Economics and Productivity Overview

Industry Advisory Group

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COAG Road Reform Plan

- **COAG endorsement to proceed to Phases 2 & 3**
- **New Governance arrangements**
  - CRRP Board
  - Project Directorate
  - Work Streams
    - Policy framework
    - Pricing
    - Legal & Regulatory
    - Business Systems
  - Stakeholder engagement and industry involvement

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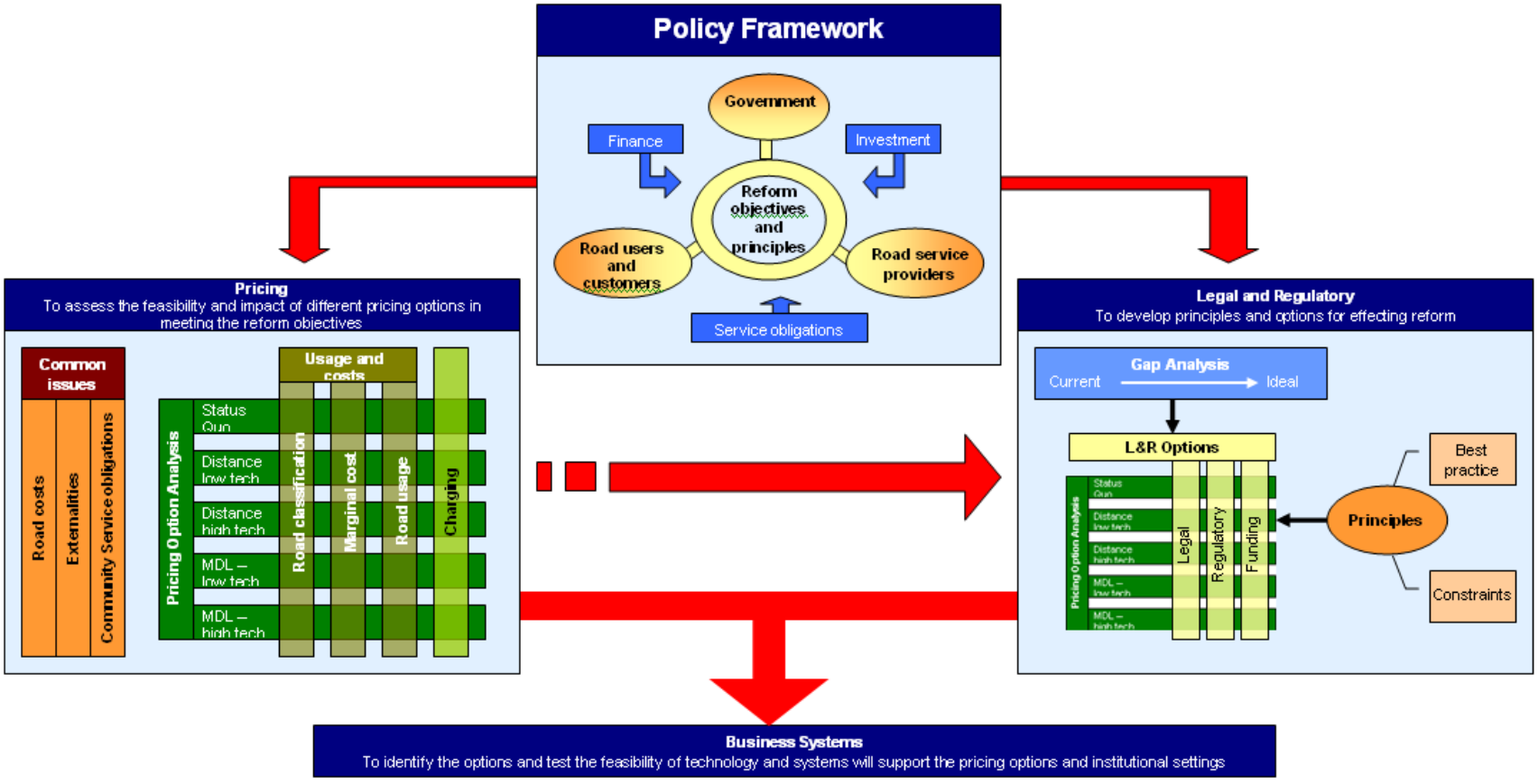
COAG Road Reform



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Performance Based Standards

- **PBS Review published in July 2009**
- **Current PBS implementation**
  - Issues with implementation at officer level
  - SCOT discussions and outcomes
- **PBS RIS**
  - Modular assessment
  - Self certification and assessment
  - National operating conditions
  - B-triple compatible level
  - legislation

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National Heavy Vehicle Regulator

- **COAG Decision: Regulator to be established by July 2011**
- **SCOT discussions**
  - Strong commitment to delivery
  - ATC to recommend to COAG the host jurisdiction
  - Strong emphasis on not losing local productivity gains
  - Recognised the safety role of the regulator

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National Heavy Vehicle Regulator

- **Next steps**
  - Decision on host jurisdiction
  - Drafting of National Partnership Agreement
  - Consideration of a dedicated project team and independent reform leader
  - Consolidation of modal laws
  - Establishing operational policy including service level agreements

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Rail Productivity

- **Final Position Paper published August 2009**
- **2009/10 NTC work program**
  - ***Policy, planning and investment***
    - NTC to facilitate the development of a coordinated set of national and state based objectives for rail;
    - NTC to develop a national framework for addressing existing road and rail pricing distortions (including funding for community service obligations) to facilitate rail investment; and
    - NTC to develop an improved evaluation and monitoring framework to assess whether rail investment under the above framework achieves the stated rail objectives.

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Rail Productivity

- **2010/11 NTC work program:**
  - ***Economic regulation and market structure***: NTC to work with industry and governments on developing:
    - a nationally consistent regulatory model to ensure common access at strategically significant inter-modal terminals; and
    - in the medium term, the potential benefits of a nationally consistent economic rail regulatory framework, including a national rail or multi-modal economic transport regulator.

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Rail Productivity

- **SCOT was asked to consider**
  - developing comprehensive rail productivity indicators;
  - continuing to assist the rail industry develop technical standards, particularly those related to interoperability;
  - whether vertical re-integration of rail track and above-rail operations may be beneficial under certain circumstances; and
  - whether there is a need to review passenger rail productivity.

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