



Strategy and Communications IAG meeting

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NTC Review

NTC Review

- **Reviewed every six years to determine future role**
- **NTC Review panel received 39 submissions from stakeholders and undertook consultations**
- **Panel report and recommendations to be considered by Australian Transport Council at November meeting**
- **Final decision by COAG out of session early 2010**

NTC Review – stakeholder views

- **The 39 submissions were largely positive about the NTC’s performance and future role.**
- **Out of the 39 submissions, nearly all suggested the NTC’s role expand in some way either going:**
 - **DEEPER:** more than regulatory reform, undertaking strategic reviews and providing holistic advice to governments
 - **BROADER:** to consider impact of reforms on all modes and all users
 - **IMPLEMENTATION FOCUS:** a greater focus on ensuring consistent and timely implementation

NTC Review – stakeholder feedback

Deeper:

“NTC should continue to act as a reform agent for government, we believe that it must pursue reform as one task in its wider role as the driving force for cohesive national transport planning” – submission QR

Broader:

“To ensure Australia has the transport system it will need in the future considering should be given to requiring the NTC undertake a broader role in transport system planning so that it addresses all aspects of the system in an integrated and long term manner” – submission Business Council of Australia

Implementation:

“The NTC must be given the ability to ensure there is seamless national regulation across our nation.” – submission Australian Logistics Council



Strategic Planning

Strategic Planning

NTC is bound by the National Transport Commission Act and the Inter-Governmental Agreement.

- **Preparation of a rolling three year strategic plan.**
- **Provide reports to ATC relating to the NTC's performance of its functions, or exercise of its powers.**
- **Undertake other matters as directed by ATC**
- **Carry out functions as per the Inter-Governmental Agreement i.e. improving transport productivity, efficiency, safety and environmental performance and regulatory efficiency in a uniform or nationally consistent manner.**

Strategic Planning

NTC's current Vision:

“The best transport outcomes for Australia.”


NTC's current Mission:

“Lead regulatory reform nationally to meet the ‘end to end’ supply chain needs of transport users and the broader community for safe, efficient and sustainable land transport.”

NTC's current Role:

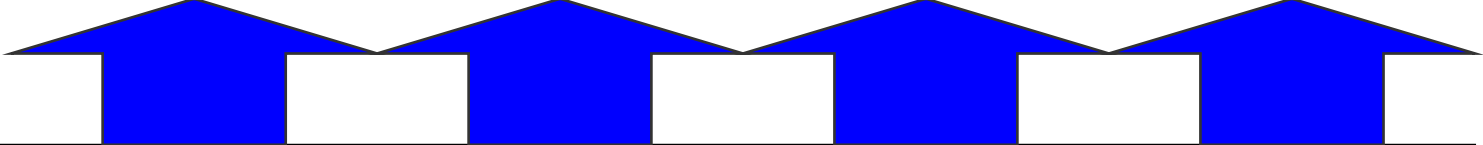
“To work closely in partnership with all stakeholders to develop more consistent, practical and effective land transport policies, laws and practices.”

Strategic Planning

Old world		New world	
Cross-border		Nationally significant	
Freight policy		Moving freight and people on shared networks	
Economic		Economic, social and environmental	
Freight corridors		National supply chains	
Build more infrastructure		Build and better utilise existing infrastructure	
Fragmented policies		National and integrated transport policy and planning framework	
Modal silos		All transport modes	
Inconsistent laws		National laws	
Short-term planning		Long-term planning to improve certainty	
Considerable activity in safety		'Safe systems' strategic approach	
Focus on 'regulatory and operational' reform			Complexity of problems requires integrated policy response

VISION

“BEST TRANSPORT OUTCOMES”



OBJECTIVES

“IMPROVE TRANSPORT PRODUCTIVITY ”	“PROVIDE A SAFE TRANSPORT SYSTEM”	“PROTECT THE ENVIRONMENT ”	“ NATIONAL OUTCOMES”
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STRATEGIC DIRECTION



Efficient market framework

Heavy vehicle road pricing reform ²	Heavy vehicle road pricing externality research	Heavy vehicle road pricing externality research	Heavy vehicle road access framework (PBS review)
Rail productivity initiatives		Carbon Pollution Reduction Scheme ³	Rail productivity initiatives
Passenger vehicle pricing			Institutional reform

Performance based or improve prescriptive regulation

Heavy vehicle regulation framework (PBS review)	Develop safe transport systems agenda	Passenger vehicles in a carbon-constrained economy	National heavy vehicle and rail regulations
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Risk-based approach (incl. use of technology)

Compliance strategy to match assets/network and support pricing reform	Compliance strategy for managing fatigue and speed	Compliance strategy	Compliance strategy applied consistently
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Supply chain approach

Supply chain initiatives	Chain of responsibility	Industry education	Supply chain monitoring
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Strategic Planning

OBJECTIVES	KEY PERFORMANCE INDICATORS	STRATEGIC DIRECTIONS
ECONOMIC Improve transport productivity	Road and rail transport costs (in real terms)	<ul style="list-style-type: none"> • Performance-based regulation • Market-based pricing, including externalities • Risk-based approach • Supply chain optimisation across all modes
SAFETY Provide a safe transport system	Transport deaths and serious injuries (road and rail)	
ENVIRONMENTAL Protect the environment and improve health	Greenhouse (CO ₂) emissions from transport Urban emissions from transport	
NATIONAL OUTCOMES Achieve genuine national outcomes	Evaluation of agreed and implemented ATC reform outcomes against reform objectives	<ul style="list-style-type: none"> • Facilitate national decision-making
STRATEGIC PLANNING Lead national transport reform	Development of strategic plans to lead transport reform, informed by research and international best practice	<ul style="list-style-type: none"> • Champion policy integration of all 'levers' • Research transport issues and options
OPERATIONAL EFFICIENCY Deliver agreed work programme	Delivery of the approved work programme on time	<ul style="list-style-type: none"> • Manage resources efficiently • Engage stakeholders strategically



National Ports Strategy

National Ports Strategy - Prime Minister's announcement.



“Australia needs a nationally coordinated approach to the future development and planning of Australia’s port and freight infrastructure.

... will cover both bulk commodity ports and container ports and identify:

- the most effective regulatory and governance frameworks***
- ways to improve land planning and corridor preservation***
- the future infrastructure requirements of Australia’s ports including road and rail links.”***

Objectives and Consultancy brief

- **Review current Australian planning practices**
- **Stakeholder consultation**
- **Review Australian & international planning practices**
- **Identify**
 - effective regulatory and governance frameworks
 - current planning practices
 - land planning and corridor preservation improvement
 - productivity gains
 - stakeholder issues (consultation)
 - future infrastructure requirements
- **Develop consistent evaluation processes**
- **Recommendations for government intervention**
 - infrastructure, regulatory, intervention, access, etc.



Timeframes

- **Task Commences Sep 09**
- **Oct 09 – Jan 10
Position
Papers/Progress
Reports**
- **Early Feb 10 Draft
Final Report**
- **Mid Feb 10 Public
comments**
- **June 10 COAG Report**





Questions?