



TRANSPORT AND INFRASTRUCTURE
COUNCIL

TRANSPORT AND INFRASTRUCTURE COUNCIL

NATIONAL RAIL VISION AND WORK PROGRAM





National Rail Vision

Through collaboration between governments and industry, rail reform will support the Directions of the Transport and Infrastructure Council by enhancing productivity, competitiveness and liveability by:

- Integrating rail with other transport modes to enhance the functionality of the transport network,
- improving rail's efficiency, capacity and environmental performance;
- accessing sustainable funding and delivery models;
- capitalising on new technologies; and
- improving rail safety.

National Rail Vision Supporting Outcomes

The following key reform areas, identified at the 2016 National Rail Policy Workshop, form the supporting outcomes of the National Rail Vision:

- Access, pricing and interoperability;
- Safety and incident regulation;
- Environmental regulation, planning and corridor protection;
- Funding and investment; and
- Performance measurement and management.

Access, pricing and interoperability

In addition to the formal responses to the Harper Review for rail (i.e. national economic regulation, third party access and limited vertical integration), jurisdictions should work to ensure common pricing principles are applied for both rail and road access. Jurisdictions should also use their authority as rail track owners to bring the Rail Infrastructure Managers (RIMs) to the table to negotiate better outcomes for the rail customer – freight and passenger – on the multi-RIM tracks to provide for better coordination, including:

- coordinated investment strategies;
- the adoption of common standards;
- sharing of information (e.g. emerging innovation and technology);
- equitable slot management;
- productivity improvements around freight curfews;
- removal or streamlining of multiple operational rules applying on the one track from end-to-end ('single rule book'); and
- standards, strategies and arrangements that support better cross-modal connections.



Safety and incident regulation

Building on the single national regulator reforms, jurisdictions should aim to reduce and ultimately remove all derogations to the National Rail Safety Law, and task the Office of the National Rail Safety Regulator to explore with the Rail Industry Safety Standards Board the industry safety standards that could be mandatory. Fatigue, drug & alcohol and other medical standards in the rail industry should be harmonised. Cross-modal safety regulatory standards should be developed in new areas of technology, such as automated vehicles and at level crossings.

Environmental regulation, planning and corridor protection

Jurisdictions should review current knowledge and adopt the objective to implement common and complementary approaches to environmental regulation for the rail sector, including for noise, dust and other emissions, and noxious weed control where it represents value for money. A current Infrastructure Working Group (IWG) investigation on harmonised corridor protection measures should apply equally to both the rail and road sectors. Jurisdictions should require operators of nationally significant ports and airports to engage with industry on the provision of rail access, including development of master plans for ports within three years, to form the basis for long-term rail freight corridor and intermodal precinct planning.

Funding and investment

Investment in rail infrastructure by government and industry should not be made in isolation of the broader transport task and needs of users. Existing systems should be actively leveraged to complement any new investment to improve productivity. For freight, it should be linked to whole of supply chain investment, integrating roads, ports and intermodal facilities. This should include the development of shared investment policies to support the increasing importance of short haul rail to the management of major city ports. Passenger rail in urban areas will continue to play a much bigger role in addressing increased demand for accessible public transport service and supporting productive liveable cities. Policies and projects should focus government funding on critical infrastructure and seek to leverage private sector investment in commercially viable elements of rail and supply chain infrastructure.

As agreed by the Transport and Infrastructure Council, a national approach should be taken when updating passenger rolling stock, including harmonisation of standards to increase opportunities for the Australian manufacturing sector.

Jurisdictions should also consider the merits and opportunities of infrastructure investment to improve rail productivity on the interstate rail network such as increased average train speeds, double stacking, increased/standardised axle loads and train lengths, and ongoing harmonisation of rail gauges.



Jurisdictions and RIMs operating regional (particularly grain) freight rail networks should collaborate on understanding the network optimisations that would make the most appropriate use of road and rail. This collaboration should also consider how to balance the risks of highly variable volumes and commodity prices for rail operators, owners and regional agricultural exporters alike.

Performance measurement and management

Governments can play a critical role in improving rail sector performance through negotiated outcomes with industry. The Commonwealth, working with jurisdictions should establish national rail performance measurement and management processes to allow a greater understanding of freight and dynamic system planning, including greater transparency of rail passenger data and benchmarking.

National Rail Work Program – Summary of Proposed Rail Activities

Council Key Activity	Rail activity
<p>Key activity: 1.1 Consider the case for broader land transport market reform (noting the work currently underway for heavy vehicle road reform; see item 4.1), including the introduction of road user charges (road pricing) and related investment reform for light vehicles, and what steps could be taken to progress this reform.</p>	<p>2016-17 Rail. As part of the broader land transport market reform, working with the road vehicle reform TISOC subgroup where appropriate, undertake:</p> <ul style="list-style-type: none"> • a review of the different rail access regimes and charges calculation methods by the end of 2016 • review the costs and benefits of having multiple access regimes for rail operators and customers by early 2017 • development of possible options for a national/harmonised rail access regime by the end of 2017 including assessment of approached against mechanisms proposed for road pricing and against national competition policy • funding for this proposed work is yet to be confirmed <p>2017-2019 Rail. Jurisdictions to work closely with Rail Infrastructure Managers (RIMS) to inform infrastructure investment, improve information sharing, promote adoption of common standards, and better slot management to improve outcomes for customers.</p>
<p>Key Activity 2.1 Maximise the benefits of Intelligent Transport Systems and technology in Australia.</p> <p>Key Activity 4.3 Maximise the economic, productivity, and efficiency benefits to be realised from national transport regulation reforms.</p>	<p>2017-2018: Rail. Work with RIMS to identify rail network control systems being introduced and where possible and desirable insure interoperability and compatibility</p> <p>2016-2019: Rail. Cross-modal safety regulatory standards should be developed in new areas of technology, such as automated vehicles and at level crossings.</p> <p>2017-2018 Rail. Develop frameworks where RIMS responsible for interfacing networks collaborate and coordinate on infrastructure investment and operational policy decisions</p>
<p>Key Activity 3.2 Improve road AND RAIL safety and transport accessibility for vulnerable user groups.</p>	<p>2016-2019: Rail. Investigate opportunities for the next wave of National Rail Safety Regulation Reform, including the possible benefits to industry and jurisdictions of making some rail infrastructure standards mandatory.</p> <p>2018: Rail. Review opportunities to minimise state based derogations to the National Rail Safety Law where cost effective.</p> <p>2018: Rail. Fatigue, drug & alcohol and other medical standards in the rail industry should be harmonised.</p>
<p>Key activity 3.4 Reduce the health and environmental impacts from emissions generated by transport and infrastructure.</p> <p>Key Activity 4.3 Maximise the economic, productivity, and efficiency benefits to be realised from national transport regulation reforms.</p>	<p>2020: Rail. Implement common and complementary approaches to environmental regulation for the rail sector, including for noise, dust and other emissions, and noxious weed control where it will promote value for money.</p>
<p>Short Term NEW Key Activity: Harmonisation of national manufacturing rolling stock standards.</p>	<p>2017: Rail. National approach to update passenger rolling stock, including harmonisation of standards to increase opportunities for the Australian manufacturing sector.</p>

National Rail Work Program – Summary of Proposed Rail Activities

Council Key Activity	Rail activity
<p>Key Activity 4.2 Improve the efficiency and productivity of freight movements, including through ports, airports and intermodal terminals, and along supply chains.</p>	<p>2017: Endorsement of a national freight strategy by Council. Incorporating Rail</p> <ul style="list-style-type: none"> • National intermodal strategy including operation and design to meet long term needs supported by a freight rail research program. • Development of freight policies for the greater use of short haul to ports. • Merits and opportunities of double stacking and increased train length on the interstate network.

It is expected that a number of rail activities would be incorporated in broader transport reform activities, including integration across transport and supply chains, development of sustainable funding, improving network efficiency and capacity, improving environmental performance and removing barriers to innovation.