



National Transport Commission

Strategic Plan  
2006-07 to 2008-09

Prepared by  
National Transport Commission

[www.ntc.gov.au](http://www.ntc.gov.au)



- Our vision:** **The best national transport outcomes for Australia**
- Our mission:** **We lead transport regulatory reform nationally to meet the needs of transport users and the broader community for safe, efficient and sustainable land transport.**
- Our values:**
- Integrity** Honesty, fairness and transparency in all that we do and say
  - Excellence** Striving for the best outcomes and sustainable improvement
  - Creativity** Using lateral thinking and initiative for creative and innovative outcomes
  - Working Together** Courtesy, respect and going the extra mile for the team
  - Discernment** Informed, balanced judgement through sound research and analysis
  - Results** Productivity, tenacity and hard work to make a difference
  - Diversity** Value, embrace and leverage difference

## Foreword



National land transport regulatory reform is crucial to Australia. This task is made more difficult by Australia's federal system in which States and Territories are primarily responsible for land transport regulation. There have been concerns of recent times that the NTC's progress in this difficult arena has slowed—that it is attempting to do too much and that priority reforms are not being completed as quickly as needed.

The NTC accepts and embraces its need to re-focus its energies and deliver results. The NTC works best when it is working with government and industry in alignment and where leaders are actively engaged. Real reform requires industry, governments and the NTC to work together. This in turn requires a joint, agreed focus and a mature commitment to the process.

Log jams in the reform process—where all governments agree on the need for a national outcome to regulatory issues, but progress is slow—must be overcome.

The effort needed to overcome these challenges is significant. But it is not one from which the NTC shies away.

NTC is responding by ensuring it is tightly focussed on the key priorities for land transport reform, with a clear vision for where the regulatory reform process must head. It is also taking on board the concerns stakeholders have raised and is looking to better package and explain key parts of the reform agenda, such as a new regulatory approach to provide for the next generation of heavy vehicles.

Despite the difficulties, NTC believes there is a significant amount of goodwill in the land transport regulatory reform process. With this, and the continued joint efforts of governments, industry and land transport experts all working with the NTC, significant progress can be made.

As part of this process, Commission members and staff will be out in the field regularly. There is nothing like a drive along the Pacific Highway in a semi, a road train in remote areas, or at the front of a loco to better understand the issues of regulatory reform.

This paper sets out how the NTC proposes to move forward, through its 2006-07 to 2008-09 Strategic Plan. It sets out the proposed directions of the NTC reform agenda, and details the work intended for the first year of the strategic plan.

The very valuable input of all of those who have assisted the NTC in preparing the way forward, and who commented on the draft of this Plan, is acknowledged. This document was prepared by Fiona Calvert and Lynne Habner.

A handwritten signature in blue ink that reads "Michael Deegan". The signature is written in a cursive style.

**Michael Deegan**

Acting Chairman

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## Abbreviations

|      |  |
|------|--|
| ALC  | Australian Logistics Council               |
| ATC  | Australian Transport Council               |
| ATSB | Australian Transport Safety Bureau         |
| BIAG | Bus Industry Advisory Group                |
| BTRE | Bureau of Transport and Regional Economics |
| IAG  | Industry Advisory Group                    |
| IGA  | Inter-Governmental Agreement               |
| LTEC | Land Transport Environment Committee       |
| NEPC | National Environment Protection Council    |
| NTC  | National Transport Commission              |
| NTK  | Net Tonne Kilometres                       |
| PBS  | Performance-Based Standards                |
| RIS  | Regulatory Impact Statement                |
| SCOT | Standing Committee on Transport            |
| TACE | Transport Agency Chief Executives          |

# The National Transport Commission

## *Our vision*

The National Transport Commission (NTC) was established to assist Australian governments in achieving their jointly agreed objective set out in the Inter-Governmental Agreement<sup>1</sup>(IGA) of:

*"...improving transport productivity, efficiency, safety and environmental performance and regulatory efficiency in a uniform or nationally consistent manner."*

Our role is to lead transport regulatory reform nationally to meet the needs of transport users and the broader community for safe, efficient and sustainable land transport.

We contribute to a vision of *the best national transport outcomes for Australia*.

To achieve this, we consult widely and work with industry and all levels of government to establish priority areas for transport regulatory reform.

The NTC is an independent body that works in close partnership with the road and rail transport sectors, governments, transport agencies, the Australian Local Government Association and regulators and police, to develop practical land transport reforms.

## *Key responsibilities and functions*

Some of the key responsibilities and functions set out in the IGA are:

- developing regulatory reform proposals for road transport;
- developing a framework to improve and strengthen the co-regulatory system for rail safety including the application of mutual recognition;
- developing a national policy on key rail safety issues and procedures and standards to manage major rail safety risk factors;
- developing heavy vehicle road use charging principles and charges based on those principles;
- monitoring and reporting implementation of reforms to the Australian Transport Council (ATC) and maintaining and reviewing implemented reforms; and
- monitoring the effectiveness of the development and implementation of the Code of Practice for the Defined Interstate Rail Network.

## *Nature of NTC reforms*

In recent years, the focus of road transport reform has shifted toward regulatory innovations and transport efficiency improvements. A growing body of work is involved in ensuring the benefits of previous reforms are not dissipated.

In developing reforms, the NTC must give consideration to impacts on infrastructure and regional and remote areas.

<sup>1</sup> for *Regulatory and Operational Reform in Road, Rail and Intermodal Transport*, signed by the Commonwealth, States and Territories in 2003.



Focus on key  
transport challenges

# Strategic Directions

The NTC has a positive track record in aligning governments and industry to deliver national outcomes that improve the land transport system. Its priority for 2006-07 to 2008-09 is to first deliver its existing reform agenda and then provide the building blocks for further improvements in the future.

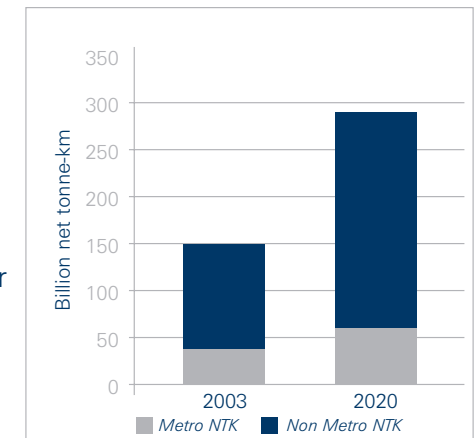
The NTC has an ongoing imperative to find national regulatory approaches within a federal system in which States and Territories are predominantly responsible for land transport regulation. In its recent report on competition policy, now being considered by the Council of Australian Governments, the Productivity Commission stated:

*"The Commission also considers that nationally coordinated reform frameworks should be developed for freight and passenger transport.*

*... for the most part, reforms have been developed and implemented in a piecemeal fashion within individual transport modes and jurisdictions. And even then, in areas such as rail transport and coastal shipping, progress in implementing some reform commitments has been very slow. Hence, Australia still has a long way to go to achieve a transport system that encourages an efficient distribution of the overall freight task between road, rail, water and air; allows for the efficient and seamless movement of freight along the entire logistics chain; and meets the needs of commuters in a cost-effective and sustainable fashion.*

*Many of the current problems stem from the division of policy responsibility between the Australian and State and Territory Governments. As well as contributing to an array of inefficiencies in service delivery and in the interface between different services, **this division of policy responsibility has retarded the development of the sort of institutional arrangements needed to support a more integrated approach to reform.** Thus, without much more effective national coordination, it seems inevitable that future reform efforts will again fail to deliver the sort of transport system that Australia urgently needs."*

Figure 1: Projected Growth in the Freight Task



Source: BTRE 2003

## 2.1 Key Challenges

### 2.1.1 National Outcomes

National regulatory approaches bring significant benefits to both industry and government from working to a cohesive national framework and agenda. While industry clearly stands to benefit from simpler, more consistent rules across borders, governments also benefit from reduced administrative burdens.

### 2.1.2 Transport Growth

Regulatory reform must deliver improvements to productivity in order to meet the challenges presented by freight growth. The freight transport task is forecast to double in the next twenty years and passenger car activity to increase by about a third in that time<sup>3</sup>. This will place momentous pressures on inter-city, regional and metropolitan transport systems unless actions are taken to address the impacts.

### 2.1.3 Outcomes Focus

Regulatory approaches are needed to address the safety, environment and congestion impacts of the increase in transport activity.

Over time, the value the community places on better safety and environmental outcomes is expected to increase alongside standards of living, reflecting growing concerns about the impact of transport on quality of life, health and safety. Regulation plays a vital role in balancing these concerns against the imperatives to manage growth and reduce costs of transport.

### 2.1.4 Technology

Regulatory approaches need to adapt to, and match the pace of, technological change. Technological change can be expected to revolutionise how transport is managed and regulated. Regulation needs to take advantage of the new possibilities that technology opens up—to use these new possibilities to leverage and deliver better outcomes.

*The freight task is forecast to double within twenty years*

*Sustained improvements in outcomes will be demanded*

*Regulation needs to keep pace with and take advantage of technology*

<sup>2</sup>Productivity Commission 2005, *Review of National Competition Policy Reforms, No 33, 28 February 2005, Melbourne*

<sup>3</sup>BTRE 2003, *Urban Pollution Emissions from Motor Vehicles: Australian Trends to 2020, Final Draft Report for Environment Australia, June 2003, Department of Transport and Regional Services, Bureau of Transport and Regional Economics, [http://www.btre.gov.au/urbanpollutants\\_draft.htm](http://www.btre.gov.au/urbanpollutants_draft.htm)*

## 2.2 The Reform Agenda

### 2.2.1 Reform Directions

The challenges land transport is facing are significant. In the past, similar challenges have been addressed by:

- relaxation of restrictions on transport—such as gradual relaxation of mass and dimension limits for road transport vehicles;
- changes to the structure and ownership of transport operations—particularly in the rail sector; and
- gradual improvements in infrastructure.

*“More of the same”  
will not be enough in  
the future*

*A new way of doing  
the business of  
regulation is needed  
for an information age*

The NTC believes that simply continuing in the same direction, that is, doing more of the same, will not be enough in the

future. While these approaches have been effective up until now, the benefits they deliver are likely to become smaller and the difficulty of continuing them is likely to increase. Some parts of the road network and much of the rail network are now operating at the limits of their capacity so that relaxing regulatory restrictions is more problematic. Building additional infrastructure is more complex and more expensive than in the past, particularly in urban areas. Having divested itself of much of the rail system, transport industry structure lies outside governments’ normal sphere of influence. Neither of the latter two issues are areas over which the NTC has any influence.

NTC believes a new way of doing the business of regulation is needed for an information age. A more flexible regulatory approach focussed on outcomes and managing risks is paramount. This would see rules that:

- align government and industry to deliver productivity outcomes;
- differ on different parts of the network, depending on the capacity of the infrastructure and the risk environment—instead of being matched to the lowest common denominator of infrastructure capacity;
- specify safety, environment and infrastructure protection outcomes—instead of rigid proxies for these which prevent innovation; and
- are monitored directly, using information technology—instead of relying on sporadic checks in the field.





*Regulations that allow seamless transport operations across borders and modes are crucial to Australia's well being*

A national system is crucial to Australia's economic and social well being. It is essential that decisions made in one jurisdiction should be mutually recognised elsewhere. There should be an integrated, national and efficient decision-making framework to gain access to the national road or rail network.

Transport systems should operate smoothly across modes (particularly road and rail). Consequently, standards that determine what access is allowed on different parts of the transport infrastructure should be aligned.

For a regulatory system like this to be put in place, a number of elements are needed. Each of these on their own have the potential to provide significant improvements over the current system, but when combined, shift Australia's land transport regulatory system firmly into a new age.

*Reforms are successful when we work together*

### **2.2.2 How We Get There**

When the NTC's national reform agenda has been most successful, there has been strong commitment and leadership at the highest levels from both governments and industry to work together with the NTC to deliver desired outcomes.

*Some short-term improvements must be made*

The NTC's immediate focus is to deliver the reforms we have started. This Strategic Plan also focuses on industry efficiency measures in the short term. These include a number of issues associated with mass limits applying to heavy vehicles in specific circumstances. In this regard, NTC proposes to explore the potential for generalised mass limit increases once Austroads has completed a current review of the economics of freight movements.

*Providing for the next generation of heavy vehicles is a building block for future improvements*

In the longer term, more work can be done to improve the existing regulatory approach. The reform programme in this Strategic Plan establishes the building blocks for further improvement.

The NTC's performance-based regulatory approach for the next generation of heavy vehicles provides a fundamental building block towards more flexible regulation based on infrastructure capacity and risk management.



The NTC acknowledges there is some scepticism about the efficacy of a performance-based approach to regulation of heavy vehicles. It believes this approach must be re-invigorated to ensure productivity outcomes are generated and provide a base for future improvements. The NTC recognises the need to work more closely with industry in this process. If this can be achieved, the new regulatory approach will allow more productive vehicles to be designed, manufactured, marketed and used. At the same time it will ensure that safety and environment outcomes are improved.

Importantly, this approach will allow the road and rail systems to operate together seamlessly. At present some freight that can travel by rail does not meet current limits applied to the road system. A new approach to regulating next generation heavy vehicles will make it possible to move freight by road to and from rail heads more efficiently.

Greater productivity improvements can be achieved by combining this approach to setting rules for heavy vehicle road access with an infrastructure pricing system. An infrastructure pricing system could mean vehicles can be more productive even though this would result in more road wear, as infrastructure managers recover the additional costs through use-based charges. However, in order for the NTC to deliver improvements such as this, there must be policy alignment with other areas of pricing and infrastructure management.

Both systems would need to be supported by compliance systems that provide greater certainty that land transport operations will obey the rules that apply to them. The NTC's compliance and enforcement reforms have been designed to provide this certainty. In combination with the Intelligent Access Program and heavy vehicle accreditation arrangements, compliance and enforcement reforms provide a firm foundation from which more flexible regulations can be managed.

Community support for transport reforms is also necessary. The NTC believes that compliance must be improved and safety and environmental impacts of land transport must be reduced in order to achieve community acceptance.

National consistency and, where appropriate, national uniformity remain the goals of the NTC's reform programme. Long-term reforms, such as the building blocks of a new regulatory system described above, and reforms intended to address issues now, are based around these goals. The development of a national rail safety co-regulatory framework is a prime example of this. Establishing a national decision making framework is both challenging and important.

*This will be more powerful when combined with pricing*

*Compliance, safety and environment reforms are the foundations for productivity reforms*

*National approaches are the key goal*

*Leading land transport  
regulatory reform  
nationally*

## 2.3 Strategic Objectives

As the challenges facing land transport continue, the five strategic objectives identified by the NTC in its 2005–06 to 2007–08 Strategic Plan remain the focus of this Strategic Plan. Increased priority has been placed on the objective of progressing transport efficiency.

The key leadership role of the NTC continues to be vital in co-ordinating these objectives. The NTC proposes to:

- deliver the reforms needed to meet challenges of the future;
- provide a 'whole transport' approach to improving national transport productivity, efficiency, safety and environmental performance and regulatory efficiency;
- apply rigorous analysis and impact assessments to develop high quality reforms reflecting best practice in regulation;
- apply the best and most relevant data in its analysis of proposals, using contemporary evaluation criteria (for example, triple bottom line reporting); and
- maximise consultation with, and the participation of, industry, community and government stakeholders in reform development.

*Regulatory frameworks  
maximise likelihood of  
best outcomes  
occurring*

## STRATEGIC OBJECTIVE 1: REGULATORY FRAMEWORKS

*Develop efficient regulatory arrangements that maximise the likelihood of best national land transport outcomes occurring.*

2006-07 to 2008-09 outcomes are:

- improved regulatory approaches that deliver the best possible outcomes for a given infrastructure
- progress towards a stronger risk foundation for land transport regulation
- a framework for safe and efficient rail operations
- unnecessary impediments to new technologies removed
- greater use of technology to deliver improved national land transport outcomes.

*Support sustainable  
improvements in  
transport efficiency*

## STRATEGIC OBJECTIVE 2: TRANSPORT EFFICIENCY

*Support sustainable improvements in transport efficiency to deal with increased transport demand.*

2006-07 to 2008-09 outcomes are:

- partnerships with industries and governments to reduce transport costs and make the total land transport system more efficient
- regulatory arrangements for heavy vehicles that provide flexibility for innovative approaches to completing the transport task
- identification of the impediments to improved productivity in rail transport and progress towards removing these impediments.

*Support continual improvements in land transport safety*

### STRATEGIC OBJECTIVE 3: SAFETY

*Continually improve land transport safety through regulatory initiatives.*

2006-07 to 2008-09 outcomes are:

- improved approaches to managing rail safety risks
- a basis for ensuring land transport personnel in key safety roles are fit for duty
- progress towards the national Heavy Vehicle Safety Strategy target
- improved understanding of how safety risks in land transport activities can be reduced.

*Reduce negative environment impacts*

### STRATEGIC OBJECTIVE 4: ENVIRONMENT

*Reduce the negative impacts of land transport on the environment through regulatory initiatives.*

2006-07 to 2008-09 outcomes are:

- reduced negative impacts of land transport on air quality and noise levels.

*Deliver sustainable results in regulation that is relevant, vibrant and effective*







### STRATEGIC OBJECTIVE 5: SUSTAINED RESULTS

*Ensure land transport regulation remains relevant, vibrant and effective in achieving the best national land transport outcomes.*

2006-07 to 2008-09 outcomes are:

- existing reforms are monitored and maintained so that they remain nationally relevant and effective
- progress on a programme of review of existing reforms so that these reforms continue to deliver best national land transport outcomes
- support by NTC for implementation by governments of land transport reforms agreed by the ATC.

















# Work Programme for 2006–07

| Programme/<br>Item          | Strategic<br>Objectives | Activity  |   |         |         |         | Key Milestones/Deliverables in 2006–07  |
|-----------------------------|-------------------------|---|---|---------|---------|---------|---|
|                             |                         | Description   | 2006-07   | 2007-08 | 2008-09 | 2009-10 |   |
| <b>Transport Efficiency</b> |                         |   |   |         |         |         |   |
| Mass limits                 | Transport Efficiency    |  Establish improved freight efficiency through increased mass limits for specific circumstances                                    |    |         |         |         | <ul style="list-style-type: none"> <li>• Agreed framework for implementation of consistent compliance systems to support higher mass limits</li> <li>• Develop proposals for quad axle mass limits</li> <li>• Obtain agreement to revised limits for front axle masses for vehicles meeting agreed standards</li> </ul> |
| Road pricing                | Regulatory Frameworks   |  Facilitate implementation of 3rd determination on heavy vehicle pricing   |  |         |         |         | <ul style="list-style-type: none"> <li>• Implementation of 3rd determination for heavy vehicle pricing</li> </ul>   |
|                             | Transport Efficiency    |  Commence development of direct user pricing arrangements for 4th determination on heavy vehicle pricing based on ATC directions |  |         |         |         | <ul style="list-style-type: none"> <li>• Milestones to be approved by the ATC in 2005–06</li> </ul>   |



## Legend

Road-related reform Rail-related reform 

| Programme/<br>Item             | Strategic<br>Objectives                           | Activity   |         |         |         |         | Key Milestones/Deliverables in 2006–07   |
|--------------------------------|---|--|---------|---------|---------|---------|--|
|                                |   | Description  | 2006-07 | 2007-08 | 2008-09 | 2009-10 |  |
| <b>Transport Efficiency</b>    |   |  |         |         |         |         |  |
| Next generation heavy vehicles | Regulatory Frameworks<br><br>Transport Efficiency | Facilitate use of next generation heavy vehicles based on a performance-based approach to heavy vehicle regulation |         |         |         |         | <ul style="list-style-type: none"> <li>• Approved legislative package (including legislation, guidelines and rules) and agreement to implementation framework by jurisdictions</li> <li>• Discussion paper on next generation heavy vehicle approvals, based on an evaluation of case studies</li> </ul> |




| Programme/<br>Item                | Strategic<br>Objectives  | Activity   |   |   |   |   | Key Milestones/Deliverables in 2006–07 |   |
|-----------------------------------|--------------------------|--|---|---|---|---|--|---|
|                                   |                          | Description  | 2006-07   | 2007-08   | 2008-09   | 2009-10   |  | 2010-11   |
| <b>Safety</b>                     |                          |  |   |   |   |   |  |   |
| Rail safety<br>legislation        | Regulatory<br>Frameworks |  Establish national rail safety co-regulatory framework   |    |   |   |   |  | <ul style="list-style-type: none"> <li>• Agreed framework for implementation of rail model legislation, including supplementary regulations and governance arrangements</li> </ul>  |
|                                   | Safety                   |  Review rail governance arrangements and establish national decision making framework   |    |   |   |   |  |   |
| Fitness for duty                  | Safety                   |  Facilitate implementation of fitness for duty initiatives  |    |   |   |   |  | <ul style="list-style-type: none"> <li>• Agreed framework for implementation of revised regulatory approach to managing heavy vehicle driver fatigue</li> <li>• Agreement to approach to managing drug and alcohol issues for rail transport</li> </ul> |
| Land Transport<br>Safety Strategy | Safety                   |  Develop national Land Transport Safety Strategy <sup>4</sup> for road and rail transport, including a review of the national Heavy Vehicle Safety Strategy |  |  |  |  |  | <ul style="list-style-type: none"> <li>• Proposal for Land Transport Safety Strategy, including discussion paper on accident investigation and data needs and approaches in land transport (in conjunction with ATSB)</li> </ul>                        |
|                                   | Sustained<br>Results     |  Establish national approaches to combat heavy vehicle speeding   |  |  |  |  |  | <ul style="list-style-type: none"> <li>• Agreement to national heavy vehicle speeding policy and legislation</li> </ul>   |












**Legend**

- Road-related reform 
- Rail-related reform 



<sup>4</sup>Note the national road safety strategy, co-ordinated by the Australian Transport Safety Bureau, which the Heavy Vehicle Safety Strategy supports, is not part of this review.







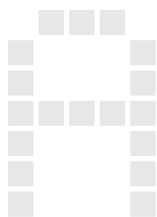
| Programme/<br>Item                    | Strategic<br>Objectives  | Activity  |         |         |         |         | Key Milestones/Deliverables in 2006–07 |   |
|---------------------------------------|--|---|---------|---------|---------|---------|--|---|
|                                       |  | Description   | 2006-07 | 2007-08 | 2008-09 | 2009-10 |  | 2010-11   |
| <b>Environment</b>                    |  |   |         |         |         |         |  |   |
| 2006–07<br>environment<br>initiatives | Environment  |  Develop Land<br>Transport<br>Environment<br>Committee (LTEC)<br>strategy and work<br>programme          | ■       |         |         |         |  | <ul style="list-style-type: none"> <li>• Agreement to updated LTEC strategy (in conjunction with NEPC), including initiatives designed to address the increasing freight task</li> <li>• Monitor and report on implementation of supporting systems for Euro IV engine emissions standards</li> <li>• Agreed framework for implementation of engine brake noise standard</li> </ul> |
|                                       |  |  Deal with<br>implementation<br>issues with Euro IV, V<br>and equivalent<br>engine emission<br>standards | ■       |         |         |         |  |   |
|                                       |  Develop approaches<br>to reduce land<br>transport noise and<br>emissions | ■   |         |         |         |         |  |   |
|                                       | Sustained<br>Results   |   |         |         |         |         |  |   |

| Programme/<br>Item                            | Strategic<br>Objectives                       | Activity  |         |   |         |         | Key Milestones/Deliverables in 2006–07   |
|---|---|---|---------|---|---------|---------|--|
|   |   | Description   | 2006-07 | 2007-08   | 2008-09 | 2009-10 |  |
| <b>Encouraging Observance of Requirements</b> |   |   |         |   |         |         |  |
| Improved compliance with land transport laws  | Regulatory Frameworks                         |  Co-ordinate implementation of compliance and enforcement reforms for road transport law   |         |    |         |         | <ul style="list-style-type: none"> <li>• Monitor and report on implementation of compliance and enforcement arrangements including mass, dimension, load restraint, including a proposal for enhancing compliance and improved co-ordination between enforcement agencies</li> </ul> |
|   |   |   Develop new compliance measures for land transport  |         |    |         |         | <ul style="list-style-type: none"> <li>• Agreement to a national compliance policy for vehicle standards</li> </ul>  |
|   | Transport Efficiency                          |  Utilise intelligent access controls to enable high productivity operations and to protect community amenity through improved transparency of compliance                       |         |    |         |         | <ul style="list-style-type: none"> <li>• Agreed framework for implementation of intelligent access controls in association with next generation vehicles</li> </ul>  |
|   | Sustained Results                             |  Facilitate development of nationally consistent competency standards for enforcement, audit and investigations and industry competency standards for rail safety operations |         |  |         |         | <ul style="list-style-type: none"> <li>• Proposals on enforcement, audit and compliance skills needs to support compliance with rail safety legislation</li> </ul>   |
| Heavy vehicle accreditation                   | Regulatory Frameworks<br>Transport Efficiency |  Review heavy vehicle accreditation systems  |         |  |         |         | <ul style="list-style-type: none"> <li>• Agreed framework for implementation of heavy vehicle accreditation review outcomes</li> </ul>   |

Legend

- Road-related reform 
- Rail-related reform 

| Programme/<br>Item                        | Strategic<br>Objectives | Activity  |         |         |         |         | Key Milestones/Deliverables in 2006–07   |
|---|-------------------------|---|---------|---------|---------|---------|--|
|   |                         | Description   | 2006-07 | 2007-08 | 2008-09 | 2009-10 |  |
| <b>Monitoring, Maintenance and Review</b> |                         |   |         |         |         |         |  |
| Monitoring,<br>Maintenance<br>and Review  | Sustained<br>Results    |  Maintain agreed reforms   |         |         |         | Ongoing | <ul style="list-style-type: none"> <li>• Maintain approved reforms. Major areas include Dangerous Goods, Australian Road Rules, Heavy Vehicle Registration and Driver Licensing, Australian Vehicle Standards Rules, heavy vehicle road pricing</li> <li>• Reports evaluating implementation of specific agreed reforms</li> <li>• Undertake reviews of:               <ul style="list-style-type: none"> <li>- Australian Vehicle Standards Rules</li> <li>- Australian Road Rules</li> </ul> </li> </ul> |
|   |                         |  Monitor issues relating to existing reforms requiring review or maintenance and monitor consistency of implementation |         |         |         | Ongoing |  |
|   |                         |  Review existing reforms as needed and amend as necessary  |         |         |         | Ongoing |  |
| Programme<br>evaluation                   | Sustained<br>Results    |  Implement an ongoing evaluation of the land transport regulatory reform programme                                   |         |         |         | Ongoing | <ul style="list-style-type: none"> <li>• Methodology for evaluating effectiveness of NTC reform programmes, including collection of compliance data</li> </ul>   |



# NTC Reform Process

'Regulatory reform' involves applying regulatory solutions only where necessary, and may also include reduction or removal of regulation in some areas, based on evaluation of practical options.

As national transport reform can be achieved through various mechanisms, the NTC must determine the issues that can be addressed through its regulatory reform role, and those that are best resolved by others. Increasingly, transport reforms have implications and require co-operative participation across portfolios, for example, occupational health and safety, environment or training bodies. A small amount of investigative work to better understand issues helps make that distinction, to focus on areas where the NTC can add value.

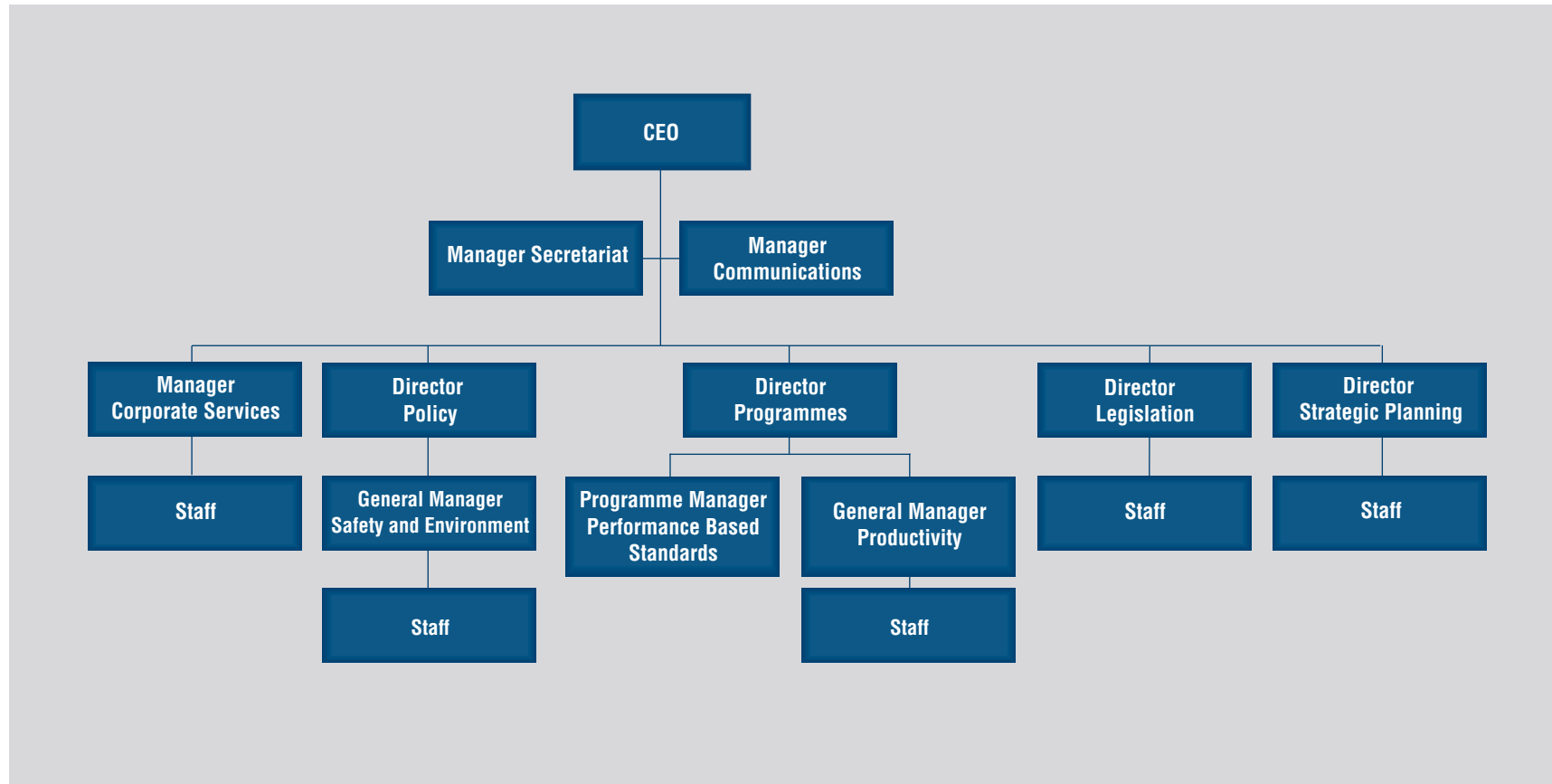
Consultation, robust analysis and research are vital to successful national reforms, and the NTC aims for continuous improvement of its processes and delivery mechanisms. Reform proposals are advanced in partnership with road, rail and inter-modal sectors, government departments and transport agencies, police and other organisations. The NTC considers all points of view, and ensures that stakeholders build ownership and understand the need for the reforms throughout their development. Commitment from stakeholders for reforms is important to support the progress and delivery of national reform outcomes.

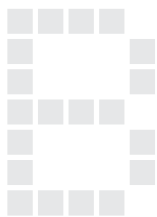
An ongoing task for the NTC is to identify deficiencies in data and facilitate improvements to assist evaluation. To ensure the safety, environmental and financial impacts of a reform requiring regulatory change are understood, the proposal is formally evaluated in a regulatory impact statement (RIS) to support a recommendation for change. Independent assessment and endorsement of the final RIS by the Commonwealth Office of Regulation Review adds rigour to the process.

National agreement to NTC recommendations for reform is achieved mainly through approval by the Australian Transport Council. Each jurisdiction has one vote and, if approved by a majority, all governments are required by the Inter-Governmental Agreement to use their best endeavours to implement the proposal. Once a recommendation is approved, the NTC facilitates, monitors, and reviews national implementation.

Figure 2 is a simplified illustration of the NTC organisation structure. A description and structure of reporting and advisory groups and other organisations relevant to the NTC work is provided at Appendix B.

Figure 2: NTC Organisation Structure





# NTC Advisory Groups and Relevant Bodies

The **Australian Transport Council (ATC)** comprises Commonwealth, State and Territory Transport Ministers who consider reform proposals developed by the NTC for implementation in their jurisdictions. The Australian Local Government Association is an observer on the ATC.

Several formal advisory groups provide advice to the NTC on current issues and reforms, as illustrated in Figure 3, in addition to broad stakeholder consultation for particular reforms. The NTC's **Transport Agency Chief Executives (TACE)**, road transport **Industry Advisory Group (IAG)**, and **Bus Industry Advisory Group (BIAG)** meet in the months prior to meetings of the ATC. This enables the NTC to obtain final advice on its submissions to ATC.

A Memorandum of Understanding (MOU) between the ATC and the rail industry (represented by the **Code Management Company (CMC)**) establishes a co-operative framework to progress rail operational regulatory reform and associated rail safety. The agreement commits the parties to a co-regulatory framework for rail operations, and a national approach to rail safety regulation. This organisation provides a forum for co-ordinating NTC's consultation with the rail industry and is supplemented by a range of additional discussions.

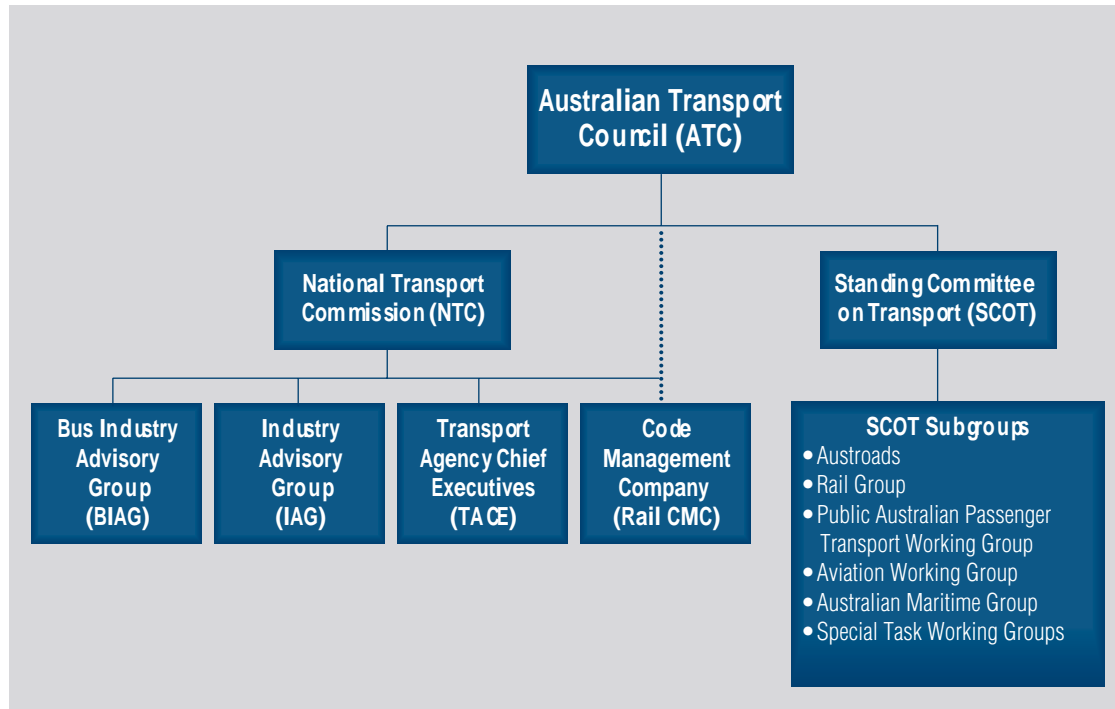
The NTC and the **National Environment Protection Council (NEPC)** jointly develop standards relating to emissions and noise. A MOU covering emissions standards for both road and

rail establishes the role of the new **Land Transport Environment Committee** (which superseded the Motor Vehicle Environment Committee). This process is illustrated in Figure 4.

The NTC liaises with the **Australian Logistics Council (ALC)** on logistics chain issues. The ALC comprises leaders from the freight logistics industry and users of its services, senior officials from Commonwealth and State/Territory government agencies, and experts in specialist fields. It provides leadership by encouraging industry collaboration, advising governments, improving the industry profile to encourage greater acceptance by governments and the community of the role it plays in the economy, and driving implementation of the Australian Logistics Industry Strategy.

The ATC is supported by the **Standing Committee on Transport (SCOT)** comprising a nominee of each ATC Minister, generally at Head of Department/Agency level. SCOT is supported by a formal committee structure, providing advice on policy and technical matters, including Austroads, on road issues, and Rail Group on rail issues. The Rail Regulators Panel provides advice to Rail Group on regulatory issues and NTC also consults the Panel directly on rail regulatory issues.

Figure 3: NTC Reporting Structure and Associated Organisations

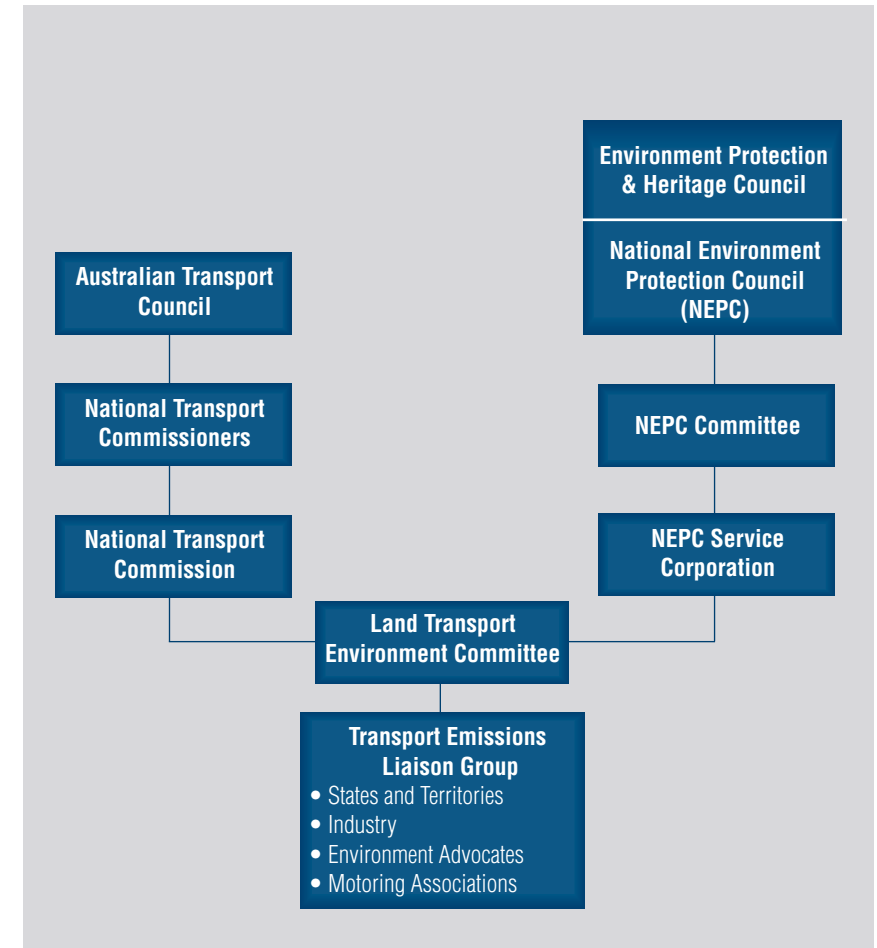


NOTES

Other relevant groups:

- Australian Logistics Council
- National Environment Protection Council

Figure 4: Liaison with National Environment Protection Council





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