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17 June 2019

The Commissioners
National Transport Regulatory Reform
Productivity Commission
LB2 Collins Street East
MELBOURNE VIC 8003

Dear Sir/Madam

Thank you for the opportunity to provide a submission on the Australian Government's *National Transport Regulatory Reform – Productivity Commission Issues Paper* (Issues Paper).

Council is strongly supportive of all efforts to streamline regulatory processes to assist the productivity of the transport industry and support national economic growth. For its part, Council is pursuing a number of initiatives to improve the efficiency of freight movements through the city and its export gateways, most notably the Port of Brisbane.

Attached are Council's responses on the Issues Paper. Where it is applicable, Council has answered each question within the information request. Where it is less relevant (i.e. a matter for industry, other levels of government or other modes that Council is not involved in) a general response to the topic heading has been made.

If you have any further questions regarding the submission, please contact Ms Marie Gales, Manager, Transport Planning and Operations, Brisbane Infrastructure, on (07) 3178 1418.

Yours sincerely

Colin Jensen
CHIEF EXECUTIVE OFFICER

Att. Council's submission on the *National Transport Regulatory Reform – Productivity Commission Issues Paper*

COUNCIL'S SUBMISSION ON THE AUSTRALIAN GOVERNMENT'S NATIONAL TRANSPORT REGULATORY REFORM – PRODUCTIVITY COMMISSION ISSUES PAPER

Other key bodies in the new regulatory arrangements

The regulatory frameworks are at state and Federal level and their operation has not impacted on Council.

The Commission's approach to the inquiry

Question	Response
1. In the light of the other reviews relating to heavy vehicles, where do you think the Commission could best add value to the policy and reform agenda?	A current issue for the transport industry is rapid change and innovation. The speed and efficiency in regulatory approvals is a major factor in ensuring that productivity benefits are achieved early.
2. Are there any other reviews the Commission should be aware of?	There are no other reviews that Council is aware of.
3. What other relevant research on the net benefits of transport reform should the Commission draw on?	There is no other research that Council is aware of.

Have safety outcomes improved?

Safety regulations relate to operations outside the responsibility of Council. Council follows Queensland and national standards in the management of its road network to ensure safe outcomes.

Has nationally consistent regulation been achieved?

This move has not impacted Council. Council notes that Queensland has been a leader in adopting and administering the Heavy Vehicle National Law (HVNL).

Have regulatory burden and costs fallen?

Council's role in regulating heavy vehicle activity is through the approval of permits for higher mass and higher dimension vehicles. The advent of the National Heavy Vehicle Regulator (NHVR) has not affected the regulatory burden and costs to Council.

Have productivity and efficiency improved?

In reference to the NHVR, this matter would be best addressed by industry.

Have the reforms delivered indirect benefits?

In reference to the NHVR, this matter would be best addressed by industry.

How have the regulators performed in undertaking their regulatory functions?

Council is satisfied with the relationship with the NHVR.

How have other institutions (local government) performed in supporting the reform agenda?

1. Are the current roles and responsibilities (for transport regulation) of each level of government clear and appropriate? If not, what changes (if any) to the roles of the different levels of government would support a safer national system of transport?	In the Brisbane Metropolitan region, Council's primary focus is dealing with first/last mile concerns while the Queensland Government's Department of Transport and Main Roads (TMR) is largely focused on long haul issues. This demarcation helps to realise productivity improvements to the overall supply chain. Council believes the productivity improvements can be driven in each part of the road network by the respective road authority, helping to provide an overall benefit for industry.
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2. Are the national transport regulators working effectively with local governments?	Yes, this has been assisted with personnel within the NHVR having experience in dealing with local and state governments.
3. Does the current regulatory framework achieve an appropriate balance between local and national interests? Issues here might include the level of truck traffic on local roads or the reservation of corridors for future freight traffic. Are decisions made by the right level of government?	As Council manages an integrated road network of more than 5,700 km, covering all road classifications, Council has the ability to address strategic freight issues in its own right.
4. Does local government have the resources, access to data and expertise needed to process access applications efficiently, evaluate the impact of road access decisions on the supply chain, or to take into account broader demographic and technological shifts? If not, what options might be available to support local governments to perform these functions?	Due to its size, Council has the resources, access to data and expertise to process applications quickly and efficiently. However, it recognises that many other local authorities do not have similar resources and any extra assistance by state and Federal authorities to local governments would be beneficial.
5. Has the involvement of local government in heavy vehicle access approvals contributed to efficiency improvements or better investment decisions?	Yes, an example of this is the road network linking Hemmant (an industrial suburb in Brisbane) to the Port of Brisbane. Council has worked with the Port of Brisbane, TMR and industry to achieve pre-approval and as-of-right access for A-Double vehicles. This has resulted in significantly higher land side productivity for the port as the approvals allow trucks to carry larger containers and a greater range of break-bulk cargo to their final destination.
6. Where disputes about access arise, are these being resolved in an effective way?	Since the inception of the HVNL, Council has not experienced any major disputes regarding access.
7. Is the process of completing interface agreements working effectively?	The process of completing an interface agreement is working effectively given the complexity and number of interfaces with Queensland Rail over the large geographical area Council administers.
8. What practical changes would lead to more effective regulatory arrangements involving local government approval processes?	Council is supportive of the expansion of the use of notices such as the National Class 1 Agricultural Vehicle and Combination Mass and Dimension Exemption Notice, which replaces existing access arrangements, harmonises mass and dimension limits and operating conditions, and reduces duplication and inconsistencies across state and territory borders. The notice outlines the eligible vehicles, mass and dimension limits, approved areas and routes, and operating conditions. The effect of this is to ensure safety and enhance efficiency while decreasing the number of permits road authorities have to process.

Future developments in transport and the role of governments

<p>1. Where are the biggest opportunities for future safety and productivity gains in the transport sector, and what impediments exist? What new challenges may arise?</p>	<p>The biggest opportunities for future safety and productivity gains in the transport sector is in the area of automation. Council has previously commented on regulatory models in its submission to the National Transport Commission (https://www.ntc.gov.au/Media/Reports/(7D3DBEF9-3B83-FDF0-3405-C52BE7F81830).pdf, and https://www.ntc.gov.au/media/1751/safety-assurance-for-automated-driving-systems-consultation-regulation-impact-statement-may-2018-anonymous-brisbane-city-council-jul-2018.pdf)</p> <p>The largest impediment to productivity gains is the lack of data in many jurisdictions.</p>
<p>2. What role should the regulators play in achieving these outcomes and how might they need to change to do so? How might other institutions need to change to make the work of the regulators more effective?</p>	<p>Regulators could play a role in fostering and funding research and data collection. Other institutions may need to change policies to allow data to be open and accessible to all.</p>
<p>3. What role should national safety regulators play in the management, collection, sharing and usage of logistical data?</p>	<p>National safety regulators could set national standards on data content and format as well as fostering open data and access to that data (rather than being a central repository).</p>
<p>4. Are there other technological changes and technologies emerging with the potential to significantly affect the transport sector?</p>	<p>The other major change impacting the transport sector is the introduction of alternative fuel sources (e.g. electric, hydrogen).</p>
<p>5. How should regulatory arrangements take account of technological changes and emerging technologies? Are current arrangements fit for purpose?</p>	<p>Rapid technological change often means that regulators are taking a reactive stance. Current arrangements are mostly fit for purpose but all regulators need to be more agile and foster stronger relationships with international regulators and in other jurisdictions.</p>
<p>6. What role, if any, should existing regulators have in encouraging better use of technology and ensuring public safety?</p>	<p>Regulators could foster trials of new technologies as well as monitoring international trends in safety regulation.</p>
<p>7. What role, if any, should national transport regulators and other government agencies play in the sharing, collection, management and usage of logistical data?</p>	<p>See response above. A further challenge for regulators is that logistical data is often commercially sensitive and not readily shared. Regulators have a role in determining how data can be protected and demonstrating to industry the benefits of sharing this data.</p>