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

Statement of Intent
Transport Regulation

This Statement of Intent responds to the Ministerial Statement of Expectations – Transport Regulation (SOE). The Minister for Infrastructure, Transport, Regional Development and Local Government issued the SOE on 17 December 2025 to the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts (the department), and delegated authorities.

The department will continue to perform its legislated functions under all applicable laws. The department will ensure delegated authorities continue to perform their functions in accordance with the *Public Governance, Performance and Accountability Act 2013*, and other required legislation.

The department will continue to act in the public interest and in accordance with Australian Government priorities. Delegated authorities utilise the best practice principles of continuous improvement and building trust; risk based, evidence based and data driven; collaboration and engagement; user-centred and outcomes-focused; systems integration; and reflecting the digital era.

Regulatory approach

We will clearly set out and communicate our expectations of those we regulate including our regulatory posture. Delegated authorities will avoid duplication with other regulators, so relevant entities are not regulated twice, or required to report to multiple regulators on the same issue. The department will focus on influencing stakeholder behaviour by building positive and constructive relationships to encourage voluntary compliance. The department will assist industry participants to address the risks posed by their non-compliance and utilise regulatory action where necessary to secure ongoing compliance.

The department will maintain and periodically review regulatory risk frameworks to support consistent, risk-based and proportionate decision-making across delegated authorities. These frameworks will describe the key risks being regulated, the potential harms and impacts associated with non-compliance, and how regulatory tools are applied in response to different levels of risk.

Governance arrangements will ensure that regulatory risk settings and posture are reviewed regularly and remain fit-for-purpose, taking into account changes in legislation, operating environment and regulatory maturity.

Delegated authorities will strive to reduce unnecessary regulatory burden, particularly for those parts of regulated industry sectors that are low risk. This includes supporting innovation and use of modern tools and systems to achieve more efficient or better outcomes, working to implement the AI Plan for the APS and furthering the Data and Digital Government Strategy. The department aims to implement regulatory solutions that reduce the burden of compliance costs on industry and the community and will prioritise supporting regulators to develop, deploy and maintain regulatory business system solutions, within available funding, to improve delivery of regulatory approvals and other regulatory functions and reporting. This may also include considering cost recovery for regulatory functions where appropriate.

The department's regulatory frameworks will adopt a stewardship approach that utilises a whole-of-system perspective. This approach takes a life-cycle view of regulation, with a proactive, collaborative approach to the monitoring and care of the whole regulatory system.

Delegated authorities will engage with and consult their regulated entities, the portfolio transport regulators, Commonwealth, state and territory counterparts and the community at all stages of the regulatory process. The department consults regularly with stakeholders through several avenues, including communications at the officer level to cross-government and whole-of-government fora, and interaction with international counterparts and overseas organisations.

Delegated Authorities' approach and priorities to deliver on expectations

Road Vehicle Regulation

1. Road Vehicle Standards Regulation
   In administering the *Road Vehicle Standards Act 2018* and the Road Vehicle Standards Rules 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 (RAV) and establishes a framework for recalling unsafe road vehicles and approved road vehicle components, the department will:

   a. support productivity with the lowest regulatory impact through collaboratively working with the New Vehicle Efficiency Standard Regulator to ensure an integrated and balanced approach when communicating and managing regulatory activities with regulated entities
   b. assess RVS applications within the legislated timeframes using data to support a risk-based approach and make regulatory decisions that are legally sound and transparent to provide certainty to regulated entities
   c. take proportionate and consistent regulatory action, supporting the supply of safe and RVS compliant road vehicles, in accordance with risk, the published regulatory posture and the Compliance and Enforcement Strategy
   d. manage timely publication of voluntary recalls on the website while proactively engaging with suppliers throughout the recall process to support them in meeting their obligations under the RVS legislation
   e. utilise the department's Annual Report and The RVS Regulatory Report to communicate key initiatives and report on regulatory outcomes to stakeholders.

2. Vehicle Emissions Regulation
   In relation to the implementation and operation of the *New Vehicle Efficiency Standard Act 2024* and associated rules, and the NVES Unit Registry, the New Vehicle Efficiency Standard Regulator will:

   a. continue the development of regulatory practice, standard operating procedures and targeted capability maturity activities to support education on risk and regulatory activities that are proportionate, risk based and data driven and use engagement and understanding of the operational context of our regulated entities
   b. work with the Road Vehicle Standards regulator to collaboratively develop, refine and resource the oversight mechanisms and systems for road vehicle regulation and ensure that they are integrated and lowest regulatory impact while remaining effective
   c. continue to actively engage with regulated entities and industry peak bodies to educate, inform and report on activities, regulatory posture and systems used for regulatory activities through targeted communications with entities, individual engagement including employing the account manager approach operating with each regulated entity and material published on the website
   d. engage with the policy area of the department to inform further legislative and policy considerations including, when available, providing data results to inform evidence-based advice
   e. develop protocols which leverage better practice guides, whole of government requirements and opportunities to consider how best to manage data requests
   f. continue to deliver the NVES program to deliver IT systems that are fit for purpose, available as regulatory activities become necessary and leverage existing infrastructure to reduce regulatory burden. Measured and reported against program governance documents including to the Digital Transformation Agency and through the department's annual report.

Aviation Regulation

3. Domestic Aviation

In relation to the regulation of leased federal airports under the *Airports Act 1996*, and associated regulations; in relation to the regulation of slots under the *Sydney Airport Demand Management Act 1997* and associated legislation and instruments; in relation to curfew legislation and arrangements at Sydney, Adelaide, Essendon and Gold Coast Airports under the *Sydney Airport Curfew Act 1995, the Adelaide Airport Curfew Act 2000,* the Air Navigation (Gold Coast Airport Curfew) Regulations 2018 and the Air Navigation (Essendon Fields Airport) Regulations 2018 and associated legislative instruments; the department will:

a. continue a proactive approach to legislative review and timely reform to maintain fit-for-purpose legislation, maintaining oversight of legislative projects via appropriate governance arrangements
b. undertake a critical review of business continuity across regulatory functions, including IT systems such as Airport Building Control Online (ABCO)
c. ensure Master Plans and Major Development Plans for leased federal airports are assessed and submitted to the Minister for consideration within statutory timeframes, and that the departmental review process for Master Plans and Major Development Plans assesses the plans' inclusion of better access for freight and passengers, appropriate access for all civil aviation airport users including general aviation, and how the development will improve, facilitate and drive economic growth
d. provide regulatory oversight and guidance to ensure Airport Environment Strategies clearly articulate operational controls, assessment processes and monitoring arrangements that maintain and improve environmental health over time
e. provide regulatory oversight and guidance to ensure Airport Environment Strategies for Western Sydney International (Nancy-Bird Walton) Airport clearly articulate controls that align with the Western Sydney Airport Plan, as well as assessment processes and monitoring arrangements that maintain and improve environmental outcomes
f. make the necessary changes to the Airports Regulations 2024 to require plans to include additional information on access for people with disability; sustainability and decarbonisation initiatives; how developments will enhance resilience to climate impacts; and address the requirements of the National Airports Safeguarding Framework
g. continue to refine the regulatory posture, compliance framework and guidance material for regulated entities under the *Airports Act 1996* and associated regulations, and Curfew legislation and regulations, ensuring that documentation and processes are consistent with best practice principles including risk-based, proportionate, consistent and transparent
h. establish the Aviation Consumer Protection Framework
i. implement regulatory functions, processes and procedures to ensure the effective administration of the Sydney Airport Demand Management regime.

4. International Aviation, Technology and Services

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*, the department will:

a. continue to monitor and enforce compliance with *the Air Navigation (Aircraft Noise) Regulations 2018* to minimise the impacts of drone noise on communities and the environment
b. implement the updated *Air Navigation Regulation 2026* which cover compliance with Australia's bilateral air services arrangements by industry and which are consistent with contemporary aviation operations and Australia's international obligations

c. engage transparently with regulated entities, other regulators, portfolio agencies, border agencies and the international aviation community appropriate to maintaining regulatory arrangements, including implementation of the agreed outcomes of the review of the new and redeveloping international ports framework
d. continue to ensure compliance by industry with the Air Navigation legislative regime for the issue of international airline licences, charter approvals, airport designations and timetable approvals
e. monitor the aviation environment to support the development or amendment of regulatory approaches as required to adapt to changing technological or other trends, for example, emerging Advanced Air Mobility (AAM) technologies for electric vertical take-off and landing and autonomous aircraft, which have the potential to improve productivity, to guide integration into existing transport networks. This includes ensuring national consistent and digitised approaches to state and local rules, and fit- for-purpose and nationally consistent regulatory frameworks around AAM operations and infrastructure (vertiport) planning.

Maritime Regulation

5. Maritime

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,* the department will:

a. implement internal initiatives, structures, systems or governance to build staff capability and foster an organisational culture that supports regulator best practice
b. continue to engage with stakeholders including regulated entities and other regulators to build an effective and collaborative regulatory environment and seek to identify processes which can be simplified or improved
c. work to implement legislative reform in line with the government responses to the recommendations from the independent reviews of the *Coastal Trading (Revitalising Australian Shipping) Act 2012* and *Shipping Registration Act 1981* once agreed. The reviews will contribute to modernising Australia's shipping regulatory framework to ensure the legislation is fit for purpose and support the long-term sustainability of Australia's shipping industry
d. monitor and enforce compliance of the maritime regulatory functions, recognising the importance of economic and employment stability for the movement of goods by sea to and from Australian ports.

Engagement between the Department and the Minister

Delegated authorities will provide you with accurate and timely advice on any significant issues as they arise, including the development of and major changes to regulatory policy.

Tracking and reporting of regulatory reform initiatives

The department will track the delivery of significant regulatory reform and productivity initiatives through existing internal governance, program management and assurance arrangements. Progress against agreed milestones will be monitored by relevant governance bodies and informed by available data and performance reporting.

Reporting on Regulator Performance

The Department will maintain performance measurement frameworks for its regulatory functions that assess not only activity levels, but the effectiveness, quality and outcomes of regulation. Performance measures will be proportionate to regulatory risk and maturity and may include, where appropriate, measures of timeliness, decision quality, regulatory outcomes, stakeholder confidence and continuous improvement.

I, as Secretary of the department, will ensure that regulator performance reporting is included in existing publicly available reporting mechanisms, including the department's Corporate Plan and Annual Report.

Jim Betts

Jim Betts
Secretary
Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

23 July 2026