



SPECIAL COMMUNIQUE

Australia's Transport System Outcomes, Issues and Framework for Action

Strategic Outcomes Statement –

Australia requires a safe, efficient, reliable and integrated national transport system which supports and enhances our nation's economic development and social and environmental well being.

The strategic, priority outcomes required from the Australian national transport system over the next ten years are –

Building Australia

- National infrastructure to meet needs
- Nurture innovation
- Private investment increased
- Investment targeted to National priorities

Environment

- Reduced impact of transport
- Health outcomes improved
- Less damage to natural environment
- Reduced greenhouse emissions
- National commitment to public transport
- Fuel efficiency improvement
- Sustainable transport and travel choices

An Integrated System

- Integration between modes
- Co-ordination across borders
- Link to international transport networks
- Effective land use planning
- Best use of technology
- Support Government objectives
- Increased rail freight market share
- Optimise modal choice

Economic Development

- Competitiveness
 - Efficiency
 - Reasonable Cost
 - Reliability
- Employment opportunities
- Flexibility

Regional Development

- Provide community services
- Encourage growth
- Sustainable development
- Efficient transport chains
- Build community capacity



Accessibility

- Balance in service provision
- Reasonable access for all
 - Individual mobility
 - Disability access
 - Access for remote areas

Safety

- Reduced community cost through fewer crashes
- Best practice adopted
- Community values safety
- Cost effective coordinated regulation

Australian Transport Ministers provide a uniform and agreed context for policy, planning and development of the national transport system.

Principles for National Action

1. Commitment to Outcomes

We are committed to leading effective, timely and appropriate action which is practical and implementable and is well resourced.

We will monitor the action and be accountable for results.

2. National Action – Shared Responsibility

We recognise that there are certain important issues which demand coordinated national action. We share responsibility for these national actions.

3. Consensus in Decision Making

Consensus will be the basis of our approach. We will operate in a collaborative and transparent way, respecting the need to balance the sovereignty of each jurisdiction and the responsibility of Ministers to their whole-of-government

responsibilities with the needs of the national transport system.

Further, we recognise that we are each accountable for part of a national system and that high levels of collaboration will be critical to the healthy development of the system.

4. Collective Action

We are committed to acting collectively in implementing Australian Transport Council (ATC) decisions. We accept that it is important that each jurisdiction –

- applies decisions consistently (accounting for local variations);
- seeks win:win outcomes from actions;
- respects the necessary confidentiality of ATC discussions; and
- takes the national outcomes sought as the starting point, overcoming sectional interests wherever possible.



ATC

Endorsed by the Australian Transport Council

Transport Ministers from the Commonwealth and all States and Territories meeting as the Australian Transport Council (ATC) provide leadership and coordination of the national transport system.

The ATC is committed to achieving a safe, efficient, reliable and integrated national transport system which supports and enhances our nation's economic development and social and environmental well being.

The ATC affirms the principles and framework to guide planning and policy development of national transport system issues.

Meeting in Darwin in May 2001, Ministers endorsed this national approach and committed their jurisdictions to work within the framework and its principles to deliver the strategic outcomes required of the national transport system. The process to develop the outcomes statement, framework, principles and issues was facilitated by the National Transport Secretariat.

Strategic Outcomes Statement and Principles will -

- Guide the identification of strategic outcomes in each jurisdiction and in each mode;
- Provide a context for the consistent development of policy and planning at a national level;
- Confirm agreement and commitment to the shared goals of ATC members, each with their own responsibilities for parts of the national transport system;
- Provide a clear and current statement of strategic intent for users and providers of the national transport system;
- Guide the behaviour of those working to deliver outcomes within the framework.

Policy and Planning Framework will –

- Provide the broad process by which nationally significant issues can be identified, placed on the national agenda, researched and addressed;
- Increase integration between transport modes and between jurisdictions to better position Australia for global competition;
- Achieve this while recognising national consistency is not national uniformity.

Prioritised strategic issues will –

- Assist ATC in development and leadership of the national transport system.

“National approach” does not equate to “national uniformity”. The term “a national approach” covers a wide spectrum of ways in which jurisdictions can work together, including:

- Agreement on prescriptive, uniform and binding national arrangements;
- Agreement on a general policy direction or objective which provides a context within which individual jurisdictions custom design strategies for their needs;
- Agreement to monitor something (eg. the implementation of a particular reform);
- Agreement to share ideas/experience/data/knowledge in order to develop a shared understanding of an issue.

Strategic Issues

1. Infrastructure
2. Moving Freight
3. Collaboration / Integration
4. Planning
5. Environment
6. Consistency
7. Moving People
8. Access
9. Regional Development
10. Technology
11. Financial System Impact
12. Changing Demand
13. Globalisation
14. Safety

While it is understood that the issues and their priority will change from time to time, the issues identified above provide an accurate indication at the time of publication of priority issues for national attention.

National Transport Planning and Policy Framework

Role of Transport

While transport is a major industry sector in its own right, as a service industry it is valued for the contribution it makes to the efficient operation of the economy and national well being. It underpins the competitiveness of the Australian economy, and just as importantly, directly contributes to quality of life, both in employment and leisure activities.

It is a major element in Australia's international competitiveness and is central to increasing focus on our stewardship of the environment.

Roles and Accountabilities of Jurisdictions

In committing to operating within this framework each jurisdiction recognises that the Commonwealth, States and Territories are sovereign governments with specific authority and responsibility for transport policy and planning in their respective jurisdictions.

It is also recognised that each jurisdiction manages a component of the national transport system and that an appropriate level of integration and national consistency is vital to the delivery of outcomes required from that system.

Raising, Researching and Proposing Solutions

There are three ways in which issues can be raised for consideration, investigation and development of alternate solutions at the national strategic level.

1. An individual jurisdiction (or group of jurisdictions) is the traditional way in which issues can be added to the national agenda. This would usually be through meetings of transport department CEOs or by a Minister directly with ATC. The strength of this approach is that the Minister and CEO who are perhaps most committed to the resolution of the issues

have carriage of the preliminary research, issue definition, consultation and development of options.

2. Raising and developing possible responses to an issue via the National Transport Secretariat (NTS) is an option where the issue is already a part of its current work program or a potential issue for its future work program subject to approval by ATC. The strength of this alternative is that NTS has no jurisdictional stake and is able to research and develop options impartially and within the context of the overall ATC approved national transport strategic agenda.
3. Raising and developing possible responses to an issue via the National Road Transport Commission (NRTC) where the issue focuses on road transport reform. The strength of this alternative is that the NRTC has a well established and proven process which is well known to government and industry stakeholders.

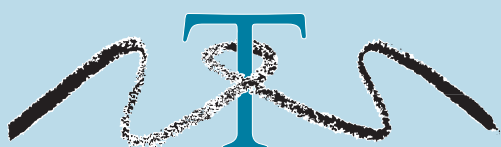
Making Decisions and Taking Action

Generally decisions regarding key strategic issues affecting the national transport system are made during formal ATC meetings. Responsibility for implementation can be assigned and resourced through SCOT with its modal and cross modal sub-groups, through the NTS as part of its approved work program, or through other organisations such as the NRTC.

Evaluating Outcomes and Improving Processes

Evaluation of particular initiatives will be based on the extent to which they contribute to achieving strategic outcomes and their impact on the range of identified objectives.

Opportunities for learning and for improvement of the national process should also be included as part of the evaluation process. The challenge is for those within the national transport system to achieve maximum practical positive impact in minimum time.



NATIONAL TRANSPORT SECRETARIAT

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