



# Transport and Infrastructure Council

## *Communiqué*

ADELAIDE

FRIDAY, 2 August 2019

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The 11<sup>th</sup> meeting of the Transport and Infrastructure Council (Council) was held in Adelaide today. Council comprises Transport, Infrastructure and Planning Ministers from the Commonwealth, States and Territories, and the Australian Local Government Association.

### **RAIL INDUSTRY ENGAGEMENT SESSION**

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Representatives from rail operators and construction companies met with Council to discuss emerging constraints in the national rail environment. Council applauded the work already underway by the rail and construction industries in considering their workforce requirements and in taking innovative and pragmatic steps to address skill and workforce constraints.

Council noted the two key issues raised in the rail industry engagement session that needed Commonwealth and State and Territory governments to work collaboratively on to address challenges in delivering the forward rail infrastructure pipeline were skills/labour supply and harmonisation of rail industry (including rolling stock) standards.

Council tasked the National Transport Commission through the Transport and Infrastructure Senior Officials Committee to develop and circulate an action plan ahead of the November Council meeting to focus on these priority areas and identify measure to be taken immediately and map out a forward work program that is designed to deliver outcomes that support the unprecedented level of investment in the rail sector.

Victoria will lead this work in partnership with the Commonwealth and will actively consult other jurisdictions.

### **ROAD SAFETY**

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Council strongly committed to developing the next National Road Safety Strategy based on a target of zero fatalities and made Road Safety a standing item for Council. Council recognised responsibility for road safety rests across all levels governments, with the Australian Government clearly signalling its commitment through the establishment of the Office of Road Safety, which will lead the development of the next Strategy, working closely with states, territories, local government, Austroads and other Council bodies. Council considered the Review of National Road Safety Governance Arrangements that had been prepared in response to the *Inquiry into the National Road Safety Strategy 2011-2020* and agreed:

- All investments in road infrastructure planning, design and construction will require application of Safe System principles<sup>1</sup> and inclusion of safety treatments that align with these principles<sup>2</sup>.
- The existing road network will be improved through the prioritisation of mass action programs to deliver treatments that are proven to reduce the impact of road trauma.
- The Commonwealth will streamline the process for legislative and regulatory changes to vehicle safety standards to improve the uptake of new safety technology in the Australian new vehicle fleet, and will endeavour to align Australian regulations with the proposed European regulatory package to commence within a similar timeframe.
- All jurisdictions will continue to review our road safety capacity, supported by the Australian Government's Office of Road Safety and under the guidance of the Transport and Infrastructure Senior Officials Committee, to support the delivery of the next National Road Safety Strategy and position Australia to achieve the vision zero target by 2050.
- All jurisdictions will work with local governments to improve engagement and resourcing for road safety.

Council noted the progress that had been made to date in developing paths to implement other recommendations of the *Inquiry into the National Road Safety Strategy 2011-2020* and tasked officials to report back to the next meeting with progress on an Implementation Plan that includes measures to:

- reach the target of zero fatalities and a radical reduction in road trauma on Australian roads;
- set new, stronger, KPIs in time for the next National Road Safety Strategy;
- accelerate the deployment and uptake of proven vehicle technologies;
- adopt speed management initiatives, including measurement and KPIs that support harm elimination;
- develop a national approach to road network risk assessment for the Council to agree in November 2019; and
- ensure that infrastructure funding across each level of government is safety focused and accelerates the elimination of high risk roads.

Recognising the need for greater national leadership, Council also commended work being led by Queensland on driver distraction including the recent National Summit on Driver Distraction that drew together leading experts to tackle the difficult problem. Council committed to support the continuation of this important work and asked the driver distraction working group to provide a further update to the next Council meeting.

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<sup>1</sup> The principles of a Safe System approach are:

- Human fallibility – People make mistakes on the road;
- Human vulnerability – Humans are physically frail with limited ability to tolerate the forces in a crash; and
- Forgiving system – a road transport system must be 'forgiving' of mistakes within these limitations.

<sup>2</sup> This applies to all roads and investment sources (Australian and state government programs, for example), and builds on the new National Partnership Agreement on Land Transport Infrastructure Projects.



## A NATIONALLY INTEGRATED APPROACH TO FREIGHT AND SUPPLY CHAINS

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To position Australia to meet emerging freight and supply chain challenges, Council endorsed the National Freight and Supply Chain Strategy and National Action Plan.

The Strategy and Action Plan set an agenda for integrated national action across all freight modes over the next 20 years and beyond, focusing on four critical areas: smarter and targeted infrastructure investment; enabling improved supply chain efficiency; better planning, coordination and regulation; and better freight location and performance data. The Action Plan shows for the first time, in a joined up way, the actions all governments are taking to respond to Australia's freight challenges and provide a baseline for further reforms.

Council noted the successful implementation of the Strategy and Action Plan requires collaborative and coordinated action by all tiers of governments, in partnership with industry. Ministers will report back to Council by its second meeting in 2019 with each jurisdiction's arrangements for implementing the Action Plan, measuring progress and engaging industry.

## HEAVY VEHICLE ROAD REFORM

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Council held a strategic discussion on the heavy vehicle road reform agenda, considering the wider policy rationale for reform, along with proposed key reform elements including independent price regulation, setting charges on a forward-looking basis, and potential funding reforms to strengthen links between heavy vehicle charges paid and road investments.

Council discussed future actions for heavy vehicle road reform, and affirmed its intention for governments to take decisions on reform implementation later in 2019. Council noted road user input to the national service level standards for roads will be critical, and that many reform details will need to be worked through in consultation with industry.

## INCLUSIVE TRANSPORT

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Council endorsed the following principles to guide reforms to the Disability Standards for Accessible Public Transport 2002 (Transport Standards):

- People with disability have a right to access public transport
- Accessibility is a service, not an exercise in compliance
- Solutions should meet the service needs of all stakeholders and be developed through co-design
- Modernisation should strive for certainty

These principles place people with disability front and centre of the new reform process, recognising that access to public transport is right for people with disability and isn't just about being compliant with standards but about providing an ongoing service for people with disability.

By January 2020, the Commonwealth will deliver improved guidance on how to use existing equivalent access provisions in the Transport Standards. Initial legislative amendments are expected to be ready in late 2021, with the reforms expected to be finalised by 2023.



Council agreed to come back in November 2021 to endorse initial changes to the Transport Standards.

Council thanked the Queensland and Commonwealth Governments for progressing this important initiative.

## TRANSPORT REGULATION

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In response to the National Heavy Vehicle Regulator (NHVR) Services Transition Assurance Review, Council reaffirmed its ongoing commitment to the NHVR and its national mandate and tasked officials to ensure closer alignment between jurisdictions and the NHVR on regulatory approaches, including through the establishment of a working group with an independent chair under the direction of the Transport and Infrastructure Senior Officials Committee.

Council approved legislative amendments to

- the *Heavy Vehicle (Mass, Dimension and Loading) National Regulation* to increase the gross mass limit for eligible three-axle buses to 22 tonnes and the steer axle mass limit for eligible road trains to 7.1 tonnes.
- the *Heavy Vehicle National Law Schedule of Infringement Penalties and Demerit Points*
- the *Australian Defence Force Road Transport Exemption Framework*, which among other things updates the list of ADF vehicles released from complying with certain requirements for operating vehicles and equipment on public roads.

Council received an update on work undertaken by the NHVR, including advice that 76 per cent of Class 1 agricultural notices have been achieved by local governments across the participating jurisdictions, improving productivity without compromising safety outcomes for farmers moving agricultural equipment.

Council welcomed actions taken by the Commonwealth, jurisdictions and transport bodies to implement the 12 priority recommendations of the Review of Oversize Overmass Heavy Vehicle Access Arrangements, including the new *National Class 1 Agricultural Vehicle and Combination Notice*, and endorsed the work underway to progress implementation of a further ten recommendations.

## OFFENSIVE ADVERTISING ON VEHICLES

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Council agreed a national approach to deal with offensive advertising on vehicles that will stop operators transferring registration of these vehicles across borders and will ensure that community expectations and standards are met.

## LOW AND ZERO EMISSIONS VEHICLES

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Council agreed a work program on Low and Zero Emission Vehicles (LZEVs), in the areas of government leadership, infrastructure availability, upfront purchase costs and model availability, and access to public information. Council agreed to seek comment from industry on the proposed National Work Program and to bring back a final package of actions to Council in 2020.



Council also noted that the Commonwealth is considering mandating that all electric, hydrogen fuel cell and hybrid vehicles (except motorcycles) install an Acoustic Vehicle Alerting System by releasing a regulation impact statement for public consultation in early 2020.

## FUTURE TRANSPORT TECHNOLOGY

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Council agreed that a national approach should be adopted in relation to automated vehicles and motor accident injury insurance. To this end, Council agreed to advocate that existing motor accident injury and insurance schemes be expanded to cover crashes caused by automated vehicles and that states and territories should review and amend their schemes. Council also agreed to provide recommendations on next steps to the Board of Treasurers for consideration, and to engage with state and territories agencies with responsibility for insurance schemes. Further, Council agreed that the NTC should work with jurisdictions, the Commonwealth and Austroads to analyse future government access and use of Cooperative-Intelligent Transport Systems and automated vehicle data, including for network efficiency, infrastructure investment and road safety.

Council endorsed the Land Transport Technology Action Plan 2020-2023 that underpins the National Policy Framework for Land Transport Technology, focusing on the five themes of:

- Safety, Security and Privacy
- Digital and Physical Infrastructure
- Data
- Standards and Interoperability
- Disruption and Change.

The Action Plan 2020-2023 builds on the 2016-2019 version and expands its scope to include low emissions vehicles, rail, freight and mobility as a service. Implementation details for the Action Plan 2020-2023 will be developed through consultation with industry and academic partners over the remainder of 2019, ahead of formal commencement in 2020. Council agreed to review progress annually to ensure the priorities remain up-to-date in the fast paced technological environment.



## PARTICIPATING MEMBERS

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<b>The Hon Michael McCormack MP</b>	Deputy Prime Minister and Minister for Infrastructure, Transport and Regional Development (Commonwealth)
<b>The Hon Scott Buchholz MP</b>	Assistant Minister for Road Safety and Freight Transport (Commonwealth)
<b>The Hon Andrew Gee MP</b>	Assistant Minister to the Deputy Prime Minister (Commonwealth)
<b>The Hon Paul Toole MP</b>	Minister for Regional Transport and Roads (New South Wales)
<b>The Hon Jacinta Allan MP</b>	Minister for Transport Infrastructure (Victoria)
<b>The Hon Jaala Pulford MP</b>	Minister for Roads; Road Safety and the TAC (Victoria)
<b>The Hon Mark Bailey MP</b>	Minister for Transport and Roads (Queensland)
<b>The Hon Stephan Knoll MP</b>	Minister for Transport, Infrastructure and Local Government; Planning (South Australia)
<b>The Hon Rita Saffioti MLA</b>	Minister for Transport; Planning (Western Australia)
<b>The Hon Michael Ferguson MP</b>	Minister for Infrastructure (Tasmania)
<b>Chris Steel MLA</b>	Minister for Transport and City Services (Australian Capital Territory)
<b>Mayor David O'Loughlin</b>	President (Australian Local Government Association)

