



National Transport Commission Work Program  
2012-13 to 2014-15



National Transport Commission

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**Work Program 2012-13 to 2014-15**

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# Report outline

<b>Title:</b>	National Transport Commission Work Program 2012-13 to 2014-15
<b>Type of report:</b>	Strategy and operations planning
<b>Purpose:</b>	Proposed work program for SCOTI approval
<b>Abstract:</b>	Environmental scan, analysis, work program, projects, budget and resources to execute NTC's strategic plan
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# Foreword

Australia has made historic steps toward the seamless regulation of heavy vehicles and rail safety. The progress to date reflects a high-level commitment by all governments to ensure different rules and regulations no longer hinder safety and productivity outcomes.

As an independent statutory body, the National Transport Commission (NTC) has played an important role in leading policy analysis, engaging stakeholders to understand impacts and championing reform in the national interest. Importantly, those reforms are a collaborative effort involving the NTC, project offices, governments, industry and unions.

Our collective effort will continue to focus on the successful establishment of new regulators administering national laws in 2013.

The completion of the Council of Australian Governments Road Reform Plan (CRRP) Feasibility Study is also a significant achievement. Industry recognises the limitations of current charging arrangements; our opportunity is to work together towards a better system that delivers genuine productivity gains.

Looking ahead, as community demands for better transport systems and infrastructure grow – and vehicles transition to alternative energy sources – governments and industry will need to rethink the current model for using and funding transport infrastructure. Market-based reform will become a growing national priority and will need robust research and evidence-based policy analysis.

Importantly, Australia has a significant opportunity to leverage the inherent strengths of its federation. Collaboration on common policy challenges – such as the massive forecast growth in international trade through our ports. By sharing resources, innovation and learning, while engaging expertise externally, governments can do more with less.

Working side-by-side with our partners in reform, we can put the building blocks in place for a low carbon, safe and productive transport system.



Greg Martin PSM  
Chairman

# Executive summary

## **Focus on delivering reform outcomes**

This Work Program 2012-13 – 2014-15 gives effect to the Council of Australian Governments (COAG), Standing Council on Transport and Infrastructure (SCOTI) and Intergovernmental Agreement (IGA) reforms and implements NTC's Strategic Plan<sup>1</sup>.

NTC remains committed to working closely with the Project Offices and new regulators to support the effective implementation of these important COAG reforms. Further improvements to national regulatory frameworks are also a priority for the Commission; and important issues identified by industry during consultation on national laws feature strongly in the forward work program.

NTC continues to work in partnership with governments, industry and the community to put the reform "building blocks" in place for a productive, low carbon and safe transport system across all modes and users. Heavy vehicle charging frameworks, intelligent transport systems, rail freight, ports and supply chain reform are among the key themes identified.

For the first time, the work program and projects are underpinned by a Program Logic; a leading practice methodology to support the delivery of reform outcomes, linked to national goals and objectives.

NTC's work program is very much centred on its core business of delivering the current reform priorities and ensuring implemented reforms are effective.

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<sup>1</sup> NTC Strategic Plan approved by Ministers in May 2011

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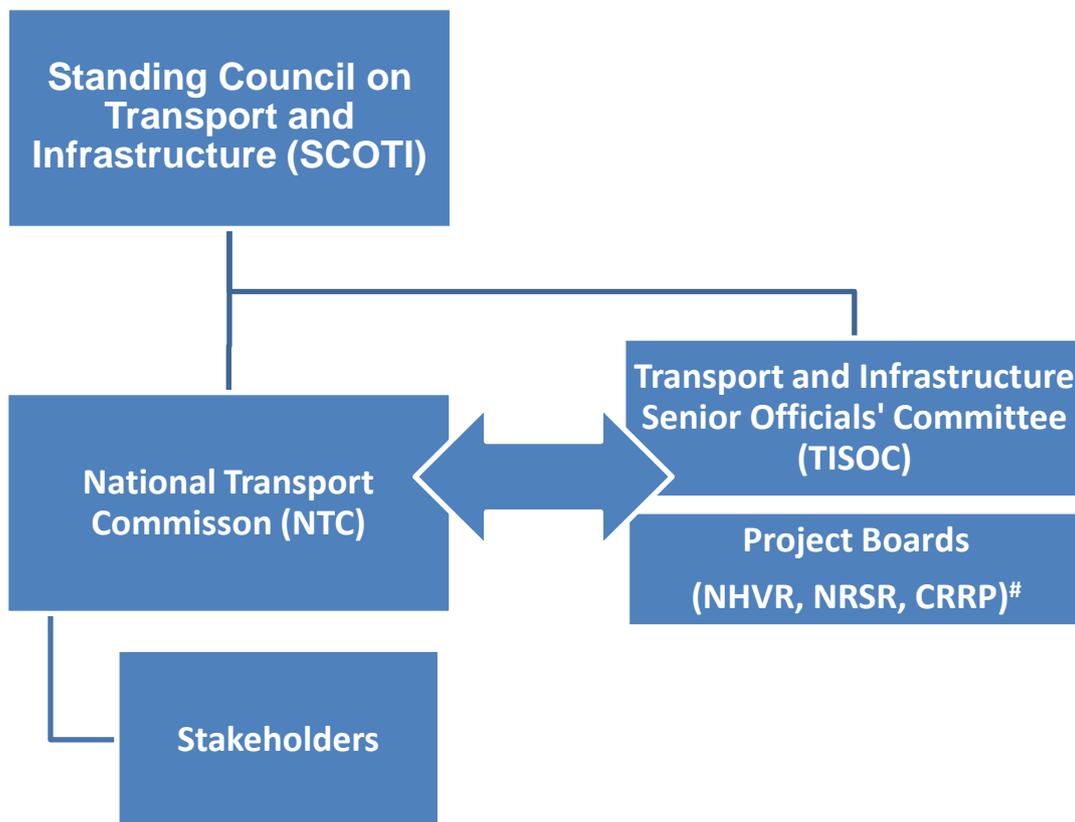
# 1. Introduction

As an independent statutory body, the National Transport Commission (NTC) contributes to the achievement of national transport policy objectives by developing regulatory and operational reform recommendations and advice for the Standing Council on Transport and Infrastructure (SCOTI).

In developing transport reform, NTC consults stakeholders and receives advice from the Transport and Infrastructure Senior Officials' Committee (TISOC)<sup>2</sup>.

The requirement for NTC to develop a rolling three year strategic plan each year for SCOTI approval is set out in the *Inter-Governmental Agreement (IGA) for Regulatory and Operational Reform in Road, Rail and Intermodal Transport* and the *National Transport Commission Act 2003*. It was prepared under the guidance of NTC Commissioners, with valuable input from governments, stakeholders and NTC staff.

Ministers are undertaking a review of the role and functions of the NTC and other bodies during 2012 to consider any potential new arrangements following establishment of the National Heavy Vehicle Regulator and the National Rail Safety Regulator in 2013. NTC believes this is a significant opportunity to support Minister's future reform agenda based on leading practice principles for reform delivery.



# Refer to Project Board acronyms in section 7 Glossary.

<sup>2</sup> NTC is a member of TISOC and works collaboratively with governments on common (SCOTI) goals

## 2. National transport challenges

### 2.1 Reform context

SCOTI's overarching national vision, policy objectives and principles and NTC's Strategic Plan provide the national policy context and strategic direction for the development of this work program.

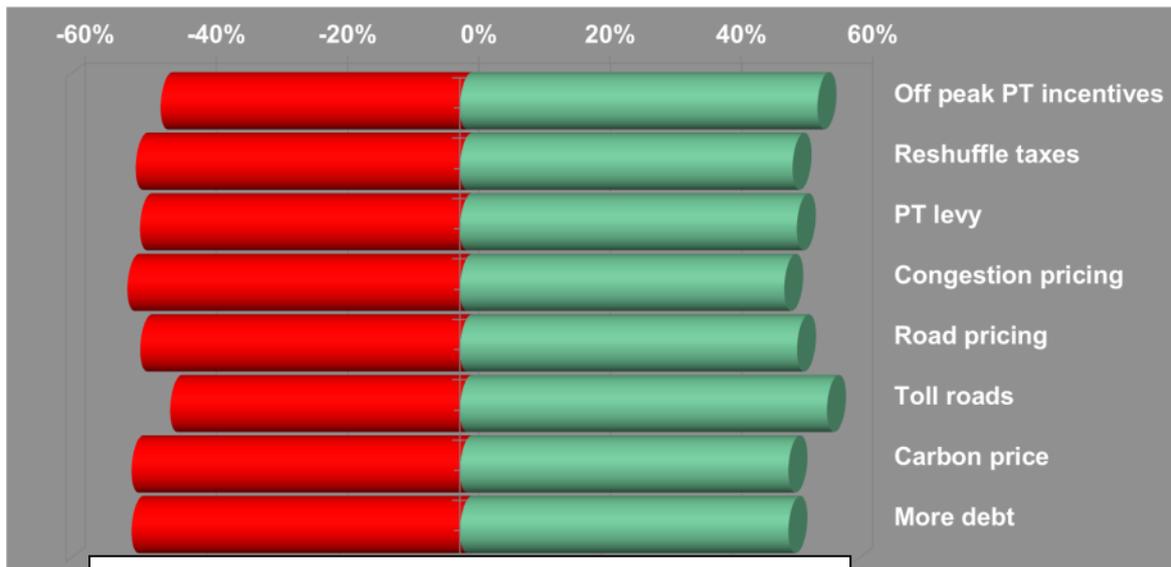
In the presence of an identified market failure, governments may seek to intervene nationally through regulatory or operational transport reform. NTC's role in reform is to champion and facilitate changes that improve productivity, safety and environmental outcomes.

### 2.2 Reform challenges

Australia's long-term national transport challenges are significant and complex. An initial outcomes-focussed performance report (refer section 4.7) track *shared* intermediate indicators that contribute toward NTC's IGA goals. The analysis will be refined and improved over time in collaboration with reform partners for the purpose of identifying improvements. Key issues identified include:

- the transport task is growing, driven by GDP and population growth, with the road freight task alone projected to increase by 80% by 2030
- the continued increase in articulated vehicle use (particularly B-doubles) on freight networks is an important driver of productivity; while vehicle utilisation (laden kilometres) remains flat
- rising traffic congestion and slowing travel speeds remain a significant urban policy challenge
- carbon emissions from transport continue to rise; however reduced car travel, a general shift to public transport and cleaner vehicles are positive factors
- Australians are buying safer cars and crashes on high risk roads are reducing. Speed, fatigue and drink-driving remain the primary cause of road deaths and injuries
- the community wants significant improvements to transport services and infrastructure, but opinion is divided on mechanisms to fund those enhancements (see below).

#### Community views on funding infrastructure



Source: *Smart Transport for a Growing Nation discussion paper* (NTC 2011). The paper concludes better public information on the impacts and options for improving the transport system is needed.

**Note:** PT = Public Transport

## 2.3 Progress to date

The new SCOTI for the first time brings together responsibilities for strategic planning with infrastructure and transport policy and regulation. Bringing these functions together under the umbrella of one Ministerial Council provides a unique opportunity for the development of integrated solutions to address national infrastructure and transport planning and delivery challenges.

Governments at all levels have made significant progress in leading integrated policies and strategies to address national transport policy challenges, including:

- Seamless regulation (SCOTI/COAG) – the establishment of national regulators to administer uniform national laws for heavy vehicles, maritime safety and rail safety
- COAG Road Reform Plan (SCOTI/COAG)
- Capital City Strategic Planning (COAG)
- National Ports Strategy (COAG – to be considered in April 2012)
- National Freight Network Strategy (under development by Infrastructure Australia)
- National Public Transport Strategy (under development by Infrastructure Australia)
- National ITS Policy Framework (SCOTI)
- Alternative Transport Fuels Strategy (Commonwealth)
- National Urban Policy (Commonwealth)
- New vehicle standards for carbon dioxide emissions (Commonwealth)
- National Road Safety Strategy (SCOTI)

Within a federal system of government, opportunities also exist to share and leverage the innovation and learning from state-led policy innovation so all Australians can benefit.

NTC's work program will remain responsive to priority reforms identified by Ministers and COAG.

### 3. Stakeholder consultation

#### Broad support for NTC's reform directions

A wide range of views were considered to inform the development of the strategy which included engaging with peak industry groups, and senior government officials; in addition to a series of strategic planning sessions and workshops with transport and reform experts.

Reform priorities are assessed according to SCOTI/COAG reform priorities and NTC's strategic directions<sup>3</sup>; for example, alignment with objectives, linkages to regulatory and operational reform, the ability to 'make a difference' and likelihood of a successful outcome.

The work program represents NTC's core business in terms of delivering the priority COAG and SCOTI reforms and fulfilling the IGA requirements. The importance of continuing to support the COAG reform projects through to implementation was emphasised by all stakeholders.

The need to move toward broader market-based approaches to funding and using transport infrastructure were identified as important future reform priorities during consultation on this work program; and through consultation on the *Smart Transport for a Growing Nation* discussion paper (NTC 2011). Part of these issues will be address by NTC working closely with the COAG Road Reform Project.

Stakeholders are also supportive of collaborative approaches to national reform through implementation of the National Ports Strategy and progressing voluntary national programs for businesses to improve road safety, and reduce freight transport emissions.



Above: NTC staff (left and centre) with Nigel Kavanagh from Ransard during the nationwide consultation on the Heavy Vehicle National Laws.

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<sup>3</sup> Refer NTC Strategic Plan approved by Ministers in May 2011

# 4. NTC work program

## Reform priorities

This work program represents NTC's core function in terms of delivering the priority COAG and SCOTI reforms. A wide range of views were also considered to inform the development of the strategy which included engaging with peak industry groups, senior government representatives and strategic planning sessions with transport and reform experts.

NTC has assessed its reform priorities according to:

- COAG and SCOTI priority reforms such as the national regulators, pricing reforms, Performance Based Standards and Modular B-triples
- NTC's Inter-Governmental Agreement (IGA) functions such as strategic planning, maintenance, monitoring and evaluation.

In developing its three-year work program for transport reform, NTC has sought to:

- prioritise the delivery of national SCOTI/COAG endorsed reforms
- ensure existing transport reforms are implemented and effective
- lay the "building blocks" for emerging regulatory and operational national reforms, through rigorous analysis and evaluation.

## COAG/SCOTI Reforms

### 4.1 Heavy Vehicle Reforms

*Goals: improved safety, productivity, regulatory efficiency and fewer emissions*

#### Heavy Vehicle National Law

Uniform regulation of heavy vehicle law will improve industry's understanding of their regulatory compliance obligations, reduce duplication and inconsistencies and introduce national laws to reduce the regulatory burden for the heavy vehicle industry. These national laws will be administered by a National Heavy Vehicle Regulator when it is established in January 2013.

As part of this COAG endorsed national reform, NTC has led the development the regulation impact statement and the associated national laws which were endorsed by SCOTI in November 2011. NTC will continue to work with the project board to support this important reform by:

- finalising the amendment legislation, national penalties and regulations for consideration by Ministers
- working closely with the project board to:
  - facilitate implementation strategies for agreed policy reforms
  - ensure the policy intent of the law is implemented through participation in operational reference groups
  - transition the Performance Based Standards Review Panel (PRP) and mapping portal to the Regulator
- leading maintenance to address outstanding policy issues (eg: chain of responsibility laws, fatigue and accreditation schemes)
- implementing the national heavy vehicle telematics strategy including voluntary undertakings, policies for equitable enforcement and assessment guidelines
- commencing a post implementation evaluation (within 18 months of commencement).

## Performance Based Standards

Ministers approved the Performance Based Standards reform in February 2012, which will be implemented through the National Heavy Vehicle Law. The NTC will be working with the National Heavy Vehicle Regulator Project Office to develop operational policy which will support the following enhancements to the scheme:

- national access framework
- self-certification and modular assessments.



Above: Haulmark Trailers is an Australian Truck and Trailer manufacturer that holds 2B certification for its modified A-double. Haulmark's National Sales and Marketing Manager, Mark Johnston (pictured) says, "The PBS scheme has given us the flexibility to design a vehicle that is more productive, safe and environmentally-friendly and at the same time, improves safety."

## Modular B-triples

B-triples operate almost Australia-wide, however inconsistent road network access and operating conditions across borders limit their use to primarily interstate operations. Modular B-triples are safer and more productive than equivalent A-double roadtrains and do not cause more damage to pavements and bridges.

If the policy proposal<sup>4</sup> is implemented, a modular B-triple configuration will be allowed to operate seamlessly across borders on the Type 1 roadtrain network (as approved by governments). The work program includes work to assist states and territories with the implementation of this policy by developing a class 2 authorisation notice and an on-line vehicle assessment tool to verify the assembly of compliant modular B-triples.

## National Heavy Vehicle Compliance Strategy

NTC's review of accreditation systems identified the need for a long-term vision and strategy for compliance. This strategy will initially inform the National Heavy Vehicle Regulator compliance and enforcement operational policy and set the future directions in heavy vehicle compliance.

Key challenges are determining **where** to intervene and **how** to intervene in the affairs of regulated organisations.<sup>5</sup> The NTC will be undertaking research and a review of current compliance and enforcement practices in order to develop best practice risk based approaches.

## Electronic Work Diary

Develop a final enforcement policy position for the use of technology-based electronic work diaries (EWD) as an alternative to the paper-based work diary. The policy will be informed by:

- ATC endorsed Telematics Strategy
- EWD policy principles endorsed by Ministers
- the New South Wales led EWD pilot which is due for completion at the end of 2012.

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<sup>4</sup> Subject to SCOTI endorsement in May 2012.

<sup>5</sup> Neil Gunningham, *NTC Compliance Strategy: Regulatory Compliance Best Practice Review*, December 2010, p. 4

## 4.2 National Rail Safety Law

*Goals: Improved safety and regulatory efficiency*

National rail safety law administered by a National Rail Safety Regulator will deliver better safety outcomes by drawing on a shared pool of knowledge and resources, while reducing the number of interfaces and red tape experienced by rail operators. NTC led the development of the regulation impact statement and national laws which were endorsed by SCOTI in November 2011.

NTC will continue to work closely with the project board and the National Rail Safety Regulator to support the transition process by:

- supporting the development of national guidelines to ensure the policy intent of the law is implemented
- leading targeted priority maintenance work using existing consultative forums
- commencing a post implementation evaluation (within 18 months of commencement).



Above: NTC Manager Legal, Jeremy Wolter (left) with Marcus Hall from QR during the consultation on the Rail Safety National Law.

### 4.3 Heavy Vehicle Charging Frameworks

*Goals: improved productivity, safety and fewer emissions.*

#### COAG Road Reform Plan

COAG is investigating the feasibility of an improved road infrastructure pricing system for heavy vehicles.

Future (post feasibility study) reform and governance arrangements for heavy vehicle road pricing reform are currently unclear. NTC anticipates its involvement in pricing reform will be focused on leading any further pricing work required to inform the design and implementation of future reform plans.

#### Heavy Vehicle Price Determination

NTC will commence work on a new heavy vehicle price determination in 2012<sup>6</sup>. This work aims to:

- explore options for improving the heavy vehicle pricing framework with the aim of enhancing productivity in the transport sector
- incorporate new knowledge and data, and address potential new requirements such as recovering the costs associated with the National Heavy Vehicle Regulator
- in general, continue to support COAG endorsed principles for heavy vehicle cost recovery
- support the COAG Road Reform Plan by developing a new heavy vehicle pricing and cost recovery approach which addresses the limitations of averaging charges, and is consistent with the longer-term reform direction.

#### Annual adjustment

NTC will continue to support COAG endorsed principles for heavy vehicle cost recovery through the annual adjustment process; and advise governments if a charges determination is required<sup>7</sup>.

#### Evidence-based analysis

As a centre of excellence for transport reform, it is important that NTC informs long-term national policy reform directions through evidence-based information and analysis. NTC will engage with governments to identify technical research and analysis needed to support SCOTI's policy objective of providing appropriate transport infrastructure pricing signals.



<sup>6</sup> Subject to endorsement by SCOTI in May 2012.

<sup>7</sup> NTC will lead "an annual review of heavy vehicle charges to avoid the ongoing cross-subsidisation across different heavy vehicle classes (February, 2008, ATC)"

## 4.4 Freight Reform Agenda

*Goals: improved productivity, regulatory efficiency, safety and fewer emissions.*

NTC's freight reform agenda involves a collaborative approach to promote improved cooperation and coordination amongst supply chain participants. The major components of this agenda include:

### Supply Chain Reform

The lack of transparent information and coordination can be a cause for inefficiencies within certain supply chains. As requested by Ministers<sup>8</sup>, and in partnership with governments and industry, NTC will:

- facilitate the identification of current and future inefficiencies (based on research and data) within supply chains
- encourage industry parties to cooperate and develop solutions
- identify potential market failures and the role of government intervention (as a last resort)
- establish a reference group to provide guidance and advice.

### National Ports Strategy

The National Ports Strategy<sup>9</sup> encourages national collaboration to improve the efficiency of port related freight movements across infrastructure networks, minimise externalities associated with freight movements and influence policy making in areas relevant to freight. Priorities identified are:

- planning for relevant ports and related infrastructure
- ensuring plans can be executed
- improving landside efficiency, reliability, security and safety
- clarity, transparency and accountability.

NTC will work closely with Infrastructure Australia, the Steering Committee, Expert Panel and ports community to facilitate implementation of the strategy. NTC's role includes exploring technology opportunities in port supply chains, productivity reforms and reporting on the strategy's implementation progress.



Above: Port Kembla is located on the east coast of New South Wales. With 33.6m tonnes of freight going through the port each year, Port Kembla is one of the state's major ports.

### Rail Freight Investment Reform

In 2009, Transport Ministers asked the NTC to work in partnership with governments and industry on a reform agenda to improve freight rail productivity. The staged work package includes:

- facilitating the implementation of NTC's existing work on improving rail freight investment decisions made by governments (run as a separate project)
- consulting widely, and providing advice, on national regulatory models for securing third party access to significant intermodal terminals
- assessing the public interest case for establishing nationally consistent economic regulation for the rail freight sector, including a possible extension to create consistent economic regulatory regimes covering both rail freight and road haulage modes (NTC, 2009).

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<sup>8</sup> ATC directed NTC to undertake activities to identify emerging markets and related supply chain challenges (2 May 2008).

<sup>9</sup> Subject to COAG endorsement in March 2012.

## IGA related functions

### 4.5 Maintenance

Goals: *Improve regulatory efficiency*

Under its IGA, NTC has an important role in monitoring and maintaining national laws to ensure they remain contemporary and consistent with their policy intent.

Priorities for maintenance<sup>10</sup> include:

- Australian Road Rules (finalise 10<sup>th</sup> package of amendments)
- Australian Vehicle Standards Rules (finalise 8<sup>th</sup> package of amendments)
- Australian Defence Force Exemptions Framework (finalise an extensive rewrite of the Framework)
- Update the Australian Code for the Transport of Dangerous Goods by Road or Rail, 7<sup>th</sup> edition (ADG7) to incorporate the UN16 and UN17 changes and other amendments identified in the maintenance monitoring program.

### 4.6 Business Partnerships (Safety)

Goals: *improved safety and regulatory efficiency*

Australia's *National Road Safety Strategy 2011-2020* sets a goal of reducing deaths and injuries on Australia's roads by at least 30% over the ten year life of the strategy. Potential exists for the private sector and the wider community to contribute to achieving this goal by taking actions that will lead to improved transport safety outcomes.

NTC will work collaboratively with the National Road Safety Council, National Road Safety Executive and the business sector to build networks to establish a sustainable partnership approach to road safety<sup>11</sup>. The work draws on best practice corporate social responsibility and corporate road safety programs in Australia and worldwide.

### 4.7 Reform Monitoring and Evaluation

Goals: *Improve regulatory efficiency*

#### Australian Road Rules and Australian Vehicle Standards Rules

NTC will finalise existing evaluation reviews of the Australian Road Rules and Australian Vehicle Standards Rules. This work will ensure road rules and vehicle standards deliver their intended policy outcomes efficiently and evolve to meet the nation's future needs.

#### Dangerous Goods

Governments and industry have raised a number of concerns about the dangerous goods regulatory framework, including high compliance costs, governance (transparency, responsiveness), revision cycles, misalignment with international (sea and air) laws and inconsistent implementation<sup>12</sup>.

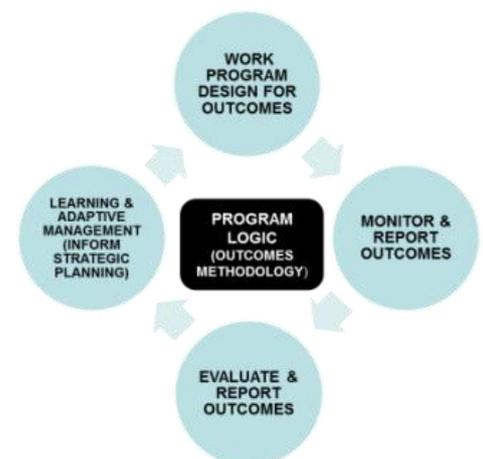
Building on the Productivity Commission recommendations<sup>13</sup>, the NTC will evaluate the effectiveness of the current regulatory framework and its impact against intended outcomes.

#### Performance reporting

The *Review of NTC 2009* recommended the development of a performance reporting framework to monitor the impact of reform against NTC's IGA objectives. The review noted that outcomes-based reporting will "provide a feedback loop to guide prioritisation and resourcing of the reform agenda and associated work program".

NTC has developed a revised reform implementation status report, focusing on reform outcomes. Research is underway to assess the impact and effectiveness of Higher Mass Limit, fatigue and speed reforms. A workshop with stakeholders will identify learning for the purpose of further reform improvement.

During 2012/13, NTC will undertake work to capture the (baseline) regulatory efficiency of current heavy vehicle and rail safety regulations to support future implementation evaluations of those national laws.



<sup>10</sup> Maintenance of heavy vehicle and rail safety law is managed with those reform projects

<sup>11</sup> NTC Strategic Plan and Work Program 2011-12 to 2013-14, approved by ATC in May 2011

<sup>12</sup> Draft Implementation Evaluation of the Australian Dangerous Goods Code 7 (NTC 2011)

<sup>13</sup> Chemicals and Plastics Regulation (Productivity Commission 2009) recommended a public review, "to determine the most appropriate forum for developing and implementing future national dangerous goods transport policy".

## 4.8 Emerging regulatory and operational transport reform issues

Research and analysis of issues related to regulatory and operational reform are essential to proactively inform the future reform agenda for transport.

### Emerging transport reform issues

In May 2011, Ministers approved for the NTC to further investigate the following reform-related issues raised by stakeholders to understand the problem and business case or rationale for national reform. Short papers on the following issues will be developed over the term of the work program as the basis for a discussion to inform future work program development.

- **Urban supply chains:** Community concern regarding noise and emissions in built-up areas is constraining off-peak commercial freight deliveries. There is the potential to deliver significant logistics efficiencies through off-peak operation if community concerns can be addressed<sup>14</sup>.
- **Intermodal barriers:** assess the barriers to seamless intermodal transfers (eg: interoperability of technical standards, axle mass limit alignment<sup>15</sup>, regulation and technology). Similar issues were also raised by the *National Land Freight Strategy discussion paper*<sup>16</sup>.
- **Role of the private sector in reducing carbon emissions:** Building on the success of state-led programs (eg: EcoStation, Green Truck Partnerships) to reduce freight emissions, NTC will explore options for a voluntary national program.
- **Smart Transport for a Growing Nation:** NTC will continue to engage with governments and stakeholders on carefully targeted research to support a better informed debate on the impacts of options to better use and fund infrastructure. This work received strong support and will help inform future national reform priorities. In summary, NTC's *Smart Transport for a Growing Nation* report found that:
  - The public want a better transport system (less congestion, better services and infrastructure) but are generally unwilling to pay more but are willing to review potential new models to use and fund transport infrastructure.
  - Declining fuel tax revenues (as cars become more fuel efficient and transition to alternative energy sources), rising construction costs, a growing infrastructure backlog and population growth will place further pressures on the transport system.
  - There is a need for user-oriented research to inform long-term pricing reform directions, build knowledge and capacity within government (future 'windows of opportunity' may be short) and improve community understanding of the *impacts and benefits* of a more user-pays market-led approach.

### Co-operative ITS: Regulatory Issues

*Goals: Improved productivity and safety, regulatory efficiency and reduced emissions*

NTC will continue to work collaboratively with Austroads and Transport Certification Australia ; as well as further developing its own regulatory reform expertise in this emerging policy area.

Connecting road-users to real-time information on traffic conditions, hazards and events through in-vehicle technology systems has the potential to make a significant contribution to moving people and goods safely.

Austrroads is leading the development of a national strategic plan to support policy outcomes through the adoption of Cooperative Intelligent Transport Systems (C-ITS)<sup>17</sup>. This work is also informed by the ITS Policy Framework which was endorsed by SCOTI in November 2011.

A number of potential regulatory policy issues have been identified by the strategy, including:

- privacy and liability concerns
- driver distraction and safety (eg: Australian Road Rules)
- compliance and enforcement equity.

NTC will support the national C-ITS work agenda by leading a discussion paper to further explore national regulatory policy issues and leverage international learnings.

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<sup>14</sup> Overall Impacts of Off-Hour Delivery Programs in the New York City Metropolitan Area (TRB 2011)

<sup>15</sup> Re-aligning trailer mass limits could increase productivity by 4% (TT1635 Pavement Wear Assessment Method Austroads 2010)

<sup>16</sup> Infrastructure Australia, February 2011

<sup>17</sup> NTC is a member of Austroads' Cooperative ITS Steering Committee

# 5. Detailed NTC Work Program

Reform project /mandate	Reporting milestones 2012-13				Forward Work Program 2013-14 – 2015-16 and beyond			
	Q1 (Jul-Sep)	Q2 (Oct-Dec)	Q3 (Jan-Mar)	Q4 (Apr-Jun)	2013-14	2014-15	2015-16+	Notes <sup>18</sup>
<b>CoAG/SCOTI REFORMS</b>								
<b>Heavy Vehicle Reform</b>	Heavy Vehicle National Law amendment Bill to SCOTI  Implement'n support for modular B-triple policy  Draft Compliance HV Strategy	Heavy Vehicle National Law Regulations to SCOTI	Implement'n support for the National Heavy Vehicle Regulator  Implement 'n support for PBS Review Panel and PBS amendments	Compliance HV Strategy to SCOTI  Finalise EWD reform	Maintain, Monitor & Review  EWD RIS	Maintain  Post implement review of Regulator  Implement EWD reform	Action review recommendations	Finalise the RIS, support implementation and lead reform maintenance.  Support and monitor PBS implementation  Review and recommend best practice regulatory compliance policy.  Electronic Work Diary (EWD) regulatory policy and support trial  Refer to section 4.1.
<b>National Rail Safety Law</b>		Guidelines <sup>19</sup> for train comms and data loggers	Implement'n support for the National Rail Safety Regulator	Maintenance package to SCOTI	Maintain	Maintain  Post implement review	Action review recommendations	Finalise the RIS, support implementation and lead priority maintenance. Refer section 4.2.
<b>Heavy Vehicle Charging Frameworks</b>		Support CRRP with RIS submission to SCOTI	Annual adjustment	Heavy Vehicle Pricing Determination RIS to SCOTI	Progress SCOTI/ COAG agreed reform agenda	Progress SCOTI/ COAG agreed reform agenda	Progress SCOTI/ COAG agreed reform agenda	Support CRRP implementation activities and progress SCOTI agreed reform recommendations.  Annual adjustment. Refer section 4.3.
<b>Freight Reform Agenda</b>	National framework for improved rail investment to SCOTI  Review of ports technology		Ports and Supply Chains Strategy progress report to SCOTI (including ports technology)  Access arrangements policy paper		Review of economic regulatory frameworks  Monitoring and reporting on ports and supply chains	Implement, maintain, monitor & review	Implement, maintain, monitor & review	Supply chain monitoring National Ports Strategy Rail productivity reform Advice on National Freight Strategy (IA) Refer section 4.4.

<sup>18</sup> Subject to SCOTI and COAG approval of national reforms; NTC will remain flexible and responsive to SCOTI decisions.

<sup>19</sup> Subject to SCOTI agreement in May 2012.

Reform project /mandate	Reporting milestones 2012-13				Forward Work Program 2013-14 – 2015-16 and beyond			
	Q1 (Jul-Sep)	Q2 (Oct-Dec)	Q3 (Jan-Mar)	Q4 (Apr-Jun)	2013-14	2014-15	2015-16 +	Notes
<b>IGA-RELATED FUNCTIONS</b>								
<b>Business Partnerships (Safety)</b>	Collaborative workshops	Collaborative workshops	Collaborative workshops	Implement'n report	Monitor and support	Monitor, support and post implement review		Review and identify best practice corporate social responsibility programs. Refer to section 4.5.
<b>Reform Maintenance</b>		Defence force exception framework to SCOTI  Australian Vehicle Standards Regulations package #8 to SCOTI	DG package (UN 16 & 17 amendments) to SCOTI	Australia Road Rules package #10 to SCOTI	Ongoing	Ongoing	Ongoing	ARR, AVSR, ADF and DG.  Review of Registration and Licensing security requirements. Refer to section 4.6
<b>Transport Reform Monitoring, Evaluations and Performance Reporting</b>  <b>Strategic Planning</b>	Report on results to longitudinal surveys on fatigue, speed, C&E, HML/CML	ARR and AVSR final report  Dangerous Goods framework final paper  Performance Reporting against IGA/ organisational objectives		Regulatory efficiency (compliance cost) survey  Strategic Plan and work program to SCOTI	Develop and implement agreed reforms  Strategic Plan and performance reporting	Develop and implement agreed reforms  Strategic Plan and performance reporting	Develop and implement agreed reforms  Repeat surveys and scope reviews  Strategic Plan and performance reporting	Australian Road Rules (ARR), Australian Vehicle Standards Rules (AVSR) and Dangerous Goods (DG).  Longitudinal surveys (before and after regulators established) to monitor reform impacts  Performance reporting used as a learning tool and to inform strategic planning priorities for reform. Refer section 4.7.
<b>Emerging transport reform issues</b>	C-ITS discussion paper		Business case to inform 2013/14 work program  C-ITS policy directions to SCOTI		Refer strategic planning  Progress agreed outcomes	Progress agreed outcomes	Progress agreed outcomes	Business case assessment of reform proposals to inform strategic planning.  Regulatory policy support for Cooperative- ITS Refer section 4.8.

## 6. Glossary

ATC – Australian Transport Council

ADF – Australian Defence Force

ADG7 – 7<sup>th</sup> Australian Dangerous Goods Code

AFTD – Assessing Fitness to Drive

AHURI – Australian Housing and Urban Research Institute

ARR – Australian Road Rules

AVSR – Australian Vehicle Standards Rules

COAG – Council of Australian

C-ITS – Cooperative Intelligent Transport Systems

CML – Concessional Mass Limits

CRRP – COAG Road Reform Plan

EWD – Electronic Work Diary

GDP – Gross Domestic Product

HML – Higher Mass Limits

IA – Infrastructure Australia

IGA – Intergovernmental Agreement

NHVR – National Heavy Vehicle Regulator

NRSR – National Rail Safety Regulator

NTC – National Transport Commission

OHS – Occupational Health & Safety

PBS – Performance Based Standards

SCOTI – Standing Council on Transport and Infrastructure

TISOC – Transport and Infrastructure Senior Officials' Committee