

# How can Australia deliver leaps in transport productivity?

AusIntermodal 2015

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# Why I'm here

## **Productivity is a major focus for the NTC**

- Recent heavy vehicle focus
- National rail safety law reform
- Conscious of need to do more across the modes
- Here to share our plans and learn your views and opportunities

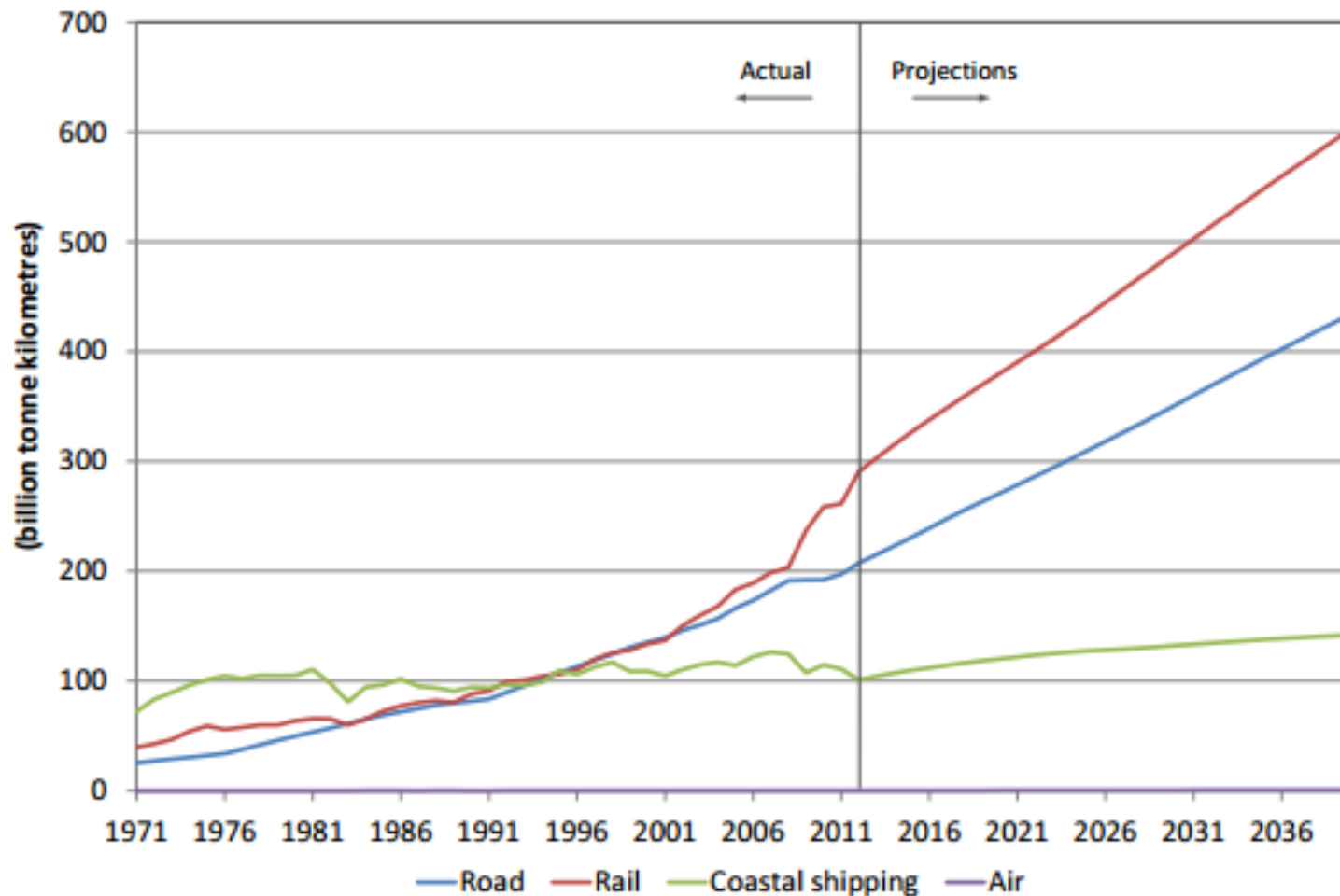
# About the NTC

## **Inter-governmental agency**

- Jointly funded by federal, state and territory governments
- Routine work, e.g. annual road user charge
- National reforms for land transport safety, environmental outcomes, regulatory efficiency and productivity

# Domestic freight task

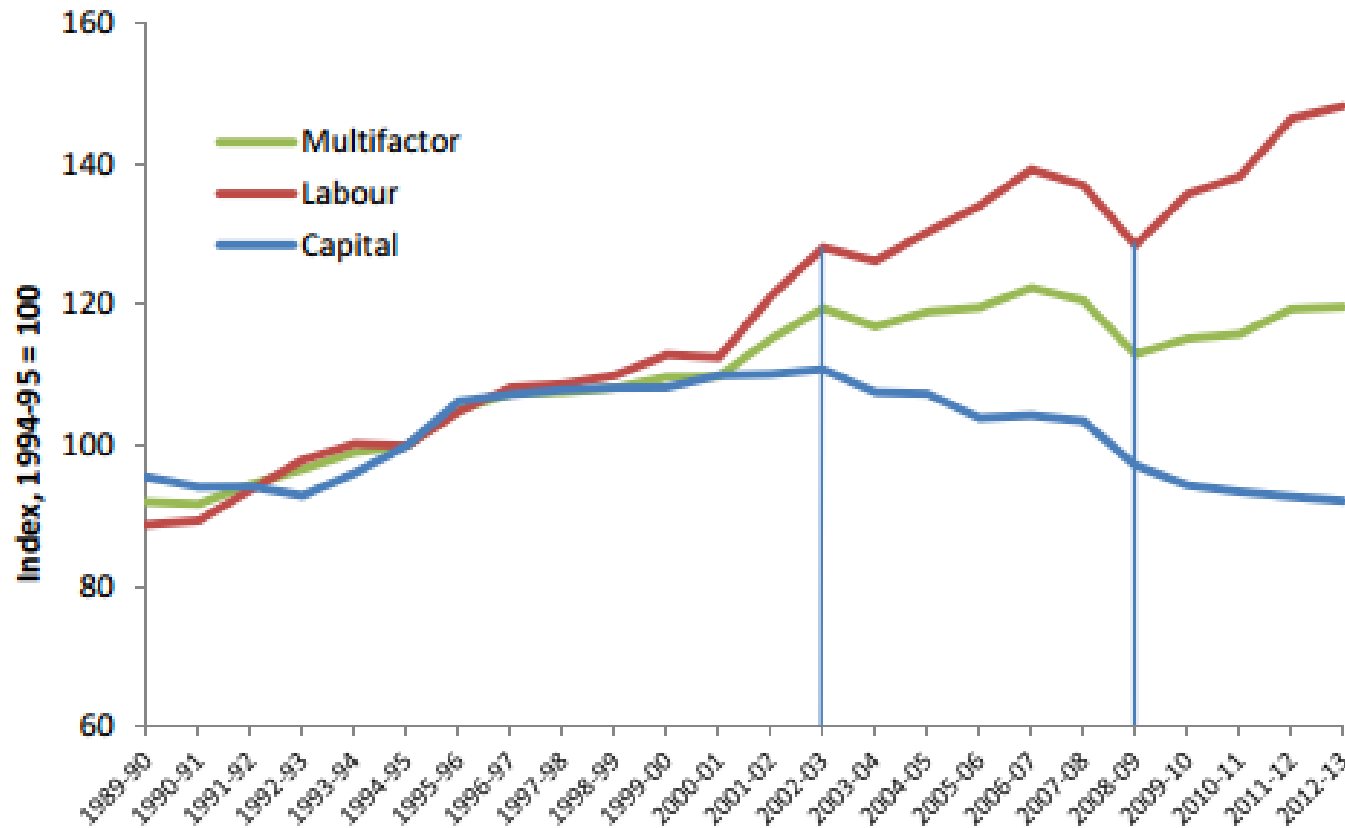
Figure 8: Actual and projected domestic freight task, by mode, 1972–2040



Source: BITRE (2013a) and BITRE estimates.

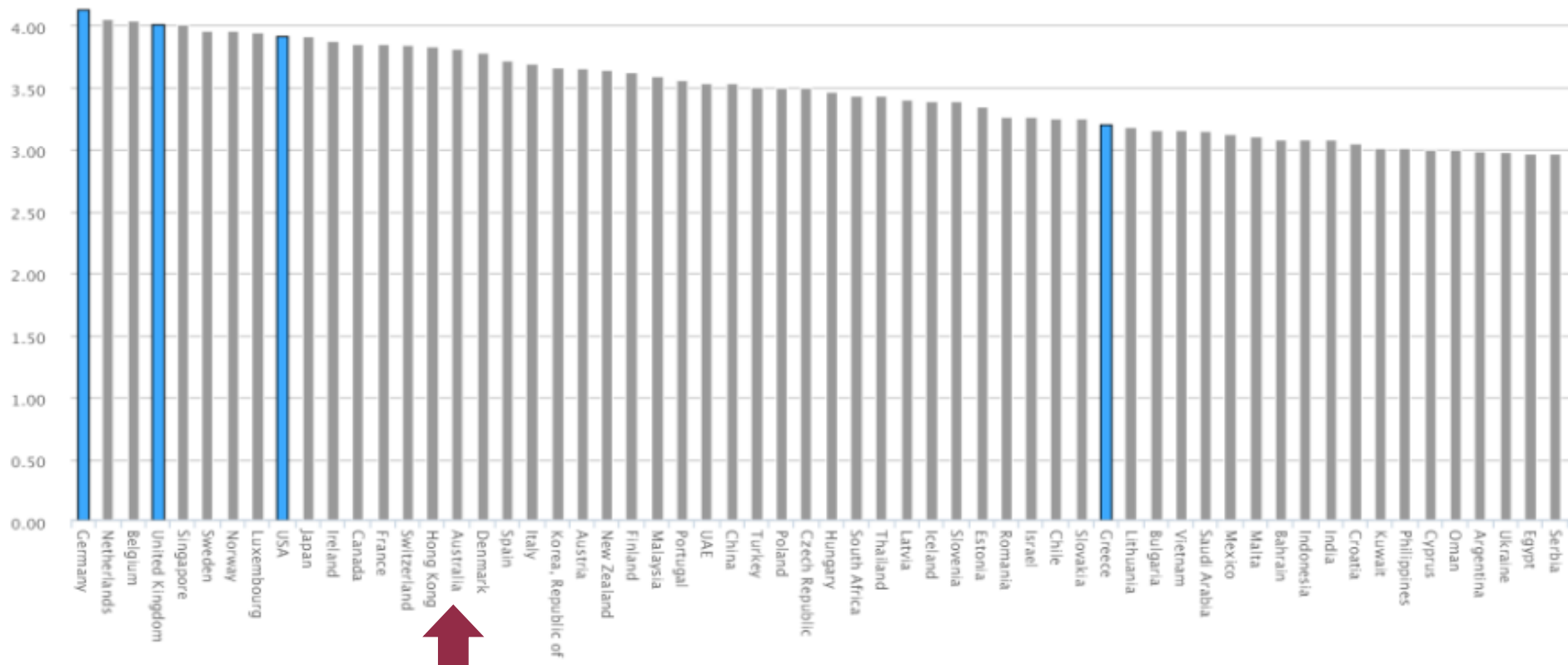
# Productivity trending down

Figure 6 Productivity indices for Transport, Postal and Warehousing, 1989–90 to 2012–13



Source Australian Bureau of Statistics 5260.0.55.002

# World Bank Logistics Performance Index



# Road safety comparison

	<b>TRANSPORT PRODUCTIVITY</b>	<b>ROAD SAFETY</b>
<b>National strategy</b>	<b>X</b>	National Road Safety Strategy 2011-2020
<b>Performance measures</b>	<b>X</b>	Safe System Framework – deaths and serious injuries
<b>Rolling action plans</b>	<b>X</b>	✓
<b>Multi-agency approach</b>	<b>X</b>	✓

# World Bank Logistics Performance Framework



Customs



Infrastructure



Ease of arranging  
shipments



Quality  
of logistics services



Timeliness



Tracking  
and tracing



# Some regulatory reform complete

## **Low-hanging fruit already picked**

- Heavy Vehicle National Law and Rail Safety National Law
- Two regulators
- Streamlined the regulatory landscape but still some work to do

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# Revenue/investment framework reform

## **Current revenue/investment framework failing infrastructure**

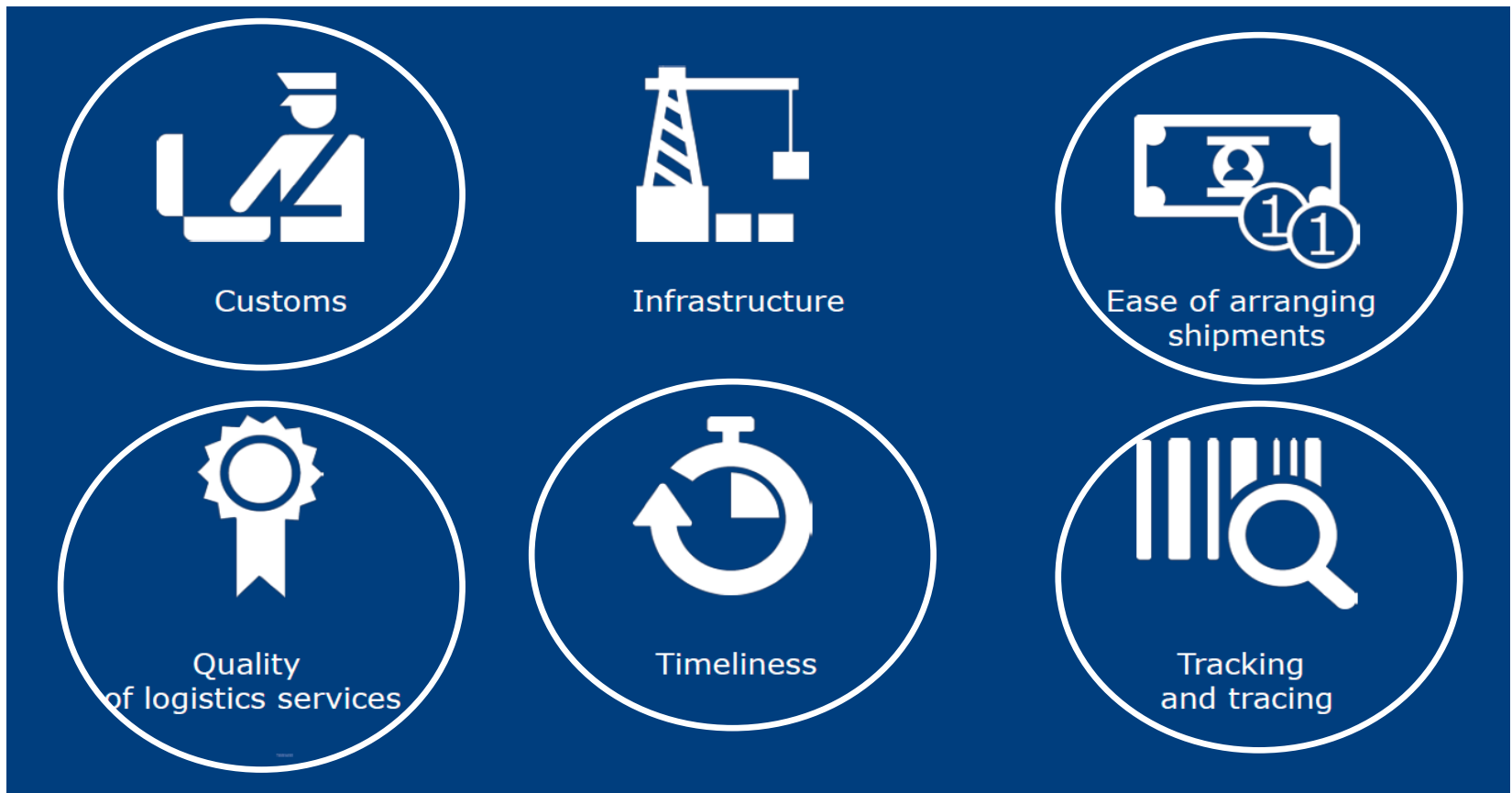
- Still many gaps and network issues
- Revenue currently goes into consolidated government budgets
- Weak link between revenue and spending decisions
- No demand management
- Funding shortfall and pot will continue to diminish

# Revenue/investment framework reform

## How do we start?

- Agree on desired outcomes and clear policy objectives (governments, industry, community)
- Design the reform accordingly
  - modelling
  - pilots
- Not partial reform – must be full market reform

# World Bank Logistics Performance Framework



# Technology and innovation

- Telematics
- Cooperative Intelligent Transport Systems (CITS)  
e.g. truck platooning (10 and 25% fuel savings)
- Automated vehicles
- NTC's role in technology and innovation –  
appropriate regulation, e.g.
  - telematics framework
  - new project on regulatory barriers to automated vehicles – just commenced

# Summary

## How can Australia deliver transport productivity leaps?

- NTC's work
  - national productivity framework with measures
  - technology and innovation
  - reforming revenue/investment framework
- What about you?
  - your involvement in our work
  - opportunities you see

**Answer: TOGETHER.**

The National Transport Commission leads regulatory and operational reform nationally to meet the needs of transport users and the broader community for safe, efficient and sustainable land transport.

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