



TRANSPORT AND INFRASTRUCTURE
COUNCIL

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STRATEGIC WORK PROGRAMME





Transport and Infrastructure Council Strategic Work Programme

On 6 November 2015, the Transport and Infrastructure Council (Council) released its long-term vision for infrastructure and transport in Australia. Council agreed that a focus on *'infrastructure and transport systems and services that enhance Australia's productivity competitiveness and liveability'* will shape its work, now and in the long term. Council also agreed to seven themes, which will frame its priorities for national reform. These include:

1. **Integrating** our national rail, road, aviation, port and maritime supply chains, and improving integration between land use and infrastructure planning.
2. Improving system **efficiency** and extracting the greatest use from existing infrastructure, while at the same time meeting community expectations of safety, security, access and reliability.
3. Developing sustainable, efficient **funding** and delivery models.
4. Improving the **capacity** of infrastructure and transport systems to respond to new and emerging challenges and pressures – and to lessen the need for high cost new infrastructure.
5. Improving the **environmental performance** of infrastructure and transport systems—including mitigating adverse environmental effects, such as transport emissions.
6. Continuing a focus on **transport safety** while maintaining awareness of technological developments (positive and disruptive) that may impact safety and security.
7. Removing barriers to **innovation**, and capitalising on new and emerging technologies.

This document outlines Council's major reform priorities, their alignment with the seven themes and the reforms needed to achieve Council's long-term vision. Intergovernmental cooperation on these priorities will deliver national reforms to improve the efficiency and productivity of Australia's infrastructure and transport systems, and ensure these systems drive economic growth, increase employment opportunities, support social connectivity and enhance quality of life for all Australians.

The work programme at Attachment A provides the Council of Australian Governments (COAG) and key industry and community stakeholders with visibility of the Council's reform priorities and key activities. As such, the work programme does not capture all activities currently being undertaken in transport and infrastructure by governments and government agencies. The programme provides a high level overview of the strategic reform projects that will be progressed in the short to medium term, which will position Council to deliver on its long-term outcomes.

Reform Priority 1: Sustainable Funding for Transport and Infrastructure

Current Commonwealth, state and local government funding arrangements are unlikely to be sufficient to support the infrastructure and transport services that Australia requires in the future. Competing budgetary pressures (including the long-term trend towards increased spending on health and welfare), ageing road and rail infrastructure, escalating network maintenance costs for road and rail providers, diminishing returns from fuel-based taxes and a growing passenger and freight task are key issues constraining the capacity of all Australian governments to sustainably fund the infrastructure and transport sectors.



The Council is committed to the development of sustainable, efficient funding and delivery models for new and existing infrastructure. In the long term, these reforms will position Australian governments to support infrastructure and transport services that have the capacity and agility to respond to, and capitalise upon future financial, commercial, technological and environmental developments while managing risks. Key initiatives will include exploring improved innovation in service delivery and opportunities to expand the overall funding capacity of governments—such as through extension of market-based solutions (for example, through transport pricing and the potential introduction of road user charging for light vehicles), value capture and sharing, and establishing the right mechanisms to facilitate private sector investment, including co-investment.

Reform Priority 2: Embracing innovation and technology in transport and infrastructure

Technological innovation is an increasingly important consideration for planning, funding and delivering infrastructure and transport services. Emerging transport technologies are providing new opportunities to improve transport productivity, increase capacity utilisation of infrastructure, improve environmental outcomes and reduce deaths and injuries.

The Council acknowledges that harnessing these opportunities is important for improving living standards, improving Australia's international competitiveness and creating more liveable city environments.

The Council recognises that solutions of the past will be insufficient to meet expectations of the future. That is why the Council will initially focus on getting the right policy and regulatory settings in place to facilitate and remove barriers to technological innovation. The Council's focus will then turn to implementing initiatives that will capitalise on the opportunities afforded by new and emerging technologies, responding to its disruptive effects and supporting adaptable and resilient infrastructure and transport systems.

Reform Priority 3: Productive and liveable cities and regions

Australia's cities and regions are vital to the growth of our economy and our collective quality of life. By 2031, Australia's population is forecast to exceed 30 million, with most Australians expected to live in our major cities and regions. With this population growth comes increasing demand on the infrastructure and transport networks that underpin the successful operations of our cities and regions.

Nationally coordinated efforts, which maximise our cities' productivity, accessibility and liveability, are needed to ensure continued economic growth and improved outcomes for all Australians. The Council considers that integrated transport infrastructure and land use planning at a strategic level will be particularly important in managing urban population growth pressures. To deliver positive economic and social policy outcomes we need to ensure that all levels of government integrate land use and infrastructure planning.

The Council's reform agenda includes initiatives that will realise improved safety, environmental and economic outcomes, increase social participation and enable people to move seamlessly within and across Australia's cities and regions. This will include strategies to encourage active transport, improve connectivity, address the transport challenges faced in remote and regional areas, protect Australia's vulnerable transport users and reduce emissions from transport and infrastructure.



Reform Priority 4: Maximising freight productivity

Since 2000, Australia's freight and passenger tasks have been steadily increasing, and demand is expected to continue to grow into the foreseeable future. Future demand will be directly affected by population growth, diversification and growth in local economies or the national economy, export demand, technological disruption, new consumer preferences and concerns over environmental sustainability—creating additional pressures on service providers and infrastructure providers.

The Council is committed to delivering well-targeted infrastructure investment and reforms that will improve supply chain efficiencies, including optimising the use of existing assets, to achieve real (visible, bottom line) productivity returns to governments and industry. Furthermore, by developing a long-term view across all jurisdictions of Australia's infrastructure and transport systems and services, the Council will facilitate improved investment decisions across rail, road, aviation, port and maritime transport markets, improve integrated transport and land use planning and assist with better coordination and integration of our national supply chains.

Council's initiatives will seek to achieve a streamlined, integrated and multimodal transport and logistics system, capable of efficiently moving people and goods throughout Australia. To do this, Council will focus on initiatives associated with the National Rail Vision, heavy vehicle economic reforms, enhancing integration between landside and portside infrastructure, land use and service delivery, maximising supply chain efficiency, and using Australia's national key freight routes to maximise freight transport and economic productivity.

Reform Priority	Key activities	Council's Seven Themes							Estimated delivery timeframe/key milestones	Lead	
		Integration	Efficiency	Funding	Capacity	Environmental Performance	Transport safety	Innovation			
1. Sustainable Funding for Transport and Infrastructure	Short to long term 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.	✓	✓	✓	✓				✓	Mid 2016: Analysis of the benefits, costs and potential next steps (i.e. options) to introduce cost reflective road pricing and investment reform for all vehicles. End 2016: Consultation with stakeholders on long-term reform options with a view to informing a reform strategy. 2017-18: Independent heavy vehicle price regulator and completion of Phase 2 of heavy vehicle road reform (forward looking cost base). 2017-18: Develop a strategy for road pricing for all vehicles building on heavy vehicle reform. 2020-21: Completion of Phase 3 of heavy vehicle road reform (funds flowing to road managers). 2022-23: Completion of Phase 4 of heavy vehicle road reform (direct user charging, where feasible).	C'wealth
	Short to long term 1.2 Optimise the use of existing infrastructure before new investment is considered, and further progress reforms to improve asset utilisation.		✓		✓				✓	2016: Policy measures to reduce urban congestion through better asset utilisation are identified through a Traffic Demand Management Study, and outcomes of the study considered by Council. 2017-2020: Reforms to support better asset utilisation are progressed.	IWG

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	<p>Short term 1.3 Develop a national framework for the application of value sharing and capture mechanisms.</p>	✓		✓	✓			✓	<p>Nov 2016: Framework endorsed by Council.</p> <p>End 2016: Jurisdictions implement the National Framework at a state and territory level.</p> <p>End 2017: Framework is reviewed by Council with consideration of its practical application since establishment.</p>	C'wealth
	<p>Short term 1.4 Continue to improve the robustness of project appraisal to ensure governments achieve greatest benefits for their investments in infrastructure.</p>	✓							<p>Mid-2016: Stage 2 of revised National Guidelines for Transport System Management agreed by Council.</p> <p>End 2016: Major research projects underway into valuation of reliability improvements and the distribution and value of travel time savings for economic appraisal and road patronage forecasting.</p>	C'wealth
	<p>Short term 1.5 Continue post-build evaluation activities of Commonwealth-funded land transport projects.</p>		✓			✓		✓	<p>End 2016: Completion of economic evaluations of past national land transport network road projects, undertaken with cooperation from state government agencies, with findings to be published and considered against existing project appraisal processes in 2017.</p>	C'wealth
	<p>Short term 1.6 Develop and implement a benchmarking framework for economic infrastructure, following on from transport sector benchmarking activity undertaken in 2015 by BITRE.</p>		✓		✓				<p>End 2016: Consultation on procurement processes identifies opportunities to further improve project delivery and lower costs for business.</p> <p>End 2016: Transport sector procurement metrics reviewed prior to a second sample of projects being benchmarked against cost and procurement efficiency in 2017 (to occur on a rolling basis, every two years).</p> <p>2017: Pilot studies for benchmarking established for other economic sectors.</p>	IWG, led by C'wealth

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2. Embracing innovation and technology in transport and infrastructure	Short to medium term 2.1 Maximise the benefits of Intelligent Transport Systems and technology in Australia.	✓	✓		✓	✓	✓	✓	August 2016: Approval of the National Policy Framework for Land Transport Technology and Action Plan. 2016-19: Undertake priority trials and research of Intelligent Transport Systems. 2017: Develop a road map for the deployment of infrastructure for connected vehicles. 2017: Establish the regulatory framework to enable testing and deployment of automated vehicles. 2016-19: Explore the merits of adopting new safety and traffic management technologies. By end 2017: Investigate options to provide enhanced geo-positioning information to the land transport sector.	C'wealth TISOC TISOC TISOC/NTC TISOC C'wealth
	Short to medium term 2.2 Leverage opportunities from better transport data.	✓	✓	✓	✓	✓	✓	✓	2016-19: Improve the availability of open-access transport data (including the creation of new datasets) to support innovation, productivity and safety outcomes.	TISOC
	Short term 2.3 Develop a national approach to the use of building information modelling in the delivery of major projects.	✓	✓					✓	End 2016: A national approach to the use of building information modelling agreed by the Commonwealth and jurisdictions, for consideration by the Council in November 2016.	IWG, led by NSW

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3. Productive and liveable cities and regions	Short to medium term 3.1 Enhance transport infrastructure and services to facilitate Australia's cities and regions maximise their economic and social potential.	✓	✓	✓	✓	✓	✓	✓	2016-18: Implementation of the National Remote and Regional Australia Transport Strategy.	TISOC, led by NT
									Mid-2016: Extend 2011-16 National Cycling Strategy targets by one year to end of 2017, with shared funding model between jurisdictions to be negotiated by June 2016.	TISOC
									End 2016: Independent review of 2011-16 National Cycling Strategy and develop options for a streamlined approach to encourage active transport.	C'wealth and Austroads
	Short to long term 3.2 Improve road safety and transport accessibility for vulnerable user groups.	✓	✓		✓	✓	✓	✓	2016-2020: Implement the National Road Safety Strategy 2011-2020 and supporting Action Plans; develop a new post-2020 strategy.	TISOC
									2017-2022: Implement recommendations from the 2nd and subsequent reviews of the Disability Standards for Accessible Public Transport 2002 (Transport Standards).	TISOC, led by C'wealth
	Short term 3.3 Ensure infrastructure corridors and precincts are appropriately reserved for use to support investment and lower the cost of developing projects in these corridors.	✓			✓				End 2016: Coordinated work programme to address identified gaps and opportunities to reform corridor and precinct protection arrangements is considered by Council.	C'wealth
									Mid-2017: In collaboration with jurisdictions, governance models for corridor and precinct protection have been strengthened, ensuring appropriate reservation of future infrastructure corridors and precincts.	
	Long term 3.4 Reduce the health and environmental impacts from emissions generated by transport and infrastructure.	✓	✓			✓		✓	2020: Measures are in place to reduce noxious vehicle emissions and improve vehicle fuel efficiency (CO ₂) standards.	TISOC, led by C'wealth

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	<p>Short term 3.5 Improve national productivity through collaboration between governments and industry to deliver efficient passenger and freight rail networks and supply chains.</p>	✓	✓	✓	✓	✓	✓	✓	<p>End 2016: Identification of a national rail work programme addressing five broad reform areas: access, pricing and interoperability; safety and incident regulation; environmental regulation and corridor protection; funding and investment; and performance measurement and management.</p>	C'wealth and NSW
4. Maximising freight productivity	<p>Short to long term 4.1 Turn the provision of heavy vehicle road infrastructure into an economic service where feasible by establishing a market that links the needs of heavy vehicle users with the level of service they receive, the charges they pay and the investment of those charges back into road services.</p>	✓	✓	✓	✓			✓	<p>End 2016: Asset Register extended to include state roads and Expenditure Plans for key freight route roads updated.</p> <p>End 2017: Completion of Phase 1 of heavy vehicle road reform (initial measures focused on improving transparency of asset condition and expenditure data—see item 1.1).</p>	C'wealth
	<p>Short term 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.</p>	TISOC
	<p>Short to medium term 4.3 Maximise the economic, productivity, and efficiency benefits to be realised from national transport regulation reforms.</p>	✓	✓				✓		<p>2016-19: Full participation and integration into the national regulators for rail, maritime and heavy vehicles.</p> <p>2019: Productivity Commission review of the national regulators.</p>	<p>TISOC, AMSA, ONRSR, NHVR</p> <p>TISOC, AMSA, ONRSR, NHVR</p>

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									<p>2016-19: Develop and implement a national heavy vehicle registration system.</p> <p>2016-19: Explore mechanisms to establish nationally harmonised driver licensing and/or registration arrangements.</p>	<p>TISOC, NHVR</p> <p>TISOC</p>