The NTC is an independent statutory body that contributes to the achievement of national transport policy objectives by developing regulatory and operational reform of road, rail and intermodal transport.

Our vision

“Australia’s prosperity and community liveability is enhanced by the movement of people and goods.”

Our mission

“to champion and facilitate changes that improve productivity, safety and environmental outcomes …”

Our role

“by developing national regulatory and operational reform and implementation strategies for road, rail and intermodal transport.”

Our principles – guiding our decisions

• Collaborating with reform partners – Understand before acting, involve before deciding, discuss before implementing and share before announcing.

• Only leading activities where we can make a difference nationally – Focus resources on projects that will deliver real national impact.

• Applying an integrated approach – Reflect the complexity and diversity of transport systems, including regional and remote areas.

Our strategic goals

In partnership with governments and stakeholders, the NTC will seek to improve:

• transport productivity
• transport system safety
• environmental outcomes
• regulatory efficiency.

Our strengths

NTC capabilities are valued because:

• our advice is independent and based on consultation, regulatory best practice, evidence and innovation

• we listen and respond to our stakeholders and have collaborative partnerships with industry and governments

• our people are professional, highly motivated and committed and provide factual, evidence-based advice

• our performance framework supports high quality work and continuous improvement

• we are flexible, responding to the needs of our stakeholders and adapting to meet the needs of ministers.
Strategic environment

The NTC has identified a variety of factors currently influencing, or likely to impact on Australia’s transport system – creating specific risks and opportunities for the NTC in meeting its four goals. These factors include:

- global forces of change – including potential for further economic shock, energy availability and price volatility, as well as climate change impacts and weather events
- demographics – an ageing, urbanising and growing population as well as an ageing transport workforce
- infrastructure constraints – ageing infrastructure within a vehicle dependent urban environment, investment backlogs and poor data on network condition leading to vulnerability to disruption and bottlenecks
- advances in technology and the affordability of sensing and computing devices
- a rapidly growing, and changing national freight task, and governments with different responses to these challenges
- an identified need to improve and increase transport infrastructure investment
- continued community concern over transport crash related fatalities and trauma and the health impacts of transport emissions.

Potential strategic risks for the NTC

- Not achieving consensus to critical national reforms.
- A lack of accurate, representative data on transport demand, the transport task and transport assets.
- An inability to engage effectively across diverse stakeholder groups, many of whom are not members of an industry or other representative organisation.
- Failing to remain effective across the entire breadth of the work program.
- Lacking the flexibility and agility to manage a diverse and changing work program.

Strategic opportunities for the NTC

- Improved strategic focus – working with stakeholders to identify and focus on high benefit, national issues.
- Facilitating increased use of innovative solutions (including technology) to resolve issues and mitigate risks.
- Develop stronger and more collaborative relationships with industry, government and other stakeholders, including the national regulators, Austroads, Transport Certification Australia and ARRB.
- Ensure the NTC’s role and responsibilities in the national transport agenda are clearly understood by stakeholders.
- Support the development and implementation of local initiatives of national significance.
- Build on the NTC’s ability to pull together all elements necessary to achieve delivery of reform.

Our priorities

The NTC has identified the following short term priorities as being essential to the increased co-ordination of Australia’s transport system:

- Supporting the successful implementation of the Heavy Vehicle and Rail Safety National Laws, and the National Heavy Vehicle Regulator and Office of the National Rail Safety Regulator.
- Finalising and implementing the National Heavy Vehicle Charges Determination.
- Continuing to manage, update and maintain existing reforms.
- Creating appropriate regulatory and policy frameworks to increase the utilisation and functionality of co-operative and intelligent transport systems.
- Pursuing opportunities to increase the productivity of the existing transport system.
- Improving transport safety compliance and reducing, where possible, the burden of compliance costs to industry and government.
- Investigating and undertaking reform to achieve improved heavy vehicle productivity, safety and environmental impact.
- Support for transport system planning, investment and charging reform.

The NTC has also identified the following likely medium to long term priorities as part of the reform pipeline:

- Finalising the complete implementation of the national laws and regulators.
- Investigating opportunities for improved data sharing, and technology use to achieve transport outcomes.
- Continued support for transport system planning, investment and charging reform.

Our targets

The NTC will have been successful in implementing this strategic plan when:

- the productivity projects undertaken by the NTC lead to improved productivity, safety and environmental outcomes
- road and rail safety demonstrates a continued improvement in fatalities and serious injuries
- the national laws and regulators reach a stage of full implementation maturity
- the NTC is recognised by stakeholders as consistently demonstrating its stated principles.