road vehicle legislation.

- i. Vehicle Safety Operations Branch
  - Assess applications for all road vehicle supply related approvals within legislated timeframes.
  - Undertake assessment approval and monitoring activities in a manner that upholds the objectives of the Road Vehicle Standards legislation, including to provide consumers with a choice of road vehicles that meet the safety, anti-theft and environmental standards set out in the national road vehicle standards.
  - Undertake compliance and enforcement activities in accordance with the publicly available Road Vehicle Standards Our Compliance Approach and Model and the Compliance and Enforcement Strategy.
  - Effectively manage vehicle and component recalls in line with the RVS legislation, including publishing and monitoring voluntary recalls.
- ii. New Vehicle Efficiency Standard (NVES)
 

Recognising the NVES regulatory function is in its initial build phase for the first NVES regulatory cycle until 2028, the NVES Regulator will:

  - Information Technology (IT): Ensure all initial IT implementation projects are finalised, and corresponding business systems are set up and functional by March 2026.
  - Regulatory best practice: Before the issue of the first Interim Emissions Values, ensure all implementation projects are finalised to meet the requirements as a good regulator (under paragraph 7).
  - Regulatory oversight: Develop and then implement a regulatory posture and oversight plan for the first 5 years of NVES compliance outlining details for risk-based monitoring and review of regulated entities.

- Collaboration and education: Continue to work and engage with industry frequently and provide education and guidance to ensure regulatory obligations are understood and can be sufficiently met.
- Data sharing: Provide clear terms for sharing data with internal and external stakeholders, including scope of data to be provided or access granted, and defining the frequency of the provision of this data.
- Financial recovery: To ensure the integrity of the NVES Act and fairness, document the recovery procedures for any moneys owed to the Government under the NVES Act, including processes and procedures that will be followed when any amounts remain unpaid.
- Communication for policy development: Provide a clear communication channel between the NVES Regulator and the NVES and Road Vehicle Standard (RVS) policy functions.
- Engage with review: Cooperate with the 2026 Statutory Review team, and any other reviews, and implement any accepted recommendations to changes of regulatory scope, future headline limits and broader policy work.

### **Aviation Regulation**

**Aviation White Paper delivery:** Continue to implement and deliver on regulatory initiatives outlined in the Aviation White Paper, to promote efficiency, safety, sustainability and competitiveness of the aviation sector to 2050.

#### iii. Domestic Aviation and Reform

- Finalise the remaking and implementation of regulations due to sunset on 1 April 2026, and implement charging reforms in Airports Building Control regime by 2028.
- Ensure Master Plans and Major Development Plans for federally-leased airports are assessed and submitted to the Minister for consideration within statutory timeframes.
- Ensure Master Plans and Major Development Plans include appropriate access for all civil aviation airport users including general aviation.
- Ensure Airport Environment Strategies for federally-leased airports comprehensively set out how airports will operate in a manner that maintains or improves environmental health and undertake assessment and monitoring activities to ensure compliance with such standards.
- Ensure the effective monitoring and administration of aircraft curfew movement quotas and curfew dispensation arrangements at nominated airports.
- Administer the updated Sydney Airport Demand Management regime, including the establishment and effective operation of the Compliance Committee.

#### iv. International Aviation

- Review and remake the Air Navigation Regulation 2016 due to sunset on 1 April 2026, to ensure they remain fit for purpose into the future.
- Ensure compliance by international airline and airport operators through international airline licences, charter operations, airport designations and timetable approvals for international air services in accordance with the *Air Navigation Act 1920* and associated regulations.

## **Maritime Regulation**

### **v. Maritime**

- Simplify and improve the efficiency and processes of the administration of the Maritime and Shipping regulatory functions.
- Provide clear information to stakeholders on application processes, decision making and feedback mechanisms.
- Undertake data-based compliance functions and while examining ways to reduce regulatory burden of these activities for the regulated parties.
- Efficiently and effectively implement government decisions arising from the outcomes of the Coastal Trading Review.

## **Engagement between the Minister and the Department**

I, as the responsible Minister, undertake to provide all necessary and current information on Government regulatory policy direction, to support the department to consistently implement best practice regulation.

I undertake to provide decisions and responses to enable timely progress by delegated authorities on the legislative reform agenda.

I expect the department to provide advice on significant transport regulatory matters, including the development of and major changes to regulatory policy.

I expect the Secretary of the department to respond with a Statement of Intent outlining how delegated authorities intend to meet this statement's expectations and priorities.

## **Reporting on Regulator Performance**

I expect the department to measure regulator performance annually, benchmark these results against peer regulators where possible, and incorporate this into existing publicly available reporting processes (i.e. the department's Corporate Plan and Annual Report).

I expect that performance measures will satisfy *Public Governance, Performance and Accountability Act PGPA Act 2013* and Rule requirements, apply the principles in Resource Management Guide 131, and be relevant, reliable, unambiguous, verifiable, and address both outcome level and regulatory best practice performance.

## **Duration**

Unless a new statement is issued prior, this statement shall apply for two years from the date of issue, and will remain in effect until a replacement statement is issued.