

## NATIONAL TRANSPORT COMMISSION REVIEW 2015

Recommendation	Council Response
1. The NTC should continue as an independent statutory authority.	Agree.
2. The Council should charge the Transport and Infrastructure Senior Officials' Committee (TISOC) to develop a nationally agreed policy agenda for rail and recommend whether there remains a role for the NTC, or another suitable organisation, to progress further reforms in this area.	Agree. Council directs TISOC to develop a national policy agenda for rail, including implementation responsibilities, for Council consideration and endorsement in the first half of 2016.
3. The NTC should continue to transition its focus to higher level strategic policy work, consistent with its core reform role to improve transport productivity, safety, environmental outcomes and regulatory efficiency, as directed by the Council.	Agree. The Council notes that the NTC will also maintain responsibility for ongoing regulatory and law reform.
4. The Council's current voting protocols and the NTC's reporting and accountability arrangements should continue.	Agree.
5. The NTC should work with TISOC to develop a formal approach to reduce the consultation burden on industry stakeholders.	Agree. The Council directs the NTC to work with TISOC to improve the efficiency of its consultation processes with industry stakeholders under the current NTC governance arrangements. Arrangements will be put in place to ensure that industry has adequate opportunity to comment on strategic and operational reform issues being considered by TISOC and the Council.
6. The current board governance arrangements of the NTC should be reconsidered in 2016, to ensure their continued effectiveness in providing expert advice to governments on transport policy reform.	Agree. The current NTC commissioner terms expire in 2016. This recommendation will be taken into account by the Council in deliberations on appointments. The Council does not see the need to effect any changes to the governance arrangements of the NTC or the IGA at this time.
7. TISOC should provide targeted oversight and clarification of the work programme boundaries to the NTC to ensure the efficient and effective transition of operational policy and the routine maintenance of national law to the national regulators which takes into account the developing capacity of the regulators and avoids duplication of roles.	<p>Agree. The Council acknowledges the NTC will maintain responsibility for strategic policy and ongoing regulatory and law reform. The Council directs NTC to work with the national regulators to:</p> <ul style="list-style-type: none"> <li>• expedite transition of operational policy and the routine maintenance of relevant national law to the national regulators;</li> <li>• strengthen their formal working relationship to improve collaboration and share knowledge and expertise;</li> <li>• ensure respective work programmes are harmonised and complementary; and</li> <li>• reflect these commitments in revised MoUs between the NTC and national regulators by January 2016.</li> </ul>

<p>8. The NTC should complete its current work programme including chain of responsibility, heavy vehicle charges determination and reviewing and simplifying national vehicle law.</p>	<p>Agree.</p>
<p>9. The Council should identify those key strategic transport reform issues to determine the NTC's short to medium-term work priorities, including reforms to road pricing and investment (taking account of any response to the Harper Review), transport regulation, intermodal and addressing the regulatory barriers to increasing the adoption of current and emerging technologies by the transport sector.</p>	<p>Agree. The Council will consider a revised performance based framework and Statement of Expectations for the NTC in 2016. The Council will ensure the NTC's short to medium work priorities and responsibilities are well defined and avoid duplication of effort of other transport related bodies.</p>
<p>10. The NTC should work with relevant technical/research bodies and industry to develop key performance indicators to track the effectiveness of reform initiatives to improve transport productivity and efficiency and provide an evidence base for future reforms.</p>	<p>Agree.</p>
<p>11. The NTC should continue to ensure that it has the appropriate skills and capabilities best suited to delivering the Council's strategic transport reform agenda.</p>	<p>Agree. While noting that as the NTC transfer routine maintenance laws to the national regulators, and completes its current work programme, the NTC should work to build its staff skills and capacity to deliver those work priorities identified by Council.</p>
<p>12. The NTC's current level of funding should continue.</p>	<p>Agree.</p>
<p>13. Changes to the IGA should only be considered following agreement on a nationally agreed policy agenda for rail in accordance with <b>recommendation 2</b> and the Council's identification of key strategic transport reform issues in accordance with <b>recommendation 9</b>.</p>	<p>Agree. The Council does not see the need to effect any changes to the governance arrangements of the NTC or the IGA at this time.</p>