



A long-term national vision for rail

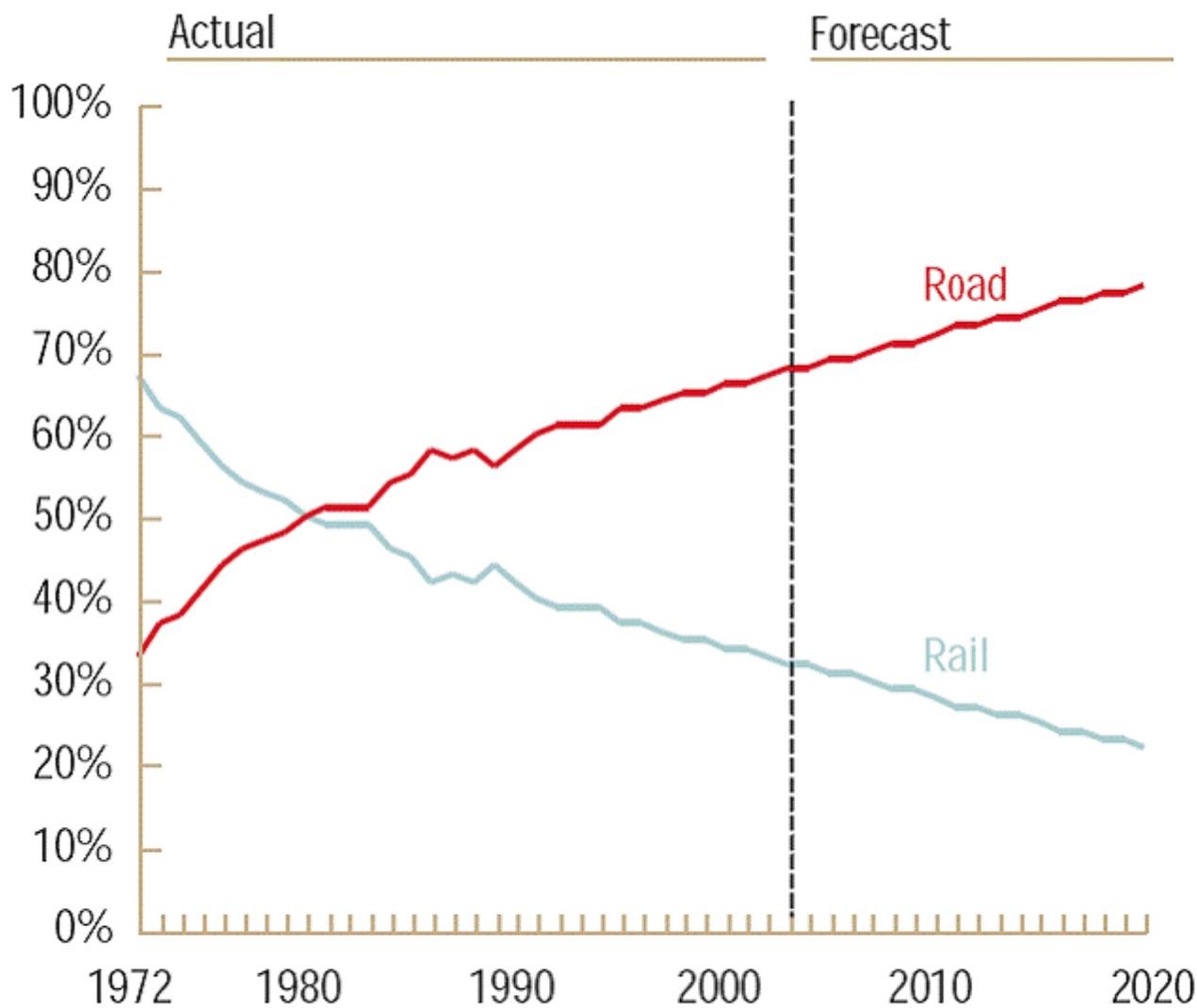
Rail reform: getting freight back on track

Nick Dimopoulos, CEO, National Transport Commission

Tuesday 24 March 2009

Introduction

- declining mode share
- short-term fixes
- long-term approach?



Source: BTE Working Paper 40 'Competitive neutrality between road and rail', 1999

New thinking

Old world	New world
Cross border	Nationally significant
Freight policy	Moving freight and people on shared networks
Economic	Economic, social and environmental
Freight corridors	National supply chains
Build more infrastructure	Build and better utilise existing infrastructure
Fragmented policies	National and integrated transport policy and planning framework
Modal silos	All transport modes
Inconsistent laws	National laws
Short-term planning	Long-term planning to improve certainty
Considerable activity in safety	'Safe systems' strategic approach
Focus on 'regulatory and operational;' reform	Complexity of problems requires integrated policy response

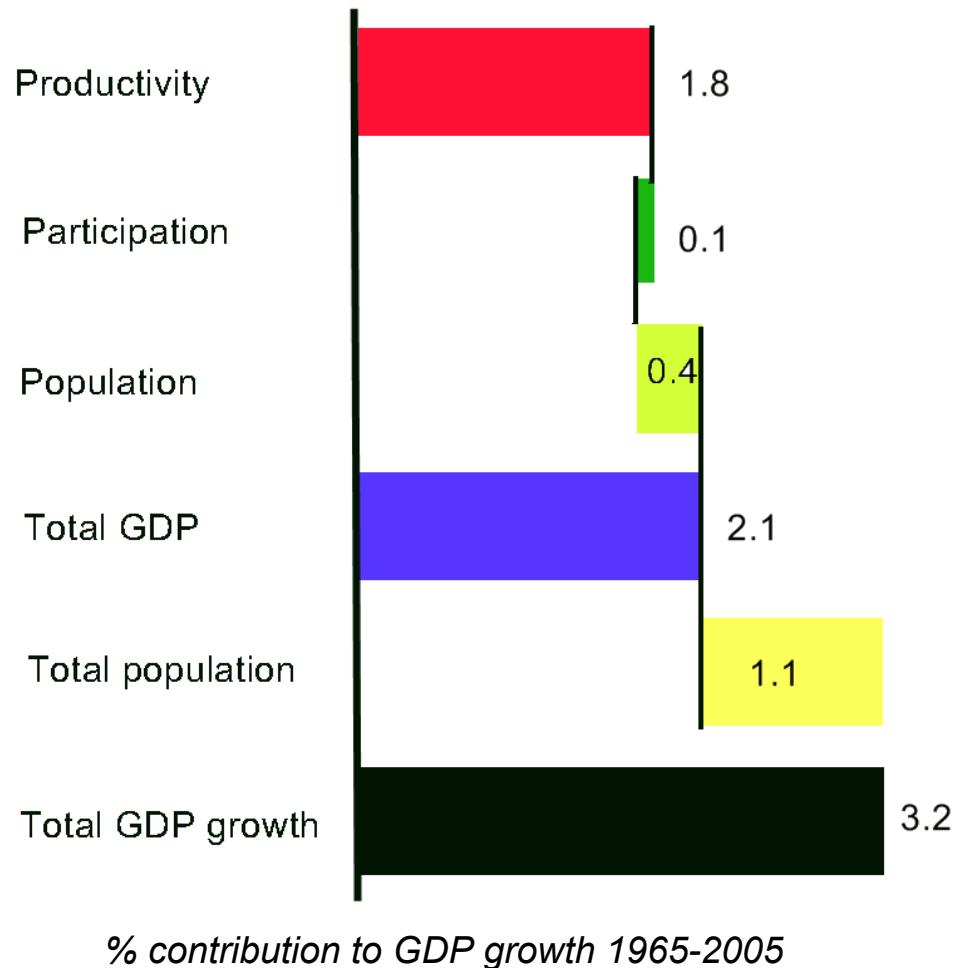


Transport Ministers, Feb 2009

productivity drives growth

- productivity is the biggest contributor to growth

Source: McKinsey 2008

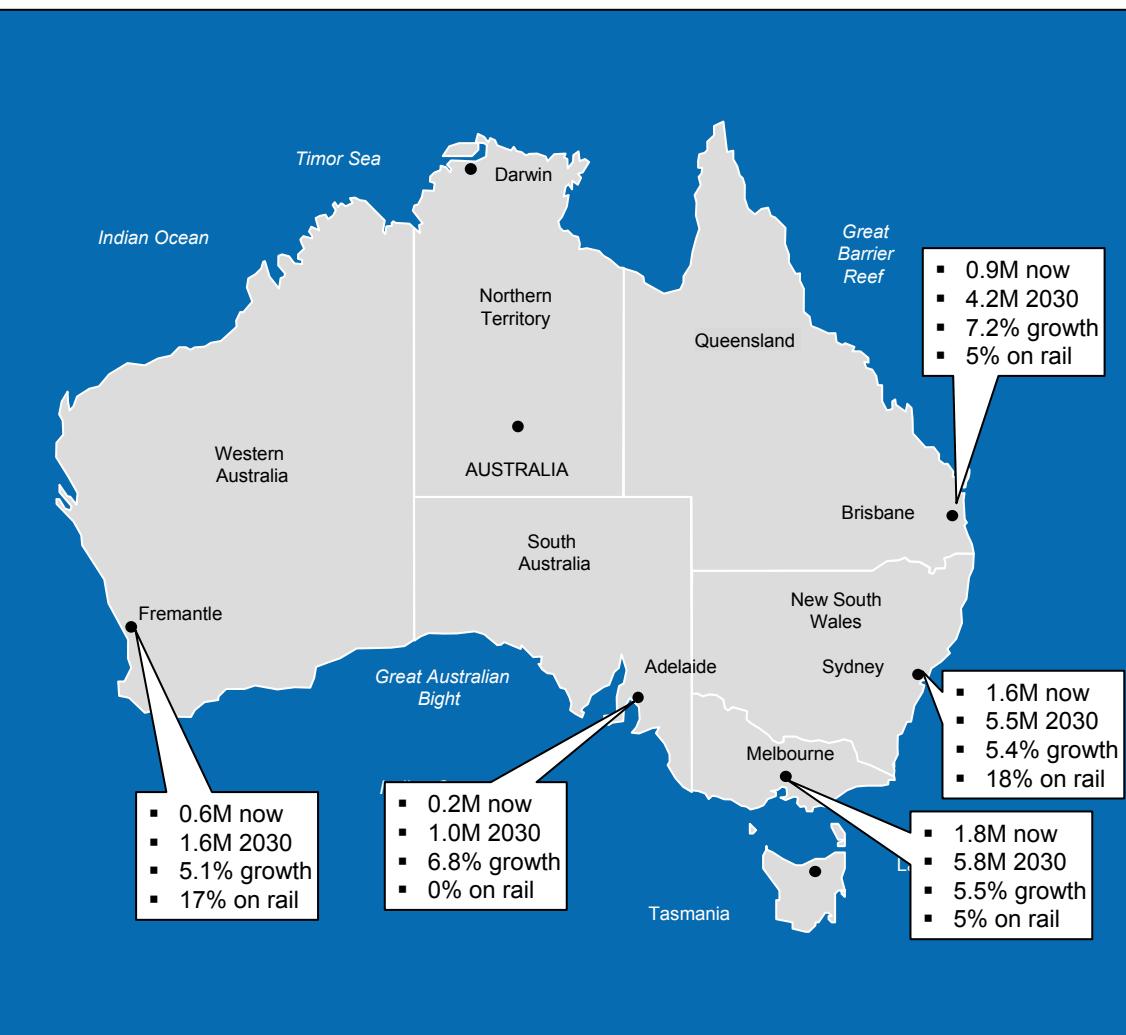


Rail productivity

- **fair pricing**
- **transparency**
- **track ownership**
- **terminal access**
- **better data**



National planning



International Container Chains

- 18M TEU by 2030
- rail share low
- national priorities?
- future land-use planning

Working together

- **national planning along supply chains**
- **industry-led coordination model**

“the situation where investments are being made without concurrent investment in other parts of the supply chain ... should never be allowed to happen again.” – Stephen O’Donnell



Rail regulation

- better safety from existing people and systems
- cut red tape and operational differences
- opportunity: *allow industry to get on with the job*



Conclusion

- rail industry leadership and support is crucial
- position Australia to recover strongly
- plan better and work smarter

