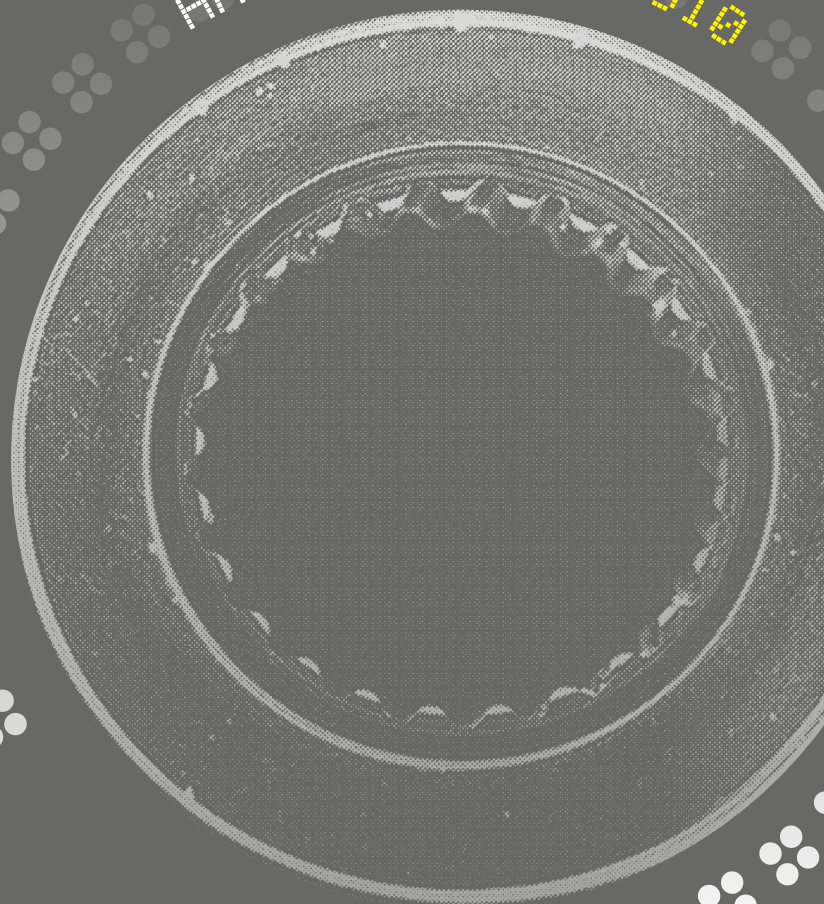


STRONGER  
NATIONAL  
ECONOMY

ANNUAL REPORT 2010



National Transport Commission

7 October 2010



National Transport Commission

Level 15 / 628 Bourke Street  
Melbourne VIC 3000

P 61 3 9236 5000  
F 61 3 9642 8922

The Hon A (Anthony) Albanese MP  
The Hon J (John) Robertson MLC  
The Hon D (David) Borger MP  
The Hon M (Martin) Pakula MLC  
The Hon T (Tim) Pallas MP  
The Hon R (Rachel) Nolan MP  
The Hon C (Craig) Wallace MP  
The Hon S (Simon) O'Brien MLC  
The Hon R (Rob) Johnson MLA  
The Hon P (Patrick) Conlon MHA  
The Hon J (Jack) Snelling MP  
The Hon L (Lara) Giddings MP  
The Hon G (Gerald) McCarthy MLA  
The Hon J (Jon) Stanhope MLA  
The Hon S (Steven) Joyce MP

Dear Ministers,

In accordance with the National Transport Commission Act 2003, I am pleased to submit the National Transport Commission's (NTC) Annual Report for the year ended 30 June 2010.

This document reports on the NTC's activities in pursuing national transport reform during the financial year, in close consultation with government, industry and the wider community.

In the 2009/10 financial year, we have been successful in progressing the Council of Australian Governments' national reform agenda, including work towards national legislation for the heavy vehicle and rail industries and investigation of alternative pricing and funding for roads within the COAG Road Reform Plan.

During the year, the NTC has also proactively adopted the recommendations from the 2009 NTC Review to ensure that the safety, productivity and environmental outcomes of reforms are fully realised.

I would like to thank you for leading the development of national transport reform and I look forward to continuing to work with you to ensure the best transport outcomes for Australia.

A handwritten signature in black ink, appearing to read 'Greg Martin'.

**Greg Martin PSM**  
Chairman

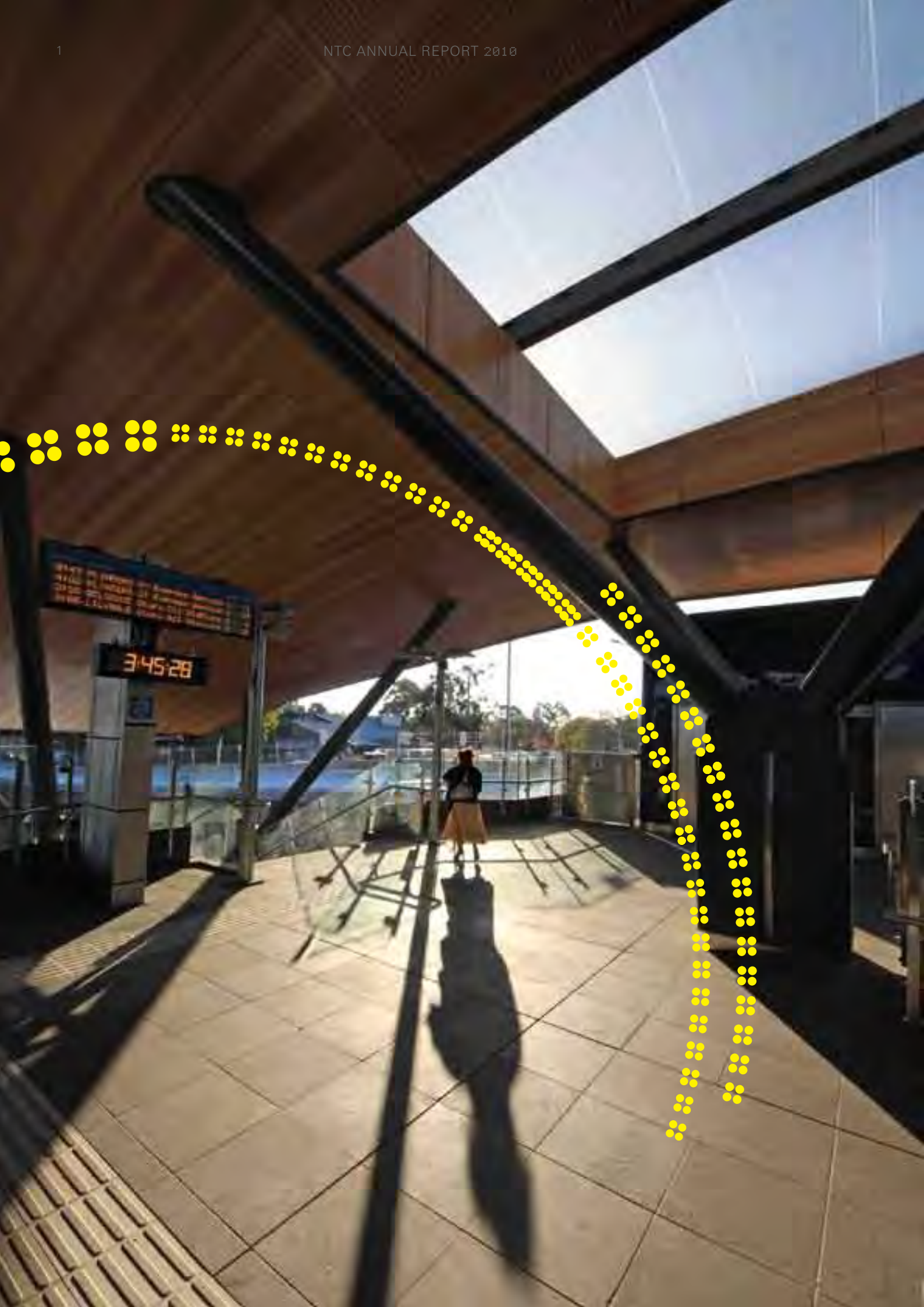
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# CHAIRMAN'S REPORT



"A 'NATIONAL ECONOMY' RECOGNISES THAT REGULATION SHOULD NOT SIMPLY BE 'ONE SIZE FITS ALL', BUT MUST WORK TOWARDS CREATING THE BEST NATIONAL OUTCOMES FOR AUSTRALIA"

## Creating a seamless national economy

The Council of Australian Governments (COAG) established an ambitious reform agenda in 2008 designed to deliver a seamless national economy. This reform agenda requires all Australian governments to deliver better, more consistent regulation across Australia and reduce compliance costs on business, restrictions on competition, and distortions in the allocations of resources across the country.

Transport reform has a critical role to play in achieving a seamless national economy and has attracted increasing interest nationally. COAG has now prioritised the establishment of national heavy vehicle, maritime and rail safety regulators, and research into better ways of pricing and funding roads infrastructure through the Road Reform Plan.

So what is a 'seamless national economy' and what does it really mean for Australia?

'Seamless' means no unnecessary red tape or barriers to increased productivity, such as inconsistent policies and requirements for operators in each state. It also means a new way for governments to think about transport that moves away from the old 'silo' approach, which divided policy for road, rail, ports and passenger transport, and towards integrated policies and planning. This will ultimately achieve a transport system where all modes operate 'seamlessly' in conjunction with one another.

A 'national economy' recognises that regulation should not simply be 'one size fits all', but must work towards creating the best national outcomes for Australia. It is an economy in which national regulations encourage the best safety, productivity and sustainability outcomes.

Creating a seamless national economy, the theme of this year's annual report, aligns with the NTC's long-term vision for Australia. The NTC also believes that moving towards a more nationally consistent and integrated transport system will help address broader challenges such as road safety, congestion and urbanisation.

In 50 years, the NTC would like to see an Australia that has a safe-systems approach to transport and aspires to zero transport deaths. We would like to see a country that has not more regulation, but better regulation using sophisticated risk management approaches that support safety and economic outcomes. We would like to see more productive cities with strategies for moving freight and people to create networked, accessible cities for all.

I am pleased to report that Australia is well on the way to creating the building blocks for a seamless national economy. The COAG national partnership agreement, which prioritises the establishment of national regulators and the introduction of a link between strategic planning requirements and federal funding for major cities; the ATC's 2008 National Transport Policy Framework, with its focus on 'end-to-end' transport; and the NTC's adoption of the recommendations from the 2009 NTC Review are all helping to build the foundations for ongoing reforms over the coming decades.

While the road ahead might seem challenging, I believe we can achieve the vision of a 'seamless national economy' by working in partnership with government, industry and the community. Together as a nation, we have begun an important journey and I look forward to seeing the job through.

**Greg Martin PSM**  
Chairman



# CEO'S REPORT



"OUR ULTIMATE GOAL IS TO BECOME A "CENTRE OF EXCELLENCE" FOR TRANSPORT REFORM—AN ORGANISATION THAT IS RENOWNED FOR ITS EXPERTISE AND LEADERSHIP IN ACHIEVING TRANSPORT REFORM OUTCOMES"

## Taking action on the NTC review

The last twelve months have been a period of change for the NTC. Following the endorsement of the recommendations from the 2009 NTC review, the NTC has been quick to implement a range of structural and cultural changes in response to the review.

A key review recommendation was the expansion of our mandate to include working with state and territory governments to develop viable reform implementation plans. The NTC welcomes this new aspect to our work, as it will enhance our ability to deliver the desired reform outcomes and make a difference 'on the ground'.

The NTC is pleased that it now has an enhanced role to play in monitoring and evaluating reform outcomes including undertaking post-implementation reviews on key reforms to assess practical outcomes.

The NTC has also proactively prioritised key COAG reforms such as the establishment of the National Heavy Vehicle Regulator, National Rail Safety Regulator, the road pricing stream of the COAG Road Reform Plan and the Performance Based Standards scheme in response to the review. Addressing these significant and challenging reforms requires us to work in collaboration with the established project boards of these projects and with governments, industry associations and unions. These reforms also require the total commitment, passion and focus of all NTC staff. While the reforms are challenging, there are significant safety, environmental and productivity outcomes for industry and the wider community if they are achieved.

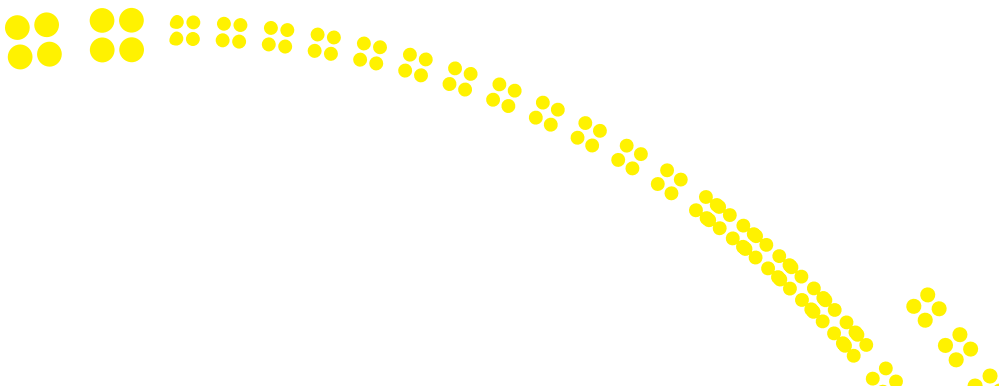
As recommended in the NTC review, throughout this process our ultimate goal is to become a "centre of excellence" for transport reform—an organisation that is renowned for its expertise and leadership in achieving transport reform outcomes. That is why we have begun focusing on establishing strategic relationships with national and international regulatory reform thought-leaders. For example, we have established an international expert panel to peer review our work on pricing reform. These relationships are a two-way street, as the NTC has been called on to share knowledge about regulatory and operational reforms on the international stage. Most recently the NTC was invited by the US Department of Transportation to present on recent Australian transport reforms, including chain of responsibility and accreditation.

We have also embarked on a program of strategic secondments with industry and government to enrich our work. This knowledge exchange is equally critical to ensuring we stay at the forefront of best-practice regulatory reforms.

I would like to thank NTC staff for their dedication and commitment through this period of change as well as our stakeholders, who are also on the journey with us. We are proud of the achievements outlined in this year's annual report and the significant contribution we have made towards the development of a seamless national economy. We look forward to continuing to partner with our government and industry stakeholders to deliver the best transport outcomes for Australia.

**Nick Dimopoulos**

Chief Executive





## THE NTC AT A GLANCE

The National Transport Commission (NTC) is an inter-governmental agency charged with improving the productivity, safety and environmental performance of Australia's road, rail and intermodal transport system.

As an independent statutory body, the NTC develops and submits reform recommendations to the Australian Transport Council (ATC), which comprises federal, state and territory transport ministers. The NTC also plays a role in coordinating, monitoring and maintaining the implementation of reforms approved by the ATC.

Over the years, the NTC's work has evolved to meet changing transport reform needs, from technical alignment of regulation to more sophisticated risk-based reforms as part of an integrated and coordinated national policy response. Following its recent review, the NTC's mandate has been expanded to specifically include enhanced evaluation and implementation planning. This will ensure reform outcomes are realised on the ground. The NTC is also evolving to become a centre of excellence for regulatory and operational reform.

The NTC is committed to working collaboratively with governments to improve the transport system. In developing reforms, the NTC undertakes considerable strategic engagement with stakeholders in the transport industry—businesses, unions, governments and community groups—in order to develop a fuller understanding of the challenges stakeholders face and the potential impacts of reforms. Through this engagement, the NTC aims to build support for the right outcome.

States and territories contribute 65 per cent of the NTC's funding, and the Commonwealth Government provides 35 per cent. The NTC has 41 staff in its Melbourne office and is led by six Commissioners, including the Chairman and CEO.





## OUR VISION

"The best transport outcomes for Australia."

## OUR MISSION

"We lead regulatory and operational reform nationally to meet the 'end-to-end' supply chain needs of transport users and the broader community for safe, efficient and sustainable land transport."

## OUR ROLE

"To work closely in partnership with all stakeholders to develop more consistent, practical and effective land transport policies, laws and practices."

## OUR STRATEGIC OBJECTIVES

The impacts of all of our reforms are objectively assessed against the following policy objectives:

- Improve transport productivity
- Provide a safe transport system
- Protect the environment

# YEAR IN REVIEW



## Responding to the NTC Review

Under its enabling legislation, the NTC's role and performance must be reviewed every six years by an ATC-commissioned, independent steering committee. A steering committee was appointed in January 2009 to conduct the NTC's most recent review and delivered its final report to the Chair of the ATC in August 2009. COAG and the ATC endorsed the review recommendations in December 2009.

Key recommendations from the recent review included:

- reinforcing that the NTC should continue as an independent statutory authority with the primary objective of achieving seamless national regulation of road, rail and intermodal transport
- evolving the NTC's mix of staff skills to become a centre for excellence for road, rail and intermodal regulatory and operational reform
- explicitly expanding NTC's mandate to include working with jurisdictions to develop viable implementation plans
- monitoring and evaluating national reform outcomes using a broader range of tools, including data collection, post-implementation research and effectiveness reviews
- focusing on priority projects set by the ATC and regularly reporting on project progress
- the NTC Commissioners to be appointed as a governing board under the *Commonwealth Authorities and Companies Act 1997*.

The NTC has been proactive in responding to the review and has incorporated the recommendations into the 2010/11 to 2012/13 Strategic Plan and Work Programme.

In particular, the NTC has placed a high priority on COAG reforms in its Work Programme and has restructured its internal operations to enable it to become a more project-centric organisation. This will allow for a focus on the entire life cycle of reforms and will develop staff expertise to become a centre of excellence for transport reform.

## Progress on national regulators

In 2008, the ATC endorsed the National Transport Policy Framework developed by the NTC. The framework outlined a "new thinking" approach to transport policy, which reflects changing industry and operating environments.

Subsequently, the ATC agreed to begin an ambitious program of national reform to address significant national challenges across all transport modes.

Substantial progress has been made over the past year towards the establishment of national regulators for rail safety and the heavy vehicle industry. These are two of the key COAG projects which the NTC will continue to prioritise in order to help Australia meet significant productivity and safety challenges. Key achievements for these projects are covered in detail in the safety and productivity sections of this report.

## Transport policy "on the move"

On 18 March 2010, the NTC held a joint seminar with the Victorian Department of Transport, VicRoads and the Australian Road Research Board (ARRB) called *On The Move: A Transport Policy Seminar*. The seminar was highly interactive, giving attendees the chance to discuss a range of topics, from the latest developments in freight transport in North America and Europe to the implementation of a National Heavy Vehicle Regulator in Australia.

Over fifty stakeholders attended the symposium and had the opportunity to listen to presentations from both national and international speakers, including an opening presentation from NTC CEO Nick Dimopoulos.

## NTC safety expert presents at international transport conference

NTC Senior Manager Dr Jeff Potter was invited to present at the Transportation Research Board (TRB) 2010 Annual Meeting in Washington, D.C. Held to share the latest transport developments and knowledge, the 2010 meeting attracted over 10,000 transportation professionals from around the world.

Dr Potter attended the meeting to build links with international experts, showcase Australia's successes and ensure international best practice regulation is incorporated into Australian transport reforms.

Dr Potter presented an international study of heavy vehicle safety as part of a workshop on the activity of the Heavy Vehicle Working Group of the Joint Transport Research Centre of the Organisation for Economic Cooperation and Development (OECD) and the International Transport Forum. Dr Potter's study was a component of a larger study undertaken by an international working group of experts from 20 countries. The study discusses the regulatory and policy options for future heavy road freight transport and the development of policies to support improvements in productivity and safety and minimise harm to the environment.

The study is expected to be published in 2010.

## NTC Deputy Chairman appointed to National Road Safety Council

In November 2009, the ATC appointed NTC Deputy Chairman and road safety expert Professor Ian Johnston AM to the new National Road Safety Council.

The National Road Safety Council facilitates the implementation of road safety reforms nationally by bringing together a selection of high profile Australians and road safety experts. The council aims to raise the profile of road safety and forge critical partnerships across government, industry and community sectors. The council is also a key advisor to the ATC on road safety issues.

The NTC recommended the establishment of the National Road Safety Council in its advice on the National Transport Policy Framework in 2008.



### Roads Australia Summit 2010

NTC Chairman Greg Martin presented at the Roads Australia Summit in Sydney in April 2010. The summit attracted 180 industry leaders from 80 companies across Australia as well as representatives from state and federal governments to discuss key issues in the Australian roads industry.

Mr Martin spoke alongside Mr Scott Alison, Managing Director of Abigroup Assets, at a panel session addressing “whether our system of funding and administration needs to evolve to meet emerging needs.”

Mr Martin’s presentation was entitled, “Silos are for wheat not transport policy” and highlighted that governments cannot afford to create roads policy in isolation from rail or ports, or address freight transport without addressing the movement of people. An integrated transport system needs to be created in order to meet Australia’s productivity, safety and environmental challenges.

The summit included a speech from the federal Minister for Transport, The Hon. Anthony Albanese, MP

### NTC outlines rail industry growth opportunities at AusRail2009

NTC CEO Nick Dimopoulos presented at the AusRail conference in Adelaide in November 2009. AusRail is an important event for the Australian rail industry and provided an opportunity for the NTC to update the rail sector on the progress of various rail reform initiatives.

The event was attended by major rail industry operators, suppliers and government representatives from around Australia to discuss policy, investment and the latest technological developments in the rail sector.

Mr Dimopoulos’ presentation, “Rail – is a golden age around the corner?” detailed the rail industry’s growth opportunities in the current Australian climate of productivity, safety and environmental challenges.

### International expert panel established for pricing project

The NTC has established an international panel comprising experts from the United Kingdom, United States and Germany to provide advice on the heavy vehicle pricing reform work the NTC is completing in partnership with the COAG Road Reform Plan. The panel will ensure the pricing work is consistent with international regulatory best practice.

NTC Chief Officer Policy Meena Naidu and Senior Manager Matthew Clarke established contacts for the panel during a short study tour to Europe in March 2010. The objective of the tour was to gather knowledge about international heavy vehicle pricing models. It included an NTC-facilitated workshop in Sweden, which was attended by a number of leading pricing experts from around the world.

Knowledge gathered from the tour will contribute to the NTC’s research into how road prices for heavy vehicles could be developed under alternative pricing models, and the economic benefits that could be expected from changes in road user behaviour.

### Safe payments

The NTC’s 2008 report, *Safe Payments: Addressing the Underlying Causes of Unsafe Practices in the Road Transport Industry*, found a link between safety and pay rates for truck drivers. Rates of pay, conditions and methods of payment in the transport industry should not encourage drivers to speed, drive excessive hours, or not maintain their vehicle. This is an issue that affects not only truck drivers, but all those who share the road with heavy vehicles.

The Commonwealth Department of Education, Employment and Workplace Relations (DEEWR) established a Safe Rates Advisory Group in December 2009 to progress NTC’s recommendations for a safe regulatory framework. Members of the advisory group include representatives of employer and employee organisations and unions, individual businesses and industry clients. The NTC is an observing member. A policy directions paper is expected to be released by DEEWR in the second half of 2010.

### Australia hosts international heavy vehicle symposium for the first time

NTC CEO Nick Dimopoulos chaired the organising committee for the 2010 International Heavy Vehicle Transport Technology Symposium. Held in Australia for the first time, the symposium was a unique opportunity for Australian transport industry professionals to exchange knowledge with heavy vehicle experts from around the world.

Over the three days of the symposium, leading international transport experts discussed the future of heavy vehicle transport technology, transport planning and policy making. The NTC was a key contributor to discussions, presenting at six sessions including:

- a paper on international heavy vehicle safety benchmarking by Dr Jeff Potter, Senior Manager, as part of an international study of heavy truck safety by a working group of the Joint Transport Research Centre of the OECD and the International Transport Forum
- a study of active vehicle stability systems and their influence on the Performance Based Standards (PBS) scheme by Marcus Coleman, Manager
- a paper on the NTC’s role in developing a world-first standard for engine brake noise by Dr Neil Wong, Senior Manager
- a paper on estimating the marginal cost of road wear on Australia’s sealed road network by Matthew Clarke, Senior Manager and Tim Martin and Thorolf Thoreson of ARRB Group
- a plenary session on the PBS experience in Australia by Paul Sullivan, Chief Officer Strategy, and
- a study on the impact of trucks on road infrastructure, focusing on the effects on pavements and bridges, on behalf of the Working Group of the Joint Transport Research Centre of the OECD and the International Transport Forum by Matthieu Bereni, Senior Policy Analyst

A further 80 papers were presented by delegates from around the world showcasing cutting edge technology, insights and expertise focusing on delivery of a more efficient, safe and environmentally sustainable future for transport.

## OUR PERFORMANCE

The NTC strategic plan for national transport reform has been developed within the broader context of the National Transport Policy Framework<sup>1</sup> for moving people and freight across all modes of transport.

In developing a more cohesive and coordinated reform agenda that is aligned with national transport policy, a number of reform gaps have been identified. These include the need for sharper focus on productivity and pricing reform and recognition of the potential of technology, smart compliance and corporate social responsibility programs to support policy goals.

More information on individual reforms and their contribution to the NTC's objectives are outlined in the following sections of this annual report.

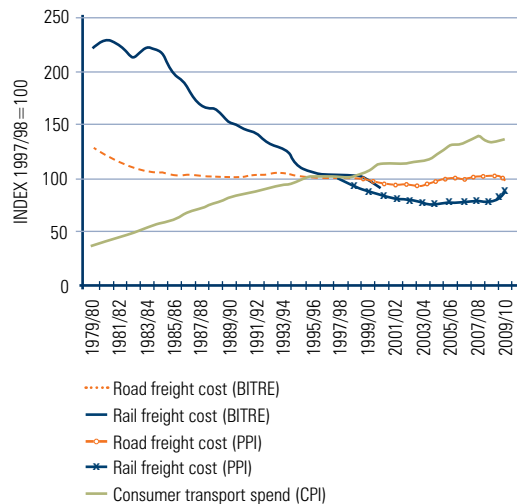
### Measuring our performance against Australia's transport needs

The NTC, along with Commonwealth, state and territory governments, plays an active and shared role in striving for a safer, more sustainable and productive transport system in Australia. General progress against these objectives is outlined in this section.

A National Performance Reporting Framework is being developed with governments to systematically measure the real-world impact of reforms, clearly identify important trends and better support long-term strategic planning for transport reform.

RISING PASSENGER TRANSPORTATION COSTS, VEHICLE FLEET GROWTH AND URBAN CONGESTION ARE EMERGING AS SIGNIFICANT CHALLENGES FOR POLICY-MAKERS

**Figure 1:**  
*Transport productivity: impact on goods and services*



In contrast to the impact of rising fuel prices on personal transportation costs, road and rail freight rate increases have been constrained (see Figure 1). Further freight productivity reform is essential to support economic growth and maintain downward pressure on the cost of goods and services.

Rising passenger transportation costs, vehicle fleet growth and urban congestion are emerging as significant challenges for policy-makers. With this in mind, the NTC has outlined a research project to explore long-term transport reform opportunities within the scope of its intergovernmental agreement.

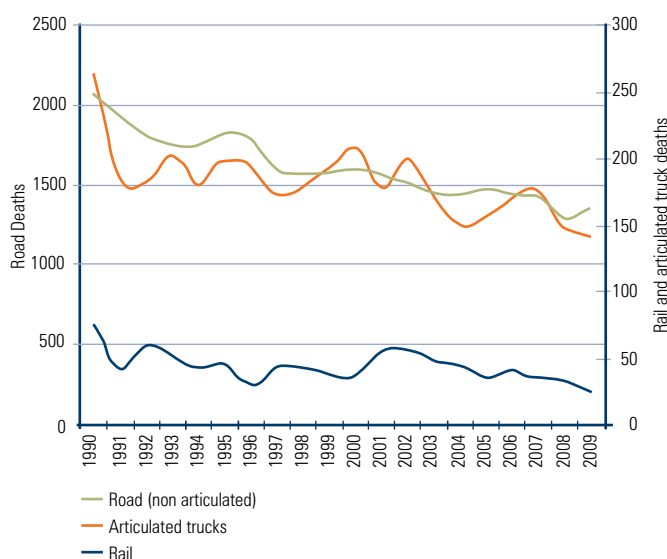
#### Note

<sup>1</sup> National Transport Policy Framework agreed by Australia's transport ministers in 2008 ([http://www.atcouncil.gov.au/about\\_us/index.aspx](http://www.atcouncil.gov.au/about_us/index.aspx))



REFORMS TARGETING OFF-ROAD PRESSURES THAT ENCOURAGE HEAVY VEHICLE DRIVERS TO SPEED OR DRIVE WHEN FATIGUED HAVE CONTRIBUTED TO A FALL IN TRUCK-RELATED FATALITIES

**Figure 2:**  
*Improving safety: Land transport deaths*



The NTC has made progress towards the National Road Safety Strategy goal of a 40 per cent reduction in the national fatality rate to 5.6 deaths per 100,000 people by 2010 (see Figure 2), but clearly more needs to be done.

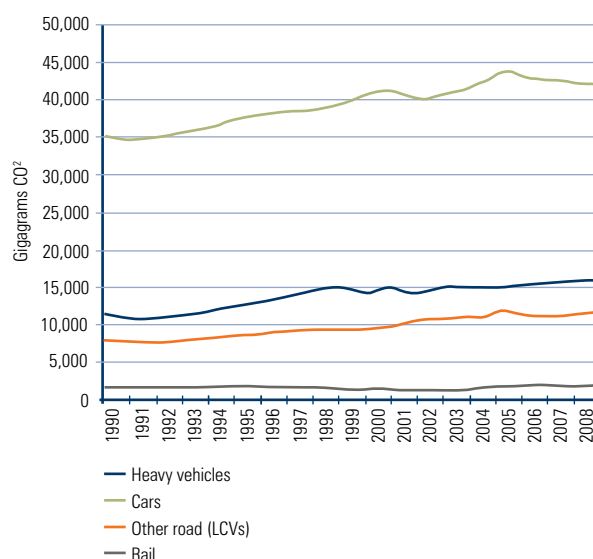
Reforms targeting off-road pressures that encourage heavy vehicle drivers to speed or drive while fatigued have contributed to a fall in truck-related fatalities. Despite this progress, one quarter of all workers who die of injuries sustained while working are employed in the transport and storage sector.

Further reforms to establish national rail safety and heavy vehicle regulatory systems will help to pool safety-related knowledge and resources and improve understanding of safety laws.

The NTC has also begun work to complement an updated National Road Safety Strategy, including exploring opportunities to encourage corporate social responsibility programs, maximise the potential of electronic work diaries and improve compliance with heavy vehicle law.

THE NTC HAS CONTRIBUTED TO THE INTRODUCTION OF STANDARDS TO HELP LOWER ENGINE EMISSIONS

**Figure 3:**  
*Protecting the environment*



While Australia's national target is to cut greenhouse gas (GHG) emissions to 108 per cent of the levels they were in 1990, GHG emissions from all transport modes continue to trend upwards (see Figure 3).

The NTC has contributed to the introduction of standards to help lower engine emissions. Recent work to improve environmental outcomes includes research on emissions from new light vehicles sold in Australia as well as national road and rail freight productivity reforms that reduce the number of vehicle trips and the amount of fuel burned.

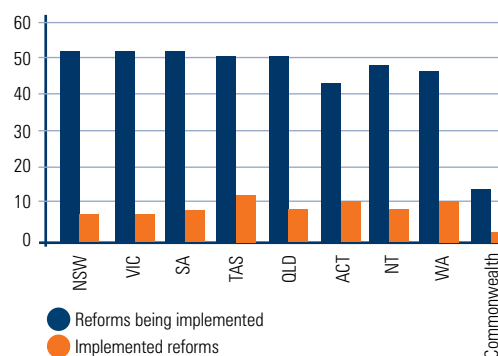
ONE OF THE KEY STRENGTHS OF THE NTC IS THE TRANSPARENCY OF ITS REGULATION REVIEW AND DEVELOPMENT PROCESSES

### Implementation of national transport reform

A reform that is not implemented by governments, or varies from the agreed reform, will not deliver the intended outcomes. Progress in the implementation of the NTC's reforms by the states, territories and Commonwealth (where applicable) is reported to the ATC. Of the non-COAG reforms being undertaken (ignoring the overlap with several reforms):

- 30 are nationally implemented reforms (eight of the completed reforms do not require states and territories to take implementation action)
- 17 are still being implemented by at least one state or territory, and
- four are under development by the NTC.

**Figure 4:**  
**Number of available reforms completed**



*Note:*

*Exemptions apply, and not all reforms are applicable to the Commonwealth.*

*Management of speeding heavy vehicles will be addressed through implementation of the National Heavy Vehicle Regulator (not implemented by Qld, Tas, WA and ACT).*

### Performance against the strategic plan

The NTC's budget and Work Programme for 2009/10 was developed during a period of significant transport reform:

- Australia's prime minister and leaders of state and territory governments (COAG) were considering historic reform proposals for a national heavy vehicle regulator and a national rail safety regulator and investigator, and
- the NTC was the subject of an ongoing statutory review led by an independent panel.

The Work Programme approved by the ATC observed that it was effectively a "working document" to ensure the NTC remains responsive to national reform developments.

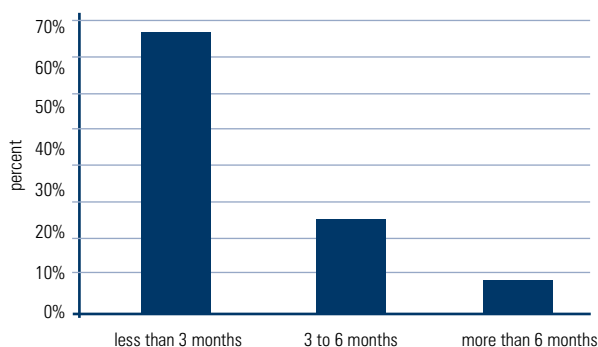
COAG subsequently approved reforms to develop national regulatory systems for heavy vehicles, rail and maritime safety in July 2009. As COAG project boards were established to support the reforms, the NTC reprioritised its work programme to fully resource the consolidation of agreed laws and to support the resolution of outstanding policy issues.

In terms of operational efficiency, 67 per cent of projects were completed on time (see Figure 5). Delays resulted from targeted tactical deferrals as some staff resources were redeployed onto the COAG projects.





**Figure 5:**  
**On-time completion of projects**



The NTC spent 92 per cent of its allocated budget for 2009/10 as the organisation realigned its Work Programme (see Figure 6) with the COAG project board timelines. Planned research on PBS bridge assessment tools and infrastructure standards was not completed by the end of the financial year.

On 30 April 2010, the ATC approved an updated Work Programme and budget<sup>2</sup> to deliver COAG reforms and other priority reforms over three years by drawing down the NTC's cash reserve. As at the end of the 2009/10 financial year, the NTC was fully resourced and spending was on track to execute the updated Work Programme.

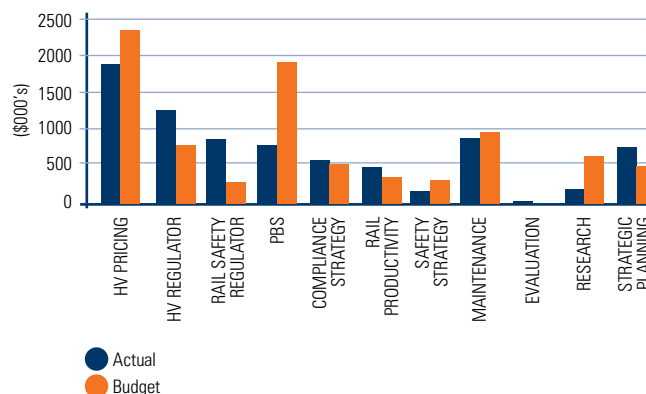
The *Review of NTC 2009* also provided an objective assessment of the NTC's performance. It described the NTC as "effective in securing ATC approval for reform proposals" and recommended a greater role in facilitating the implementation of agreed reforms to ensure they delivered the intended benefits.

According to the review panel, "one of the key strengths of the NTC is the transparency of its regulation review and development processes". The NTC was encouraged to further develop its expertise in stakeholder consultation as transport reform issues become more complex.

The Office of Best Practice Regulation endorsed all the NTC's regulatory impact statements submitted to the ATC for approval.

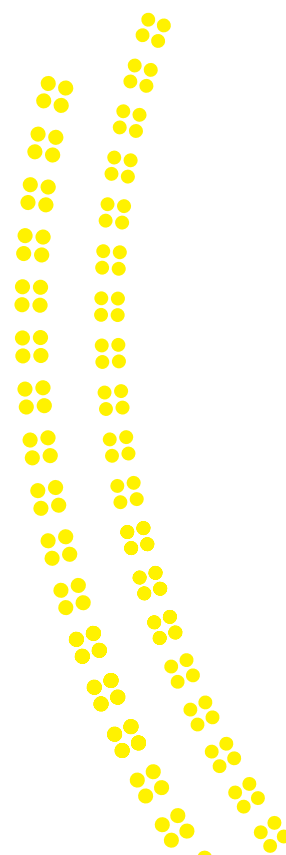
Following an internal business review to implement the findings of the *Review of NTC 2009*, the NTC transitioned to a more project-oriented business model. The new arrangements will support the delivery of priority projects and outcomes by drawing on project management, economic, engineering, legal policy, safety and communications expertise within the organisation.

**Figure 6:**  
**Expenditure vs budget**



*Note*

<sup>2</sup> The ATC approved the NTC's three-year Work Programme and budget on 30 April 2010.



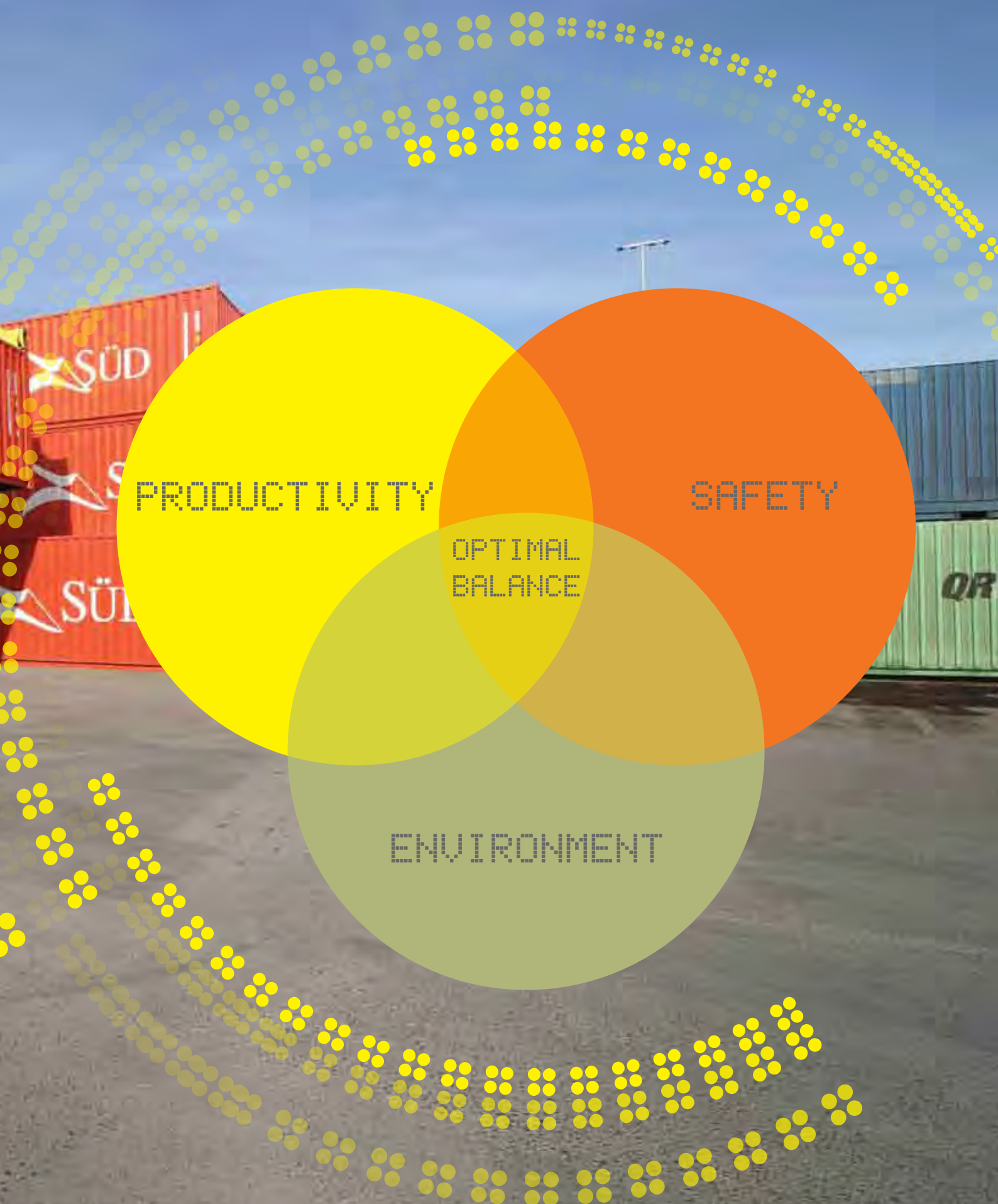


## MEETING OUR OBJECTIVES

Over the last financial year, the NTC has worked hard to deliver national transport reforms which deliver better safety, efficiency and environmental outcomes for Australia. Each of our reforms is rigorously assessed against these criteria as we seek to achieve reforms that deliver strongly against each of these areas.

The next sections detail the progress of the NTC over the last twelve months against the key objectives of the 2009/2010 to 2011/12 Strategic Plan:

- improving transport productivity
- providing a safe transport system
- protecting the environment
- ensuring national outcomes





# MEETING OUR OBJECTIVES: IMPROVING TRANSPORT PRODUCTIVITY



## Improving the link between road use and pricing

The NTC is playing an important role in the Council of Australian Governments (COAG) Road Reform Plan to ensure that national heavy vehicle road prices promote the efficient, safe and sustainable use of infrastructure, vehicles and transport modes.

Currently, governments recover the costs of road spending through heavy vehicle charges. Heavy vehicle charges are a combination of a fuel-based charge and a fixed registration charge. The current heavy vehicle charging scheme is based on average road wear—it does not accurately reflect the truck's weight and distance travelled on different road types.

In 2007, COAG asked the ATC to investigate the feasibility of an alternative system of pricing for heavy vehicles (such as the "mass, distance, location" pricing model). The ATC established the COAG Road Reform Plan (CRRP) Board and project office to undertake the feasibility study, chaired by Gary Liddle, VicRoads Chief Executive.

The NTC is making a significant contribution to the project by leading the pricing workstream. The NTC is responsible for exploring how road prices for heavy vehicles could be developed under alternative pricing models, and the economic benefits that could be expected from changes in road user behaviour.

Each proposed pricing model and associated scenario will generate a different set of price signals for heavy vehicles. These pricing signals will impact the behaviour of road transport operators, freight forwarders, freight customers and road owners at a number of levels. For example, under a pricing model that includes a kilometre charge, it may become worthwhile for freight owners to consolidate trips to reduce costs.

The NTC is currently undertaking research to support the pricing investigation. This includes researching the link between the use of the road network by heavy vehicles and road costs as well as developing a survey to gauge reactions to pricing models from industry.

The NTC has also established a panel of leading experts from Europe and the United States to ensure the project can benefit from international experiences and knowledge of road pricing.

## National Heavy Vehicle Regulator to overcome red tape

The NTC is playing a critical role in the establishment of a National Heavy Vehicle Regulator (NHVR). A key COAG priority, the regulator will regulate all vehicles under 4.5 gross tonnes, including registration, operations, compliance and enforcement. Fully operational by 2013, the regulator will streamline the requirements for

operators, reduce business costs and improve the safety of the heavy vehicle industry.

The NHVR will be based in Queensland, but provide services through each existing state or territory road or transport authority. This will enable owners and operators to conduct heavy vehicle business with government from one place. This will mean, for example, that registration can be renewed in any office and access permits coordinated through a single point of contact.

Once established, the NHVR will provide the following benefits:

- Efficiency—laws for heavy vehicles worded the same in all states and territories
- Safety—a heavy vehicle industry focus with national monitoring and reporting
- Productivity—a national system for existing permit variations and to meet new requirements
- Services—national coverage for government dealings through local service points
- Independence—the NHVR will be a corporation established under statutory authority
- Compliance and enforcement—a unified strategy and approach
- Registration based on a national plate
- Transparency and accountability with review for key decision making.



## MEETING OUR OBJECTIVES:

## IMPROVING TRANSPORT PRODUCTIVITY (CONT)



Left: Rob Blanchard with his SMART truck

### Smarter planning with new map portal

In January 2010, the NTC launched an online interactive map portal that allows truck drivers and operators to plan the journeys of PBS approved vehicles or SMART trucks across the country. The portal allows users to zoom in on routes for these vehicles down to street level to see exactly where they can travel before seeking access permits from road authorities.

The PBS map portal could not have come at a better time for the Herb Blanchard Haulage company, which was recently awarded a contract delivering power poles for Powercor in Western Victoria.

Under the PBS scheme, the specialised log loading vehicles are classified as PBS level 1 and have been granted access to the main Victorian arterial road network. Company Chief Executive Rob Blanchard is now negotiating with councils for access to the local roads.

"The maps came at the right time. There were 13 different Powercor depots and I had to know whether each one was on a main arterial or local road network, and needed a method for doing this," said Mr Blanchard.

Mr Blanchard was able to gather this information instantly on the map portal, which saved time tracking down maps from the various authorities.

The launch of the new portal represents a huge step forward for transport efficiency and, as the network expands, will lead to more nationally consistent road network access. It also has the potential for displaying routing directions and overlaying details about rest stops, weighbridges, refuelling areas and other truck-related information in the future.

The NTC will continue to update the maps with more routes for SMART trucks as they become available and will continue to work with state, territory and local road authorities to achieve this.

The establishment of the National Heavy Vehicle Regulator is being overseen by a National Heavy Vehicle Regulator Project Board and office, chaired by Menno Henneveld, Main Roads Western Australia Managing Director. The NTC is supporting the project by leading the consolidation of existing heavy vehicle legislation into national law and facilitating agreement between stakeholders on the legislative changes. The proposed national legislation will be developed into a regulatory impact statement (RIS) for ATC approval in mid-2011.

During the year, significant progress towards the development of national heavy vehicle legislation has been made due to a successful partnership between the project office, the NTC and the various state and territory governments. The NTC has held nine workshops around Australia with state and territories to review variations from the model heavy vehicle legislation. Outstanding policy issues were referred to ATC and an independent expert panel was established to provide advice on selected outstanding policy issues.

Consultation and engagement with industry will occur during the development of the RIS by the NTC. Other activities will be coordinated through the project office, including the establishment of an Industry Advisory Group and meetings and discussion forums across Australia.

### Moving smarter with Performance Based Standards

The Performance Based Standards scheme (PBS) is a key element of COAG's national reform agenda for transport. The scheme offers the heavy vehicle industry the potential to achieve higher productivity and safety through innovative truck and bus design.

PBS vehicles are designed to perform their tasks as productively, safely and sustainably as possible. Termed 'SMART' vehicles, these trucks and buses are put through a set of 16 stringent safety standards that ensures they can stop, turn and travel safely.

PBS applications doubled between January and June 2010, and the NTC hopes to continue to increase uptake of the scheme by making the improvements identified by a 2009 review of the scheme, in collaboration with states and territories. In particular, the review identified that industry confidence in the scheme was being undermined by factors such as road access uncertainty, lack of operational flexibility and high upfront costs.

The NTC's draft RIS, released in March 2010, has explored several options in order to find a practical way forward to remove these barriers and improve the productivity, safety and sustainability of the industry. The draft RIS recommends a national access and assessment scheme that would be administered by the future National Heavy Vehicle Regulator, and advocates the ability for industry to certify vehicles and mix and match individual vehicle components.

Since the release of the RIS, the NTC has been consulting governments, industry and other stakeholders to inform the development of the final version of the RIS and an implementation plan, for ATC approval.



### National planning the key to more efficient ports

As an island nation, our ports are Australia's gateway to the world. Responsibility for the planning and operation of Australia's ports, which handle 25 per cent of all freight moved, currently cuts across all three levels of government. Better planning and coordination of those activities at a national level will help to improve productivity and attract greater private sector investment.

In recognition of the importance of a nationally coordinated approach to the planning and development of port infrastructure, the Prime Minister requested that Infrastructure Australia and the NTC develop a National Ports Strategy for consideration by COAG. A draft strategy was released in April 2010 for public comment and submissions are currently being considered for inclusion in the final document.

The development of the strategy is a first for national port planning in Australia. With the assistance of the NTC, Infrastructure Australia led several forums to consult with stakeholders from government and industry on the direction of the strategy.

The national ports strategy is a key element in the comprehensive national freight strategy being developed by Infrastructure Australia. A number of states and territories are well advanced in developing freight network plans which, together with the ports strategy, will provide an overarching national freight plan for Australia.

### Reform agenda to revitalise Australia's rail freight sector

In August 2009, the NTC outlined an ambitious national reform agenda for rail freight productivity.

The NTC believes that further reform is essential to ensure rail plays its part in servicing the growing land freight task safely and sustainably.

The Rail Freight Productivity Review found that national policies and planning can be improved so all transport modes work smarter and compete on their own merits. Key recommendations from the review include:

- clear national objectives and policies to plan and develop the right infrastructure
- certainty and transparency of government subsidies to rail
- exploration of options for more nationally consistent rail pricing and access regulation
- open access regulation for key strategically located rail terminals
- long-term pricing reform so truck charges do not unfairly disadvantage rail
- industry-led coordination of freight movements along the supply chain, and
- better performance measures for rail.

The review is the result of broad consultation with the rail industry, its customers, unions and governments.

The recommendations are consistent with the findings of the intermodal, grain, coal, livestock and meat supply chain reviews completed in early 2009. NTC will work closely with all governments to progress the reform recommendations.

## FUTURE OUTLOOK

Outlined below is a snapshot of some of the key activities the NTC has identified to improve transport productivity over the coming year:

### National policy for B-triples

- The NTC is currently developing a national policy for B-triples based on using existing B-double (a prime mover towing two semi-trailers) equipment with an additional trailer. This means more flexibility for operators as combinations can be broken down as a B-double or hooked up as a B-triple vehicle for operation on networks currently approved for type 1 road trains.

Compared with type 1 road trains, B-triples are more stable on the road, provide improved productivity and reduce road wear—a win for industry, government and the wider community as well.

### Smart Transport For A Growing Nation

- NTC will research and analyse how Australia can meet future environmental, safety and productivity challenges facing freight and passenger transport. Called Smart Transport For A Growing Nation, the project will promote collaboration between governments and industry and encourage discussion of strategic issues of national importance.

### Improving rail freight productivity

- Following the findings of the Rail Productivity Review in 2009, ATC has agreed that the NTC should work with the Productivity and Efficiency Standing Sub Committee (PESSC) to undertake specific freight rail productivity reforms as part of the NTC's Work Programme. These relate to policy, planning and investment, economic regulation and market structure.

### Working to improve supply chain efficiencies

- Following the recommendations from the supply chain pilot studies carried out in early 2009, further work will be undertaken by the South Australian Government and the NTC to consider government actions to improve supply chain efficiency.

Further details about the NTC's strategic priorities and projects are contained in the 2010/11 Strategic Plan and Work Programme available on our website.

# ANNUAL ADJUSTMENT

## Annual adjustment of charges

The annual adjustment of heavy vehicle charges commenced in 2002. Heavy vehicle registration charges were adjusted in line with increases in road expenditure and expected changes in road use. The automatic adjustment occurred in July each year and was capped by a Consumer Price Index (CPI) ceiling and a floor of zero per cent.

The annual adjustment procedure was reviewed by the NTC as part of the 2007 Determination. The review recommended that the annual adjustment no longer include the CPI ceiling and a floor of zero per cent. This would mean that future changes in road expenditure and road use would be more accurately represented in the resulting charge adjustments. In addition, it was recommended that the annual adjustment also apply to the fuel based charge. These recommendations were unanimously approved by the ATC in February 2008.

At the 30 April 2010 ATC meeting, the ATC approved a technical adjustment to the heavy vehicle charges annual adjustment formula in order to ensure over or under-recovery of road costs is minimised. This was implemented for the 2010/11 charges and applies to both the registration and road user charge. The technical adjustment better aligns the annual adjustment with changes in road use, including fleet mix.

## Revised adjusted base cost (RABC)

The Revised Adjusted Base Cost for the 2010/11 financial year is \$2,210.62 (million). This figure is an input into the annual adjustment calculations.

## Road construction and maintenance expenditure

To enable the NTC to meet its reporting requirements under Clause 5.1(j) of the Inter-Governmental Agreement for Regulatory and Operational Reform in Road, Rail and Intermodal Transport, the NTC obtains road construction and maintenance expenditure estimates from states and territories. This data is also used to apply the annual adjustment procedure for heavy vehicle charges. The figures presented in Table 2 are the road construction and maintenance expenditure estimates provided by each state and territory for the 2009/10 financial year. The table is accompanied by a number of qualifying notes to aid in interpreting these figures.

## Expenditure data for use in the annual adjustment procedure

The following data, Table 1, is used in adjusting heavy vehicle road prices in accordance with the annual adjustment procedure.

## Arterial road expenditure

Figures shown for urban and rural arterial roads in Table 1 are based on the most recent data provided by state and territory road authorities in accordance with the agreed expenditure reporting categories. Only expenditure in those categories relevant to the annual adjustment procedure is included. Please note that the figures in the 'Estimated Arterial Road Expenditure' table now explicitly include corporate services and heavy vehicle enforcement expenditure consistent with the revised annual adjustment procedure.

## Local road expenditure

Estimates of local council spending on roads were obtained from unpublished Government Finance Statistics provided by the Australian Bureau of Statistics (ABS). These figures reflect the most accurate and recent data available. There have been some revisions to historical data by the ABS at an aggregate level.

**Table 1 Arterial and Local Road Expenditure (\$ million)**

### Estimated Arterial Road Expenditure Data (\$ Millions) – Nominal

	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10
<b>Rural Arterial</b>	2,425	2,591	3,018	2,941	3,173	4,049	4,752	5,000
<b>Urban Arterial</b>	2,059	2,130	2,177	3,164	4,441	5,157	6,338	5,957

### Estimated Local Road Expenditure Data (\$ Millions) – Nominal

	2001/02	2002 /03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09
<b>Rural Local</b>	1,679	1,695	1,742	1,688	1,687	1,897	2,108	2,286
<b>Urban Local</b>	2,675	2,600	2,595	2,681	2,740	3,009	3,519	3,922

**Table 2 2009/10 Road Construction and Maintenance Expenditure (\$ million)**

	Expenditure Category	NSW	VIC	QLD	SA	WA	TAS	NT	ACT	Total
A	Servicing and operating	463	157	309	49	7	11	77	12	1,086
B	Road pavement and shoulder construction									
B1	Routine maintenance	67	61	244	48	73	11	16	2	522
B2	Periodic surface maintenance	149	84	136	22	34	13	7	6	450
C	Bridge maintenance/rehabilitation	92	45	49	6	23	10	1	1	228
D	Road rehabilitation	333	67	131	24	139	9	5	8	715
E	Low-cost safety/traffic	259	225	377	20	47	11	-	4	943
F	Asset extension/improvements									
F1	Pavement improvements	297	218	750	99	166	162	31	74	1,797
F2	Bridge improvements	326	330	225	37	55	4	9	10	998
F3	Land acquisition, earthworks, other extensions/improvement expenditure	1,269	555	1,282	206	332	40	19	-	3,703
G	Other miscellaneous activities									
G1	Corporate services	58	18	160	32	122	5	3	9	406
G2	Enforcement of heavy vehicle regulations	67	12	15	3	10	-	2	-	109
G3	Vehicle registration	105	105	53	34	68	-	9	3	377
G4	Driver licensing	91	58	33	12	36	-	3	1	233
G5	Loan servicing	42	-	68	-	2	-	-	-	112
	<b>Totals</b>	<b>3,619</b>	<b>1,937</b>	<b>3,833</b>	<b>590</b>	<b>1,114</b>	<b>276</b>	<b>181</b>	<b>131</b>	<b>11,680</b>
H	Other road-related payments									
H1	Financial assistance to councils for work on council managed arterials	299	-	-	-	41	-	-	-	339
H2	Payments to councils for contract work on state managed roads	160	27	268	1	-	-	-	-	457
H3	Spending on local access roads in unincorporated areas	1	-	-	-	2	-	10	-	13
H4	Direct spending on council managed local access roads	60	58	-	4	82	9	4	-	217
H5	Any other direct state spending on local access roads	-	1	7	-	9	-	60	-	77

Note to Table: Figures may not add up due to rounding.

**QLD:**

To avoid double-counting of overall roads expenditure incurred by federal, state and local governments, the following grants and subsidy payments to local governments in 2009/10 are excluded from this analysis as this expenditure is captured as part of Australian Bureau of Statistics reporting.

- a) Black Spot contributions for local government-controlled road upgrades (\$18.4 million) - administered by the Department of Transport and Main Roads (DTMR)
- b) State-funded Transport Infrastructure Development Scheme (TIDS) subsidies to local governments and ATSIs communities for local road upgrades (\$63.9 million) - administered by DTMR.
- c) Commonwealth Financial Assistance Grants (FAGs) to local governments (\$110.7 million) - administered by the Department of Infrastructure and Planning (DIP).
- d) Direct Commonwealth funding to local governments under the Roads to Recovery initiative (\$71.2 million) - administered by the Department of Infrastructure, Transport, Regional Development and Local Government (DITRD/LG).

**WA:**

- a) Main Roads does not report its records in a form that enables direct reporting in the categories prescribed by the NTC. Translating the expenditure into these categories is achieved with computer software that apportions in line with some simple rules. As a consequence, the data provided by category must be considered as estimates.

- b) A significant proportion of Main Roads' network maintenance and rehabilitation is carried out under the ten year Term Network Contracts (TNCs). NTC categories, B1: Routine Maintenance of Pavement and Shoulders, B2: Periodic Surface Maintenance of Sealed Roads and D: Road Rehabilitation, have therefore been estimated from total reported figures.

- c) Construction of the Perth – Bunbury highway, a significant and large project, is virtually completed. This has resulted in a significant change in the expenditure pattern this year.

**NT:**

- a) H3 - In addition to the above NT sourced revenue - estimated expenditure, there are also Commonwealth funds included in this category. This is funded from the Commonwealth Department of Families, Housing, Community Services and Indigenous Affairs Emergency Response Intervention Programme, National Network Strategic Regional Roads and Roads to Recovery Programmes.

- b) NT funded grants to councils for works on council managed local access roads are not included in the above data.

- c) NT funded expenditure also includes disaster maintenance which may receive partial reimbursement under National Disaster Relief and Recovery Arrangements from the Commonwealth Government.



## ANNUAL ADJUSTMENT (CONT)

**Model Heavy Vehicle Charges Act**

For the purposes of Schedule 1 of the *Model Heavy Vehicle Charges Act 2007* (and all associated derived purposes), as amended, the NTC publishes the following table to enable the calculation of the annual adjustment factor for the 2011/2012 charges to be paid in respect of heavy road transport vehicles:

Vehicle Class	Estimated total fuel use by heavy vehicles (Litres)	Estimated vehicle registration revenue (excluding trailers) (\$ Dollars)	Estimated trailer registration revenue (\$ Dollars)
Rigid trucks: 2 axle: no trailer: GVM 4.5 to 7.0 tonne	160,859,179	19,099,296	-
Rigid trucks: 2 axle: no trailer: GVM 7.0 to 12.0 tonne	471,888,250	34,576,368	-
Rigid trucks: 2 axle: no trailer: GVM over 12.0 tonne	332,785,500	36,332,830	-
Rigid trucks: 2 axle: with trailer	124,316,643	10,902,653	14,277,654
Rigid trucks: 3 axle: no trailer GVM 4.5-18	21,950,357	1,688,709	-
Rigid trucks: 3 axle: no trailer GVM >18	526,340,286	39,180,427	-
Rigid trucks: 3 axle: with trailer >18	60,318,681	4,468,243	8,888,076
Rigid trucks: 4 axle: no trailer GVM 4.5-25	5,810,357	701,000	-
Rigid trucks: 4 axle: no trailer GVM >25	96,620,679	5,415,241	-
Rigid trucks: 4 axle: with trailer >25	1,980,468	260,376	279,072
Truck trailers	355,432,261	62,018,232	21,197,232
Articulated trucks: single trailer: 3 axle rig	10,728,500	1,176,050	669,528
Articulated trucks: single trailer: 4 axle rig	66,286,893	3,882,900	4,421,088
Articulated trucks: single 3 axle trailer: 5 axle rig	25,726,036	1,062,100	2,054,052
Articulated trucks: single 2 axle trailer: 5 axle rig	139,482,929	23,610,662	6,838,488
Articulated trucks: single trailer: 6 axle rig	1,598,628,357	159,480,788	78,457,302
Articulated trucks: B-double: <9 axle rig	151,397,679	13,662,764	14,650,260
Articulated trucks: B-double/triple: 9 axle rig and above	1,128,877,107	80,482,930	123,526,755
Articulated trucks: Road train: 2 trailers	298,770,250	30,176,360	21,420,360
Articulated trucks: Road train: 3 trailers	183,299,964	10,144,716	11,620,530
Articulated trucks: > 6 axle rig (not elsewhere classified)	109,476,536	9,451,998	4,228,686
Other trucks	48,857,964	12,792,528	-
Buses: 2 axle: GVM 4.5 to 10.0 tonne	72,219,607	5,711,184	-
Buses: 2 axle: GVM over 10.0 tonne	318,476,107	7,990,680	-
Buses: 3 axle	63,289,893	5,300,328	-
Buses: articulated	9,131,179	177,072	-
<b>Total</b>	<b>6,382,951,662</b>	<b>\$ 579,746,435</b>	<b>\$ 312,529,083</b>



# MEETING OUR OBJECTIVES: CREATING A SAFE TRANSPORT SYSTEM



## National regulator for a safer rail industry

In December 2009, COAG agreed to establish a National Rail Safety Regulator to modernise Australia's rail safety regulatory system. The regulator will administer a single national Act, which will encompass all aspects of rail safety including operations, equipment standards, hours of work, fatigue and worker health.

A single national regulator will work to deliver more effective, consistent and responsive rail safety outcomes by drawing on a national pool of rail safety knowledge and resources. The development of national legislation aims to create a best-practice safety culture throughout Australia's rail sector.

The establishment of a national rail safety regulator will also cut unnecessary red tape. Australia currently has seven rail safety regulators operating across eight states and territories and a third of the rail industry operates in multiple states and deals with two or more regulators. The demands of managing local variations and interpretations of state and territory laws as well as monitoring different policies, requirements, organisational cultures and data collection needs adds to operators' compliance costs.

The NTC is playing a pivotal role in this historic reform by developing the national legislation that will establish the regulator, in consultation with governments, industry and other stakeholders.

The process of introducing national rail safety regulation began in 2006, when NTC developed a National Model Rail Safety Bill and national model Rail Safety Regulations, which have since been progressively adopted by states and territories.

During the first half of 2010, the NTC developed a stocktake paper that identified the variations state and territory governments have made to the National Model Rail Safety Bill. The NTC has been working closely with stakeholders to reach agreement on these variations before the agreed national legislation is considered by the ATC in 2011.

A project board and project office has been established to oversee the implementation of the regulator. The board comprises representatives from each state and territory and the Commonwealth and is chaired by Alan Tesch, Associate Director-General from the Department of Transport and Main Roads, Queensland. An advisory committee, which includes government,

industry and union representatives, also provides advice and feedback to the project office.

The national regulator will be based in Adelaide, with branch offices in most states and territories, and is expected to be operating by 2013.

## Improved driver medical standards released for consultation

Published jointly by Austroads and the NTC, *Assessing Fitness to Drive – Commercial and Private Vehicle Drivers* outlines the nationally agreed medical standards for the purposes of driver licensing.

The standards are predominantly used by doctors and driver licensing authorities to assess the medical fitness of drivers of cars, heavy vehicles and motorbikes. The publication undergoes regular reviews to ensure it reflects current best practice and meets the practical needs of both private and commercial vehicle drivers.





## MEETING OUR OBJECTIVES: CREATING A SAFE TRANSPORT SYSTEM (CONT)

### Towards the paperless truck for better safety

In-vehicle technology is increasingly forming part of transport management systems that monitor, communicate, evaluate and respond to events dynamically. As well as delivering commercial benefits, these technologies also have the potential to proactively manage hours of work and speed compliance.

For high profile energy distributor Cootes Transport Group, new technology is being used to complement the paper-based systems as well as reducing the need for drivers to use distracting alternatives such as voice communications when driving.

For Cootes drivers, the working day begins when they climb into the cab, swipe an ID tag, log onto the PDA (personal digital assistant) in the cab and key in the amount of rest they have taken. If a driver fails to take their mandatory 15-minute break, a prompt will appear on the PDA. The prompt will keep appearing—and a completed manifest cannot be submitted—until the driver keys in that their break has been taken.

A similar prompt could occur if drivers exceed their working hours, however scheduling is sufficiently sophisticated that only loads that can be completed within the 12-hour limit are allocated.

Cootes' General Manager Greg Niven said the move to the new system had overcome one of the biggest day-to-day challenges of any transport operation.

"One of the biggest issues in managing drivers' hours is that you're managing much of it post-event—(after it's happened)," he said.

"By capturing the information in real time and feeding that straight into the schedule, it allows you to plan what you can do during the next shift."



NTC sought feedback on the current standards in July 2009 and worked closely with specialist medical associations and societies to gather current medical knowledge and identify best practice. In May 2010, the NTC released the proposed revisions to the medical standards for public consultation.

The publication has been improved to focus on how the symptoms of a person's condition may affect their driving, rather than just on their diagnosis. For example, if a person has been diagnosed with cancer, this should not automatically require a review of their driving ability. However, if they have experienced symptoms such as restricted limb movement or reduced eyesight, this may require them to be assessed, and this is reflected in the standards.

The revised publication also has new flowcharts and checklists to make the standards easier to follow and improve clarity and decision support for medical professionals. This will result in a much simpler process for the medical profession, driver licensing authorities and drivers themselves.

All feedback received on the revised publication will be considered for inclusion in the finalised publication of the standards, which will be submitted to the ATC for approval in early 2011, before being published by Austroads.

### Accreditation changes to improve industry safety

In October 2009, ATC accepted the NTC's recommended changes to the National Heavy Vehicle Accreditation System. The accreditation system currently sets auditable national standards for maintaining trucks and buses, loading heavy vehicles to legal mass limits and preventing driver fatigue. Transport operators who comply with the standards benefit from increased business flexibility, reduced operating costs and fewer crashes.

The NTC reviewed the system in 2009 and identified a number of improvements. The NTC recommended that the system should be administered by the national heavy vehicle regulator from 2013. This change will deliver better road safety outcomes by bringing together operational expertise in running the accreditation system and facilitating the sharing of information across states and territories.

The NTC also recommended the improvement of auditor standards and an update of mass and maintenance standards. Higher standards in these areas will further improve the integrity of the accreditation system and support a level playing field for operators.

Another key NTC recommendation was the need to consider accreditation systems holistically as part of a broader national compliance strategy. This includes the use of in-vehicle telematics, which NTC will be developing during 2010.





## National strategy to harness the potential of technology in the road freight industry

The NTC released the *Draft National In-Vehicle Telematics Strategy: The Road Freight Sector* in June 2010. Developed in consultation with governments, industry and unions, the strategy recommends a partnership approach between government and industry to facilitate the uptake of new technology in the road freight industry.

The strategy recognises that industry is already investing in technologies to improve truck fleet efficiencies, such as tracking deliveries in real time so the warehouse can be ready to unload the truck when it arrives. A great opportunity exists to harness the potential of real-time information to improve safety and efficiency by encouraging the wider uptake of technology.

The NTC believes that the adoption of a national strategy will provide a clear and consistent policy for technology use and give industry the confidence it needs to invest. The strategy aims to guide government regulations with an overarching set of national principles that align with the ATC's national transport policy objectives.

The draft strategy was released in conjunction with a policy proposal for the use of on-board mass monitoring (a type of in-vehicle telematic) for public consultation, based upon the principles outlined in the strategy. A proposal for electronic work diaries is also being developed for release in 2010.

The strategy and on-board mass monitoring paper will be finalised in time for consideration by ATC later this year.

## FUTURE OUTLOOK

Outlined below is a snapshot of some of the key activities the NTC has identified to improve transport safety over the coming year:

### Strategy to improve compliance

- There is a growing interest within industry and government for new approaches to improve compliance with transport law. Discussion of proposals such as '5-star trucking', operator rating, operator licensing, safety management systems, safety charters and technological options are becoming increasingly common.

The NTC will develop a compliance strategy to identify opportunities to improve compliance ahead of the establishment of a national heavy vehicle regulator. This will include developing an overarching vision and policy framework for driving cultural changes within government, industry and regulators.

### Review of medical standards for rail safety workers

- The review of transport medical standards will update medical guidance for assessing fitness of rail safety workers. It is important that the medical standards maintain currency with medical, legal and social developments and meet the needs of users. The review is considering whether the prescribed medical standards reflect current best practice, and how they can be amended and updated. A draft of the revised standards will be developed for public consultation.

### Policy paper for electronic work diaries

- Despite their increasing use in the heavy vehicle industry, there is currently no recognised standard for the operation of an electronic work diary as an alternative to a paper work diary. To address this, the NTC will release a policy position paper to inform government policy on the use of electronic work diaries to improve the recording of driver hours of work and rest. The paper will be released alongside a specification for an electronic work diary developed by Austroads, which outlines the details of the minimum functional and technical requirements for a regulatory electronic work diary system.

Further details about the NTC's strategic priorities and projects are contained in the 2010/11 Strategic Plan and Work Programme available on our website.





# MEETING OUR OBJECTIVES: PROTECTING THE ENVIRONMENT



## Carbon emissions data to help inform 'green' debate

Climate change is a challenge that governments all over the world are currently grappling with. In Australia, the NTC has long recognised that the transport sector has a significant role to play in addressing climate change, as it is the third largest contributor to carbon emissions in this country.

As part of a response to this challenge, COAG has requested that the Commonwealth develop a regulatory impact statement to assess the costs and benefits of introducing carbon dioxide emission standards for cars and light commercial vehicles. To inform the national debate on this issue, the NTC published an information paper in November 2009, *Carbon emissions from new Australian vehicles*, drawing on data provided by the Federal Chamber of Automotive Industries.

The paper published for the first time detailed information about the carbon emissions of new vehicles sold in Australia. The paper provided a benchmark for carbon dioxide emissions for new passenger and light commercial vehicles, as well as detailed emissions breakdowns by buyer type, vehicle segment and make. Importantly, the paper highlights an opportunity for governments, industry and the community to improve the emissions from new passenger and light commercial vehicles.

As well as contributing to the national debate on this issue, the NTC paper will inform broader work being undertaken around climate change and the automotive industry. For example, governments are developing policy responses to encourage the manufacturing and development of 'green' cars; however, there is currently no standard definition around what is considered to be a 'green' car. The data presented in the paper will contribute to that discussion.

## FUTURE OUTLOOK

Outlined below is a snapshot of some of the key activities which the NTC has identified to improve transport sustainability over the coming year:

### Smart transport for a growing nation

- Research will be undertaken to assist with developing sustainable strategies for moving people and freight in the face of the environmental challenges of urbanisation, climate change and population growth. Freight transport is only part of the story—both passenger and freight transport need to perform efficiently to improve safety, productivity and sustainability of transport.

### More sustainable heavy vehicle industry

- NTC will work to develop national policy for B-triples and to encourage further take-up of higher productivity vehicles through the PBS scheme. This will contribute to more sustainable heavy vehicle transport to meet the growing freight task.

Further details about the NTC's strategic priorities and projects are detailed in the 2010/11 Strategic Plan and Work Programme available on our website.



# MEETING OUR OBJECTIVES: ACHIEVING NATIONAL OUTCOMES



## National road rules 9th amendment package

Prior to the adoption of the Australian Road Rules in 1999, road laws varied between states and territories. This caused driver confusion, which impacted road safety and transport efficiency. The Australian Road Rules are 'model rules' only and have no legal effect, but they form the basis of road laws in each state and territory. The NTC maintains the rules in consultation with the Australian Road Rules Maintenance Group.

As part of the ninth package of draft amendments to Australia's road rules released for public consultation during September 2009, changes were proposed to seatbelt laws to ensure children under 16 years are restrained safely in taxis and public minibuses.

The proposed changes align national road rules with existing laws in many states and territories. If implemented, taxi and public minibus drivers would be required to ensure child passengers aged one to seven years are wearing a suitable child restraint or, if none is available, a seatbelt. The recommendations are part of a package of amendments including:

- an increased distance between portable warning triangles and broken down heavy vehicles or fallen loads on high-speed roads
- clarification of when a child passenger should be restrained in the front seat of a vehicle, and
- examples and improved wording of some road rules to clarify their intent and promote better understanding (e.g. give way provisions at roundabouts).

The public submissions period closed in October 2009 and the package is being finalised for ATC approval.

## Moving towards national outcomes for the rail and heavy vehicle industries

During the year, states and territories made significant progress in national reform implementation, particularly towards establishing single national legislation for the heavy vehicle and rail safety sectors.

The NTC has worked in partnership with the National Rail Safety Regulator and National Heavy Vehicle Regulator project offices and various state and territory governments to make substantial progress towards these two COAG key priority projects.

The NTC will continue to work with the respective national project offices, governments, industry and unions to progress a smooth transition to the new national arrangements, particularly the resolution of outstanding policy issues in the rail sector and the consolidation of national heavy vehicle laws. The new regulators are expected to be fully established by 2013.

## Reform maintenance

Under its inter-governmental agreement, the NTC is required to monitor and maintain agreed reforms, review existing reforms on a regular basis and evaluate their effectiveness. Regularly completing reform maintenance ensures agreed reform objectives are being delivered, including recently implemented national reforms.

Maintenance was undertaken for the following reforms over the 2009/10 financial year:

- Australian Road Rules 9th Amendment Package was prepared for public consultation and finalised for approval from ATC. Work began on the tenth package of amendments in April 2010
- Australian Vehicle Standards Rules—a seventh package of amendments was released for public consultation and is in the final stages of approval
- National Driver Licensing Scheme: Demerit Point Exchange Project discussion paper will propose to change the way driver demerit points are allocated so that drivers receive the penalty allocated by the state or territory the offence was committed in, not their home state, to avoid confusion
- Maintenance work on fatigue, compliance and enforcement and the intelligent access program reforms was undertaken as part of the development of the national heavy vehicle regulator to consolidate heavy vehicle laws in one national set of legislation, and
- There release of draft revised medical standards for private and commercial vehicle drivers for public consultation.



## FUTURE OUTLOOK

Achieving national outcomes for productivity, safety and the environment requires more than just the planning and development of reforms. National transport policies and planning need to deliver real positive change “on the ground”, with practical, easy to understand regulations that deliver the best outcomes for Australia.

In 2010/11 the NTC will:

### **Introduce implementation planning**

- Implementation planning will become an integral part of the reform lifecycle to ensure agreed reforms are implementable and to support their effective delivery. The NTC will consult stakeholders on the development of national implementation plans as part of the second stage of the reform approval to the ATC.

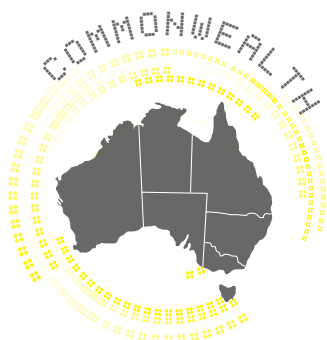
### **Continue to monitor and evaluate reforms**

- The NTC will monitor and evaluate national reform outcomes using a broader range of tools including data collection and post-implementation research. Post-implementation effectiveness reviews will ensure reforms deliver their intended policy outcomes efficiently and evolve to meet future needs.

## MEETING OUR OBJECTIVES:

## ACHIEVING NATIONAL OUTCOMES (CONT)

## NATIONAL HIGHLIGHTS



**Governments around Australia continued to participate in national road, rail and intermodal transport reform throughout 2009/10.**

**The following is a summary of participation in NTC reforms supplied by government agencies.**

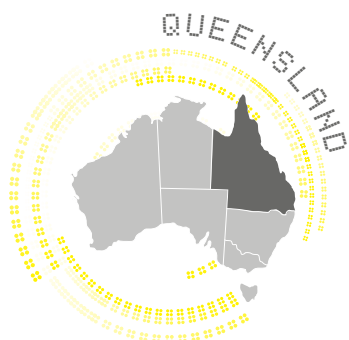
**The Commonwealth has:**

- contributed to:
  - deliberations on refinements to the heavy vehicle charging annual adjustment calculation arrangements and the feasibility of options for future pricing reform
  - PBS processes, including heavy vehicle pavement wear assessment research
  - heavy vehicle fatigue and road rules maintenance processes
  - work to expand high productivity networks
  - telematics strategy and policy development deliberations
- facilitated, in cooperation with representatives of states and territories and the NTC, key elements of COAG's transport reform agenda, including heavy vehicle pricing reforms and working towards achieving national heavy vehicle and rail safety regulators and national systems of transport regulation in these sectors
- facilitated approval by the Governor-General of 11 model legislative reforms, and
- implemented the 2010 Heavy Vehicle Charges determination through amended legislation and regulation.



**Western Australia has:**

- commenced implementation of the 8th Australian Road Rules amendment package
- conducted stakeholder consultation and contributed to the policy development for Demerit Point Exchange Harmonisation (DPX)
- participated in:
  - deliberations on the annual adjustment for heavy vehicle charges
  - deliberations on future pricing reform, including "mass, distance, location" charging
  - panels and advisory groups such as the Performance Based Standards Review Panel and the IAP Legislation Maintenance Group
  - the development of the regulatory impact statement for Performance Based Standards, and
  - ongoing work on level-crossing safety.
- contributed to:
  - the 9th and 10th Australian Road Rules amendment packages
  - work on a framework for efficient investment in rail
  - a draft strategy for in-vehicle telematics
  - the development of the NTC Strategic Plan
  - the 7th amendment package to the Australian Vehicle Standards Rules
  - proposals for a national rail safety regulator and investigator, national policy for the recognition of industry developed standards for rail safety and the rail safety data strategy
  - model law consolidation workshops for the National Heavy Vehicle Regulator
  - the development of a National Ports Strategy, and
  - the review of transport medical standards.



### Queensland has:

- been chosen as the host jurisdiction for the COAG approved National Heavy Vehicle Regulator (NHVR) (as announced by Federal Minister for Transport, The Hon. Anthony Albanese MP and by Queensland Transport Minister Rachel Nolan MP)
- taken a leading role, as Chair of the Rail Safety Regulation Reform Project Board:
  - in establishing the National Rail Safety Regulator Project Office that will establish the National Rail Safety Regulator
  - in work towards a National Rail Safety Investigator
- passed legislation to enact National Model Rail Safety legislation
- continued to support and work with the Commonwealth and the NTC to facilitate a National Rail Safety Regulatory framework
- progressed the development of the NHVR Act, which will enable the establishment of a regulator to carry out the powers specified in the National Heavy Vehicle Law
- established a project office to lead the process of transitioning to the NHVR by 2013
- successfully assessed new Performance Based Standards (PBS) freight routes between Toowoomba and Port of Brisbane
- participated as a member of:
  - the Fatigue Authorities Panel; and
  - the PBS review panel
- successfully led the business system stream on the COAG Road Reform Plan for heavy vehicle pricing
- successfully implemented:
  - phase three of the National Heavy Vehicle Registration Charges Legislation
  - Livestock Transporters Fatigue Accreditation Scheme
  - Heavy Vehicle Speed Compliance Legislation, and
  - 5th and 6th Australian Vehicle Standards Rules.



### The Australian Capital Territory has:

- implemented the Compliance and Enforcement reform on 3 March 2010
- implemented the 5th, 6th and 7th packages of amendments to the Australian Road Rules on 15 March 2010
- implemented legislation for the road transport of dangerous goods, referencing the 7th edition of the Australian Dangerous Goods Code, on 2 April 2010
- implemented the 2010 adjustment for heavy vehicle charges
- assisted in the implementation of amended national vehicle standards
- participated actively in the development of:
  - the PBS reform, including development of business rules for the PBS Review Panel and standards and guidelines for the PBS Scheme
  - the National Heavy Vehicle Enforcement Strategy and Speed Compliance reform
  - the Heavy Vehicle Driver Fatigue package, and
  - the 9th and 10th packages of amendments to the Australian Road Rules
- provided input into the Regulatory Impact Statement for a national framework for the regulation, registration and licensing of heavy vehicles.



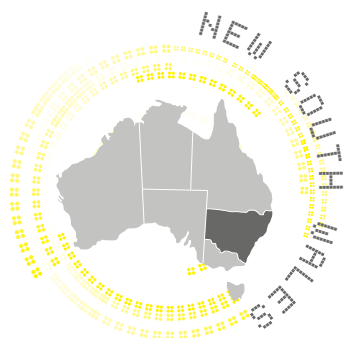
### Northern Territory has:

- passed the Rail Safety Act to progress the national rail reform
- progressed the drafting of regulations to support the Rail Safety Act to allow full implementation of the rail safety reform
- actively participated in the COAG Road Pricing Reform
- participated actively in the:
  - Fatigue Authorities Panel
  - Performance Based Standards review panel
- contributed to the national model legislation maintenance processes including:
  - Australian Road Rules
  - Australian Vehicle Standards Rules
- progressed the development of legislation to implement the Australian Road Rules amendment packages
- implemented the Heavy Vehicle Charges annual adjustment
- led work on the workforce planning and skills working group under the National Transport Policy Framework
- actively participated in the development of legislation underpinning the creation of single national regulators for heavy vehicles and rail, and
- contributed to the national groups created to assist in the delivery of the single national heavy vehicle and rail regulators.



## MEETING OUR OBJECTIVES:

## ACHIEVING NATIONAL OUTCOMES | NATIONAL HIGHLIGHTS (CONT)

**New South Wales has:**

- contributed to the reform of heavy vehicle charging and heavy vehicle infrastructure funding under the COAG Road Reform Plan, including through the development of the policy framework and an evaluation framework to guide the reform
- participated strongly in projects to establish a National Rail Safety Regulator and National Heavy Vehicle Regulator
- led the finalisation of the national Rail Safety Data Strategy
- chaired the National Rail Safety Regulation Reform Advisory Committee
- expanded the Higher Mass Limits access arrangement and increased the Higher Mass Limits approved state road network
- enrolled the first Intelligent Access Program (IAP) monitored vehicles in Australia
- held a trial of SMART heavy vehicles within the Port Botany precinct, with 11 permits approved for three operators
- implemented an incremental pricing trial in Dubbo aiming to achieve a 17 per cent heavy vehicle productivity gain
- actively participated in the Performance Based Standards Review Panel
- improved fatigue legislation and available guidance material to assist industry groups
- provided advice to the expert panel and the NTC on the Heavy Vehicle Driver Fatigue model national laws
- provided advice to the the NTC on rail productivity
- continued in a leading role to stimulate the national adoption of Intelligent Speed Adaptation vehicle technology, which included:
  - providing secretariat support and leading the mapping working group for the Australasian Intelligent Speed Assistance Initiative
  - conducting ongoing work to develop the policy, mapping and technology frameworks that will facilitate the growth of Intelligent Speed Adaptation
  - holding Australia's first international Australasian Intelligent Speed Assistance Initiative conference
  - conducting the largest Intelligent Speed Adaptation trial in Australia to date, to examine the effectiveness of Intelligent Speed Adaptation in improving drivers' compliance with speed limits
- introduced national child restraint laws from the Australian Road Rules.

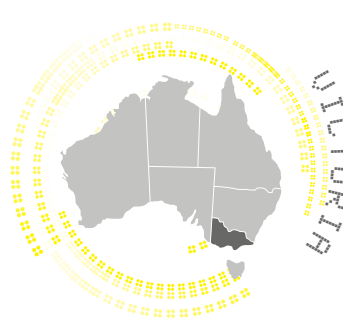
**Tasmania has:**

- submitted to Parliament legislation to implement the Heavy Vehicle Driver Fatigue Management reform, the Heavy Vehicle Speed Compliance reform and the Intelligent Access Program (IAP)
- commenced implementation of the IAP
- finalised jurisdictional implementation policy for the Performance Based Standards (PBS) scheme and the national Quad Axle Policy
- participated in the development of the PBS reform through various submissions to the PBS Scheme review and meetings with the NTC
- participated in the review of the NTC, and contributed to the development of the NTC's Strategic Plan and annual Work Programme
- implemented the 2010 adjustment of heavy vehicle charges
- contributed to the ongoing development of mass, distance, location pricing through the CRRP Project Board and working groups
- participated in the Rail Freight Productivity review as a member of the working group
- passed the model Rail Safety Bill of the Rail Safety Act 2009
- adopted the 5th, 6th, 7th and 8th Australian Road Rules amendment packages which included significant changes to seatbelt and child restraint laws
- continued participation in the national process to maintain the Australian Road Rules (ARRs) so they clearly reflect intended policy and continue to remain up to date and free from anomalies, and
- responded to various discussion papers, reports, RIS, proposals, reviews and evaluations.



### South Australia has:

- contributed to the scoping of the review of the Assessing Fitness to Drive Guidelines and Assessing Fitness to Drive process
- implemented the:
  - second phase of the 2007 Heavy Vehicle Charges Determination – this phase included differentiated charges for trailers
  - 2009 annual adjustment to heavy vehicles charges
  - 7th Australian Road Rules package
  - Intelligent Access Program
  - Heavy Vehicle Speed Compliance, and
  - Australian Design Rules relating to Engine Brake Noise for heavy vehicles
- contributed to the development of the:
  - 8th and 9th Australian Road Rules packages
  - prescriptive specifications for B-triple heavy vehicles
  - operational policy associated with National Heavy Vehicle Driver Fatigue legislation
  - Heavy Vehicle Braking Strategy and National Stationary Exhaust Noise Test Procedures
  - on-board mass policy for heavy vehicles
  - governance arrangements for the Rail Regulator
  - Performance Based Standards (PBS) scheme and the review process
  - electronic work diary policy for heavy vehicles
  - Intelligent Transport Systems strategies
  - COAG Road Reform Plan Phase 2
  - COAG Road Reform Board's establishment
  - transport regulatory reform with regards to single national regulators (heavy vehicles, marine safety and rail safety).
- participated in:
  - the Fatigue Authorities Panel, and
  - the revision of the National Heavy Vehicle Accreditation Scheme Policy.



### Victoria has:

- commenced a trial of Higher Productivity Freight Vehicles (B-doubles up to 30 metres long) using PBS to determine safety performance and IAP to ensure route compliance
- updated Victoria's *Road Safety (Vehicles) Regulations 2009* to incorporate recent amendments to the Australian Vehicle Standards Rules
- updated Victoria's *Road Safety (Drivers) Regulations 2009* to incorporate amendments to Fatigue Management
- updated the Road Safety Road Rules to incorporate amendments to the Australian Road Rules
- commenced Stage 1 of an enforcement program targeting engine brake noise
- approved twin-steer prime mover and tri-axle semi-trailer combinations to operate under notice at 49.5 tonnes on the approved Higher Mass Limits network
- implemented the Management of Speeding Heavy Vehicles reform (November 2009)
- approved 75 vehicle combinations under PBS to date, including truck and dog combinations up to 20 metres in length and 57.5 tonnes of gross mass
- chaired the Fatigue Authorities Panel
- implemented the 2009 adjustment for heavy vehicle charges
- continued incremental pricing trials with the support of the local transport industry
- continued to participate in the PBS Review Panel and other committees supporting regulatory reform
- contributed to the review of the Defence Force Road Transport Exemption Framework
- assisted various training organisations to develop content for delivery of the national traffic control competencies for pilot drivers
- approved maintenance pack for the Australian Vehicle Standards Rules
- provided financial and technical support to the work program under the National Heavy Vehicle Braking Strategy
- worked closely with other states and territories and the NTC on the development of the National Heavy Vehicle Law and arrangements for the National Heavy Vehicle Regulator
- worked closely with the NTC and Commonwealth to implement the COAG directive to establish a National Rail Safety Regulator, including seconding staff to the NTC to develop the National Rail Safety Law.

## OUR PEOPLE

The NTC recognises that the skill, expertise and dedication of staff is the key to achieving its objectives and creating successful outcomes.

The NTC underwent an organisational restructure in early 2010 to ensure it could implement the recommendations of the NTC review.

The NTC now has a project-based structure and is evolving its staff mix to include secondees from other national and international government and industry organisations. This will enhance the NTC's knowledge of best-practice reforms and ensure effective implementation planning.



LYNNE HABNER  
CHIEF OFFICER  
CORPORATE

### CORPORATE SUPPORT (ACROSS ORGANISATION)

FINANCE

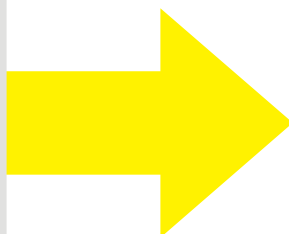
LEGAL

COMMUNICATIONS AND  
PUBLIC AFFAIRS

ADMINISTRATION

HUMAN RESOURCES

INFORMATION  
TECHNOLOGY



COAG ROAD REFORM  
HEAVY VEHICLE  
PRICING

MATTHEW CLARKE  
PROJECT DIRECTOR

AUSTRALIAN ROAD  
RULES REFORM REVIEW

NEIL WONG  
PROJECT DIRECTOR

COMPLIANCE  
STRATEGY

JEFF POTTER  
PROJECT DIRECTOR



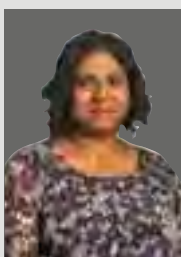


## EXECUTIVE



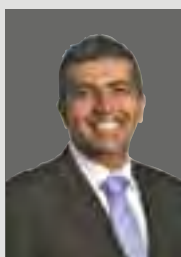
NICK DIMOPOULOS

CEO



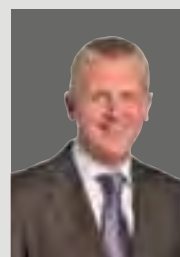
MEENA NAIDU

CHIEF OFFICER POLICY



PRAVEEN REDDY

CHIEF OFFICER  
OPERATIONS



PAUL SULLIVAN

CHIEF OFFICER  
STRATEGY

## PROJECT TEAMS\*

NATIONAL HEAVY  
VEHICLE REGULATOR

GEORGE KONSTANDAKOS  
PROJECT DIRECTOR

HEAVY VEHICLE  
ACCESS ARRANGEMENTS

IAN HUNTER  
PROJECT DIRECTOR

NATIONAL RAIL  
SAFETY REGULATOR

GREG DEIMOS  
PROJECT DIRECTOR

SMART TRANSPORT  
STRATEGIC RESEARCH

NEIL WONG  
PROJECT DIRECTOR

AUSTRALIAN VEHICLE  
STANDARDS RULES  
REFORM REVIEW

NEIL WONG  
PROJECT DIRECTOR

LAND TRANSPORT SAFETY  
REVIEW STRATEGY

JEFF POTTER  
PROJECT DIRECTOR

SUPPLY CHAIN  
STRATEGY/RAIL  
PRODUCTIVITY

IAN HUNTER  
PROJECT DIRECTOR

MAINTENANCE

BEN PIPER  
PROJECT DIRECTOR

\* Project teams comprise staff at all levels (senior managers, managers, senior policy analysts, policy analysts) and members are from a mix of disciplines (including policy, legislative drafting, technical, research and implementation)

## OUR PEOPLE (CONT)



## SHAUN TALKO, SENIOR POLICY ANALYST

Shaun has been on secondment to the NTC from Transport Certification Australia (TCA) since May 2010. Under the direction of the ATC, Austroads engaged TCA to develop a specification for heavy vehicle speed and driver fatigue monitoring systems in conjunction with the NTC's policy work on the use of these systems.

Shaun has used his technical knowledge to assist the NTC with its policy development and has found the experience beneficial in allowing both the technical and policy elements of the project to come together.

"Working at the NTC has allowed me to see a different side of the transport industry and gain a new perspective," said Shaun.

"It has also broken down some barriers and allowed both organisations to work more closely and understand one another's requirements."

### Human resources strategy

The NTC has begun developing a new human resources strategy to provide a work environment that values and supports staff in their work. Focus groups and staff discussions have contributed to the development of the strategy which will be completed in the early stages of the 2010/11 financial year.

### NTC code of conduct

The NTC has a code of conduct, and specific policies, that set out for all staff and commissioners standards of acceptable behaviour.

The code of conduct covers such requirements as honesty, confidentiality, professionalism, diligence and the need to uphold the NTC's integrity and reputation. As part of the induction process, employees are provided with the code of conduct and the model of cooperation.



### Occupational health and safety

The NTC places great emphasis on a safe and healthy work environment for all its employees, contractors and visitors as part of its day-to-day operations. Health and safety are fundamental to the way the Commission conducts its business and the way each individual performs his or her duties.

Our commitment to health and safety is supported by documented practices and procedures that accord with relevant legislation and with accepted safety standards. All management, staff, contractors and visitors to the Commission must comply with these standards and procedures, which are set out in the NTC's *Health and Safety Management Arrangements (HSMA)* manual.

Under the Commonwealth *Occupational Health and Safety Act 1991*, all staff of the NTC have a duty of care and assigned responsibilities to ensure that the Commission's activities are performed in a safe manner. The Commission is also committed to raising individual awareness about health and safety matters and to adopting a cooperative approach under which all Commission employees accept both shared and individual responsibilities for health and safety.

Set out in the *HSMA* manual are specific mechanisms to review the effectiveness of the occupational health and safety arrangements. These include periodic reviews, internal assessments and workplace inspections.



## MATTHIEU BERENI, SENIOR POLICY ANALYST

Matthieu is a civil engineer on secondment to NTC from the Department of Transport in Paris, France.

Matthieu has worked on important projects for the European Commission and the OECD, where he has gained specialised knowledge of the interaction between heavy vehicles and infrastructure such as roads and bridges.

Following a trip to Australia and to the NTC as part of the OECD working group in late 2008, Matthieu was introduced to the Australian transport industry and Australia's culture and lifestyle. He began working for the NTC as a secondee in November 2009 and since then has been working on an investigation of marginal costs in heavy vehicle bridge usage as well as developing a new tool for assessing the impact of higher productivity vehicles, such as B-triples, on bridges.

Matthieu says that he enjoys being able to share his knowledge with the NTC.

"Australia is a leader in many areas of transport reform, such as the Performance Based Standards Scheme, but can also learn from European experiences in areas such as pricing. I hope that my contribution can bring international knowledge to the NTC and provide an international perspective on the development of reforms. This will ensure that the reforms the NTC develops reflect regulatory best practice," said Matthieu.

A duty of care is assigned to staff at all levels to ensure that a safe working environment exists. Occupational health and safety (OH&S) is the responsibility of the management group as a whole, with nominated representatives responsible for hazard management, office security, manual handling and first aid.

The NTC is proud to report that no incident occurred, claim made, nor investigation carried out during the 2009/10 financial year. NTC also had its *Hsma* reviewed by Comcare as part of the 'Health and Safety Management Arrangement – National Campaign'. The results of the review concluded that NTC is compliant, has appropriate consultation processes in place between the employer and employee, and has in place adequate processes to review and vary the agreement and resolve disputes in relation to OH&S matters.

### Disability strategy

The NTC will develop a disability strategy during the 2010/11 financial year in accordance with the Commonwealth Government's guidelines outlined within the *(Commonwealth) Disability Discrimination Act (1992)*.

"I HOPE THAT MY CONTRIBUTION CAN BRING INTERNATIONAL KNOWLEDGE TO THE NTC AND PROVIDE AN INTERNATIONAL PERSPECTIVE ON THE DEVELOPMENT OF REFORMS."





# CORPORATE GOVERNANCE

## Commissioners

The National Transport Commission is led by six Commissioners (including the Chief Executive Officer).



**MR GREG MARTIN PSM**  
CHAIRMAN

Greg Martin was appointed Chairman on 4 September 2008. Mr Martin has over 40 years experience in transport and infrastructure policy and planning, research and operations. Mr Martin currently holds positions as Professor of Planning and Transport Studies at Curtin University of Technology, and Executive Director at Planning and Transport Research Centre of Western Australia (PATREC).

During past roles with the West Australian Government, Mr Martin has contributed a great deal of expertise and leadership across transport infrastructure, road use, public transport and land use planning. Mr Martin has also held senior executive roles within the Commonwealth Government.

Past appointments include:

- 2002—Director General, Department for Planning and Infrastructure (WA)
- 1999—Commissioner of Main Roads, Western Australia
- 1995—Executive Director, Metropolitan Transport, Department of Transport (WA)



**MR NICK DIMOPOULOS**  
CHIEF EXECUTIVE OFFICER

Nick Dimopoulos was appointed CEO and Commissioner on 2 October 2006. He has had extensive experience in the public and private sectors, including publicly listed multi-national organisations with international operations. His professional career spans the transport and logistics, finance, infrastructure, agribusiness and mining industries in the areas of business strategy, financial and treasury management, operations and asset management, public policy and mergers and acquisitions.

Prior to joining the NTC, Mr Dimopoulos was the Acting CEO for the leading independent think-tank, Committee for Economic Development of Australia (CEDA). Other previous appointments have include senior executive positions in Victorian Treasury, AWB Ltd and BHP Billiton. Mr Dimopoulos has also spent time in China working on World Bank infrastructure development projects, as well as other parts of Asia working on mergers and acquisitions.

Married with three children, Mr Dimopoulos is also active in community-based work.



**MS JULIE-ANNE SCHAFER**  
COMMISSIONER

Julie-Anne Schafer was appointed Commissioner on 4 April 2008. Ms Schafer is experienced as a company director in the transport and membership services, insurance, health and procurement sectors. She has more than 30 years legal experience.

Ms Schafer was Chairperson of the Royal Automobile Club of Queensland and also served as a Director. She has been a Director of the Australian Automobile Association. Ms Schafer was also Chairperson of RACQ Insurance and was a Director for a number of years.

Ms Schafer has been a Director of several hospitals. She also served on law faculty advisory committees of the University of Queensland, the Queensland University of Technology, Griffith University and Bond University. She was an adjunct Professor of Law at the University of Queensland and has been Deputy Chancellor of the Queensland University of Technology.

Ms Schafer is a Director of Queensland Rail Limited, Chair of Sunshine Coast Destination Limited and a board member and incoming Chair of Church Resources Limited.

She is a former Telstra Queensland Business Women's Award winner.

## Board responsibilities

The Commissioners are responsible for:

1. Guiding and monitoring the Commission in performing the functions and exercising the powers conferred on it under the NTC Act
2. Determining the strategic direction and policy priorities, overseeing the implementation of the strategies and monitoring progress, and
3. Representing the Commission in the wider community.



**PROFESSOR IAN JOHNSTON AM  
DEPUTY CHAIRMAN**

Professor Ian Johnston was appointed Commissioner on 4 April 2008. He has worked in the transport field since 1966, and his experience spans all modes of transport.

Professor Johnston has been a researcher, policy analyst, program administrator, senior executive and non-executive board member across a range of transport modes and within the Australian government, the government of Victoria, a national research and development company and in academia.

Professor Johnston has special interests in how societies, governments and organisations think about and manage safety, and in the translation of research results into policy and practice. He retired as Director of the Monash University Accident Research Centre (MUARC) at the end of 2006 and is now a part-time professor at the centre. He is also a non-executive Director on the Board of DECA Ltd (Australia's largest driver training organisation), a member of Australia's National Road Safety Council, a member of the Core Advisory Group to the World Bank's Global Road Safety Facility and an Associate Editor of the international scientific journal *Accident Analysis and Prevention*.



**MR BILL NOONAN OAM  
COMMISSIONER**

Bill Noonan was appointed Commissioner on 2 June 2008. He has been involved in the transport industry for over 45 years, starting as a truck driver before going on to serve in an official capacity in 1974 with the Transport Workers Union. Mr Noonan served as Victorian Branch Secretary of the Victorian/Tasmanian branch of the TWU from 1994 to 2009 and also as Federal President for a term. Mr Noonan received an OAM for services to the Road Transport Industry particularly in respect to road safety and the trade union movement.

Mr Noonan is a member of the Federal Government's Department of Health and Ageing Reference Group, helping to develop policies to improve men's health. Mr Noonan is also a director of the TWU Super Fund, Director of the Institute for Breathing and Sleep, Chairman of the Victoria Police Blue Ribbon Foundation and a member of the Victorian Road Freight Advisory Council.

In 2009, the Victorian Government appointed Mr Noonan an Australia Day Ambassador.



**MR FRANK MULLER  
COMMISSIONER**

Frank Muller was appointed a Commissioner of the National Transport Commission in September 2008.

Mr Muller is a Professorial Visiting Fellow at the Institute of Environmental Studies, University of New South Wales. He has a 36 year career in environmental, energy and land use policy in Australia and the United States in government, universities, private consulting and the community sector. Mr Muller has a special interest in strategies to better align economic, environmental and social goals in government policy. He is an expert in climate change policy and carbon pricing.

Mr Muller previously headed climate change policy in the NSW Government and, during the 1990s, directed policy research at the University of Maryland's Center for Global Change in Washington, advising the United Nations, the Clinton Administration, US state governments and several developing countries.

Mr Muller has a Master of Public Administration from Harvard University and is a graduate of the Australian Institute of Company Directors. He is also a non-executive director of the consumer organisation Choice.

The Commissioners are committed to regular evaluations of their performance against key performance criteria.

Meetings are held on a regular basis, at times that suit the cycle of reporting to the Australian Transport Council (ATC).

The Commissioners during the financial year were:

- Mr Greg Martin PSM (Chairman)
- Professor Ian Johnston AM (Deputy Chairman)
- Mr Nick Dimopoulos (Chief Executive Officer and Commissioner)
- Ms Julie-Anne Schafer (Commissioner)
- Mr Bill Noonan OAM (Commissioner)
- Mr Frank Muller (Commissioner)

## CORPORATE GOVERNANCE (CONT)

**Audit and risk committee**

The NTC audit and risk committee, under the guidance of the Board of Commissioners, is responsible for overseeing the corporate governance of the organisation. The committee considers good corporate governance to be a matter of high importance and aims for best practice throughout the workplace at all levels.

The committee's primary objectives are to:

- ensure the interests of the NTC and its associated shareholders (all governments providing funding to NTC) are properly protected in relation to financial reporting and internal controls
- provide the NTC Board of Commissioners with an independent assessment of the NTC's financial position and accounting affairs, with particular emphasis on assurance, quality, reliability and integrity of financial information used by the Commission, and
- review the effectiveness of the NTC's internal control policies and procedures for identifying, assessing and reporting risks.

The committee meets as often as it considers necessary, but no less than once per calendar quarter.

The committee members during the 2009/10 financial year were:

- Professor Ian Johnston AM (Chairman)
- Ms Julie-Anne Schafer (Commissioner)
- Mr Bill Noonan OAM (Commissioner)
- Mr Frank Muller (Commissioner)

Other Commissioners may attend meetings either by invitation or as an observer.

**Commissioner meetings**

The following table sets out the number of Commissioner meetings and audit and risk committee meetings held during the financial year and the number of meetings attended by each Commissioner. During the financial year, six commission meetings and two audit and risk committee meetings were held.

Commissioners	Commission Meeting		Audit Committee	
	No. eligible to attend	Attended	No. eligible to attend	Attended
Greg Martin	6	6	-	-
Ian Johnston	6	6	2	2
Nick Dimopoulos	6	6	-	1 (attended by invitation)
Julie-Anne Schafer	6	6	2	2
Bill Noonan	6	5	2	2
Frank Muller	6	6	2	2

**Indemnities and insurance premiums for officers**

For the reporting period ending June 2010, no indemnity claims were made against the NTC or any of its officers. On an annual basis, the organisation ensures adequate insurance cover is obtained to cover its risk, which includes professional indemnity and public liability.



# STATUTORY INFORMATION

THE NTC IS  
COMMITTED TO  
REDUCING THE  
IMPACT OF  
ITS OFFICE  
OPERATIONS ON  
THE ENVIRONMENT.

Environmental Performance	2008-2009	2009-2010
Total electricity used (kWh)	3336	3288
% Green energy source	25%	25%
Total GHG emissions (tonnes)	91	90
Total copy paper used (reams)	800	850
Domestic flights (km)	443000	466000
International flights (km)	270000	284000
Total GHG emissions (tonnes)	375	394
Total water consumption (litres)	55637	58565
<b>Total GHG emissions produced for electricity and air travel (tonnes)</b>	<b>466</b>	<b>484</b>

*Note: Figures are approximate*

## Freedom of Information

The Commission received no formal requests for access to documents under the *Freedom of Information Act 1982* during 2009/10.

The NTC's Freedom of Information statement can be found in Appendix A.

## Ecologically sustainable development

The NTC is committed to developing reforms which uphold the principles of ecologically sustainable development, as detailed in section 516A of the *Environment Protection and Biodiversity Conservation Act 1999*.

The NTC's mission is to develop reforms which deliver safe, efficient and sustainable transport for Australia. The impacts of all of our reforms are objectively assessed against our policy objectives, including protecting the environment.

## Environmental performance

The NTC is committed to reducing the impact of its office operations on the environment.

Actions taken during the 2009/10 financial year include:

- active recycling of paper, plastic, bottles and printer toner cartridges
- recycling unwanted computer equipment including monitors, hard drives, cabling, keyboards and other IT equipment
- installing equipment that incorporates energy-saving devices such as desktop computers, photocopiers and printers
- ensuring double-sided printing is the default setting for all printers
- encouraging staff to use public transport by providing access to discounted yearly tickets
- switching off all office lights at the end of the working day
- encouraging staff to use teleconferencing where possible to avoid unnecessary road/air travel.

During 2010/11, the NTC will introduce a battery recycling program to reduce the amount of batteries going to landfill and a cork recycling program which will also raise funds for the Motor Neurone Disease Association of Victoria.



# PROJECT BOARDS, ADVISORY AND WORKING GROUPS

"I'M NOT IN THE BUSINESS OF GAME-PLAYING OR POINT-SCORING; I'M IN THE BUSINESS OF NTC WORKING WITH ITS STAKEHOLDERS AS PART OF THE SOLUTION. WE ARE ON THE SAME SIDE."

Nick Dimopoulos, NTC CEO

The NTC is committed to meaningful and transparent engagement with all its stakeholders in the development of national reforms. To facilitate stakeholder engagement, the NTC regularly establishes stakeholder advisory and working groups and maintains ongoing contact with stakeholders. A number of advisory and working groups composed of key stakeholders were in operation during the 2009/10 financial year. The NTC appreciates the assistance of these groups and acknowledges the contributions from all members who served on the various bodies during the year.

## Standing Committee on Transport and Transport Agency Chief Executives

The Standing Committee on Transport (SCOT) and Transport Agency Chief Executives (TACE) advisory groups consist of heads of transport departments and road authorities from each state and territory as well as New Zealand. A representative from local government also sits on the groups.

In 2010, at the recommendation of the 2009 NTC Review, the NTC CEO became a formal member of SCOT.

## Industry Advisory Group

The Industry Advisory Group (IAG) includes representatives of the Australian Automobile Association, Australian Trucking Association, Australasian Railway Association, National Farmers Federation, Transport Workers Union, Minerals Council of Australia, Ports Australia and the Australian Logistics Council as well as vehicle manufacturers, suppliers, transport operators and the transport training industry.

In September 2009, the membership of IAG was extended to include representatives from the former NTC Bus Industry Advisory Group. This will help provide a whole-of-transport-system view of reforms.

## Performance Based Standards Review Panel

The Performance Based Standards Review Panel (PRP) provides a national forum for the evaluation of SMART heavy vehicle applications under the Performance Based Standards scheme. It comprises senior representatives from transport agencies.

## Fatigue Authorities Panel

The Fatigue Authorities Panel comprises representatives from the fatigue authorities of participating states and territories. Established by the Australian Transport Council as an advisory group under the Heavy Vehicle Driver Fatigue reform, it is charged with certain functions, particularly in relation to ensuring national consistency in the approval of Advanced Fatigue Management (AFM) accreditation application in multiple states and territories.

## Other groups

Other specific project groups managed by the NTC include:

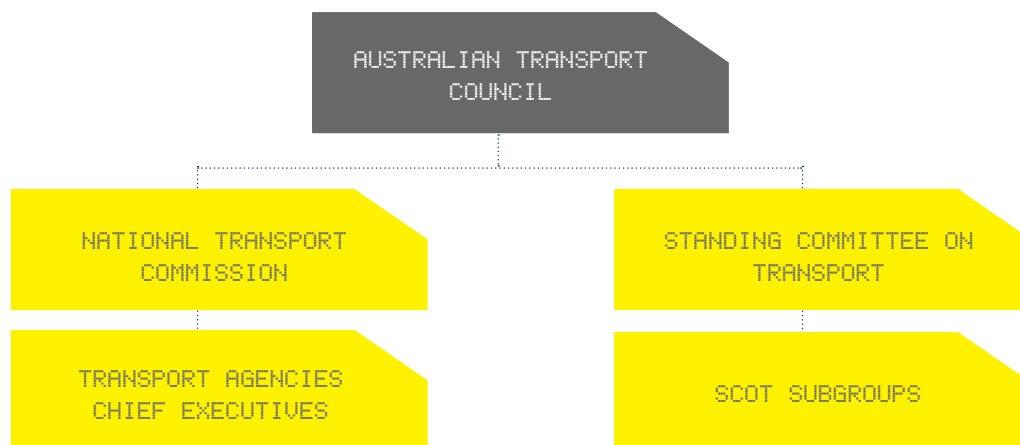
- Project reference groups, such as the Assessing Fitness to Drive and National Standard of Health Assessment for Rail Safety Workers Project Reference Groups, which provide advice on the revisions of the health standards for drivers and rail safety workers
- A telematics technical advisory group comprising government representatives, to provide advice on policy development
- A number of national maintenance groups including the Australian Road Rules Maintenance Group and Fatigue Reform Maintenance Group, which provide advice to the NTC on keeping these reforms up-to-date.

## COAG Project Offices and Boards

The NTC has established effective working relationships with the Project Offices and Boards of the National Heavy Vehicle Regulator, National Rail Safety Regulator and Road Reform Plan projects. The NTC also liaises with the advisory groups for these projects via the relevant Project Office in the course of its work.



# AUSTRALIAN TRANSPORT COUNCIL AND SUBSTRUCTURE



## Membership as at 30 June 2010



**The Hon A (Anthony) Albanese MP**  
*Minister for Infrastructure, Transport, Regional Development and Local Government*  
Commonwealth



**The Hon J (John) Robertson MLC**  
*Minister for Transport*  
New South Wales



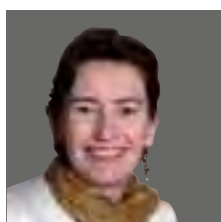
**The Hon D (David) Borger MP**  
*Minister for Roads*  
New South Wales



**The Hon M (Martin) Pakula MLC**  
*Minister for Public Transport*  
Victoria



**The Hon T (Tim) Pallas MP**  
*Minister for Roads and Ports*  
Victoria



**The Hon R (Rachel) Nolan MP**  
*Minister for Transport*  
Queensland



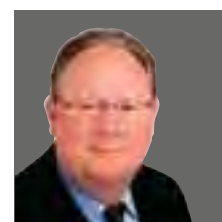
**The Hon C (Craig) Wallace MP**  
*Minister for Main Roads*  
Queensland



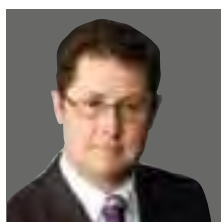
**The Hon S (Simon) O'Brien MLC**  
*Minister for Transport*  
Western Australia



**The Hon R (Rob) Johnson MLA**  
*Minister for Police, Emergency Services & Road Safety*  
Western Australia



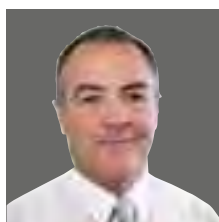
**The Hon P (Patrick) Conlon MHA**  
*Minister for Transport, Infrastructure & Energy*  
South Australia



**The Hon J (Jack) Snelling MP**  
*Minister for Road Safety*  
South Australia



**The Hon L (Lara) Giddings MP**  
*Minister for Infrastructure*  
Tasmania



**The Hon G (Gerald) McCarthy MLA**  
*Minister for Transport*  
Northern Territory



**Mr J (Jon) Stanhope MLA**  
*Minister for Transport, Chief Minister*  
Australian Capital Territory



**The Hon S (Steven) Joyce MP**  
*Minister for Transport*  
New Zealand



## ATC SUBMISSIONS

Number	Subject	Issued
ATC 10/04	2010 Heavy vehicle charges annual adjustment modification	March 2010
ATC 10/06	Heavy vehicle charges annual adjustment: technical modification (to 31st meeting)	April 2010
ATC 10/13	NTC Strategic Plan 2010/11-2012/13, budget and Work Programme (to 31st meeting)	April 2010

## REPORTS RELEASED DURING 2009/2010

Title	ISBN	Prepared by	Date
Electronic Systems for Heavy Vehicle Driver Fatigue and Speed Compliance: Draft Position Paper	N/A	NTC	July 2009
Performance Based Standards Review	978 1 921604 04 1	NTC	July 2009
Review of Transport Medical Standards Discussion Paper for Consultation	N/A	NTC	July 2009
Single, National Rail Safety Regulatory and Investigation Framework Regulatory Impact Statement Vol. 1	978 1 921604 02 7	NTC	July 2009
Single, National Rail Safety Regulatory and Investigation Framework Regulatory Impact Statement Vol. 2 Appendices	978 1 921604 03 4	NTC	July 2009
Freight Rail Productivity Review Final Position Paper	978 1 921604 05 8	NTC	August 2009
Australian Road Rules 9th Amendment Package 2009 Draft Regulatory Impact Statement	N/A	NTC	September 2009
Australian Road Rules 9th Package: Draft Model Amendments Regulations	N/A	NTC	September 2009
2009 Annual Report	978 1 921604 06 5	NTC	October 2009
Carbon Emissions from New Australian Vehicles Information Paper	978 1 921604 07 2	NTC	November 2009
2010 Road User Charge Annual Adjustment Consultation Paper	N/A	NTC	March 2010
Performance Based Standards: Draft Regulatory Impact Statement	N/A	NTC	March 2010
Draft National Ports Strategy	N/A	Infrastructure Australia and NTC	May 2010
Assessing Fitness to Drive: Draft for Consultation	N/A	NTC	May 2010
Review of Transport Medical Standards: Proposed Update to Assessing Fitness to Drive for Consultation	N/A	NTC	May 2010
Draft National In-Vehicle Telematics Strategy: The Road Freight Sector	N/A	NTC	June 2010
In-Vehicle Telematics: Informing a National Strategy Discussion Paper	N/A	NTC	June 2010
NTC Strategic Plan 2010/11 to 2012/13	978 1 921604 10 2	NTC	June 2010
NTC Work Programme 2010/11 to 2012/13	978 1 921604 11 9	NTC	June 2010
On-Board Mass Technology Policy Framework Draft Position Paper	N/A	NTC	June 2010

## STATEMENT BY THE COMMISSIONERS



In our opinion, the attached financial statements for the year ended 30 June 2010 are based on properly maintained financial records and give a true and fair view of the matters required by the Finance Ministers Orders made under the *Commonwealth Authorities and Companies Act 1997*.

In our opinion, at the date of this statement, there are reasonable grounds to believe that the National Transport Commission will be able to pay its debts as and when they become due and payable.

This statement is made in accordance with a resolution of the Commissioners.

A handwritten signature in black ink, appearing to read 'Greg Martin'.

**Greg Martin**

Chairman

Date: 6 September 2010

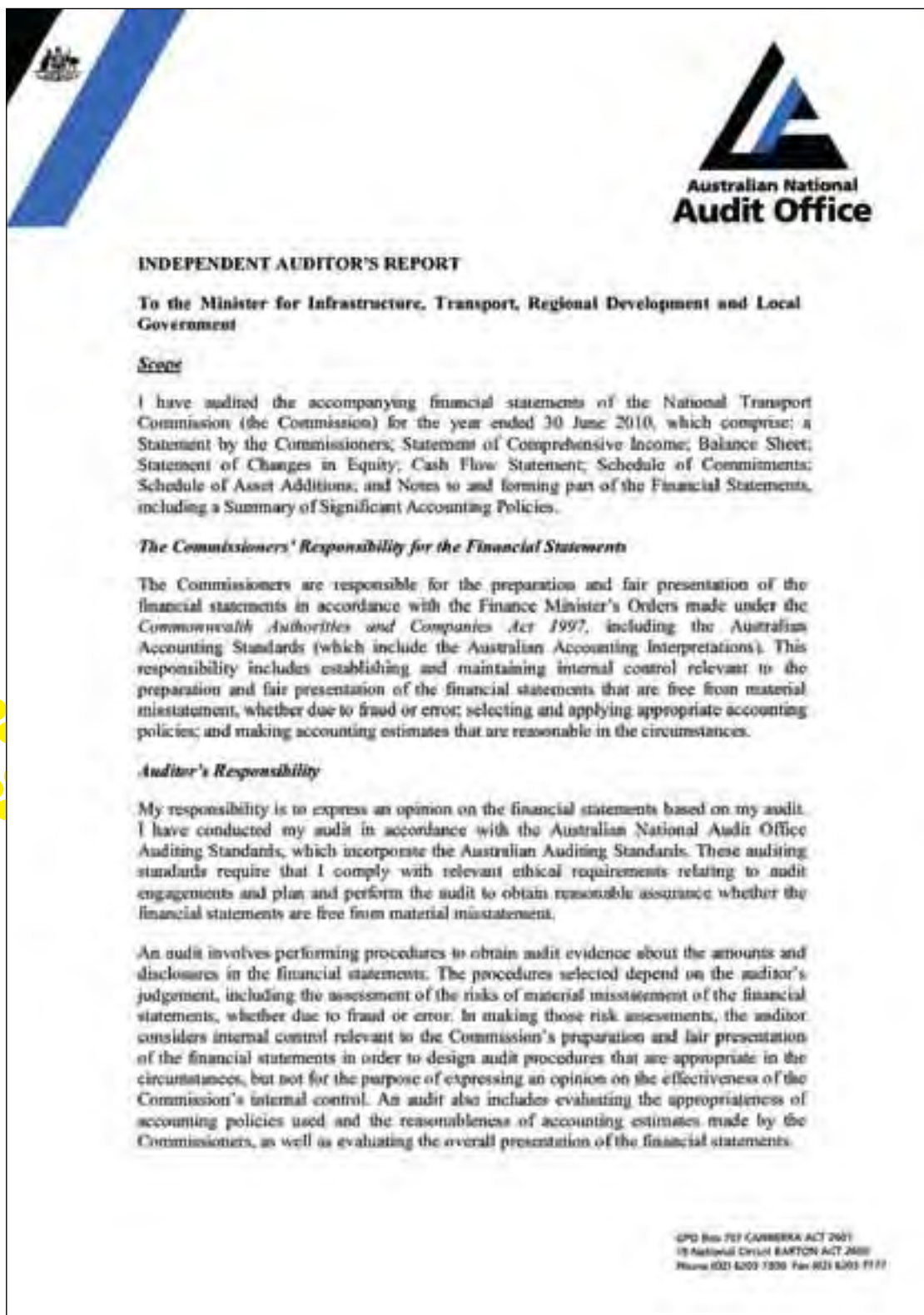
A handwritten signature in black ink, appearing to read 'Nick Dimopoulos'.

**Nick Dimopoulos**

Chief Executive

Date: 6 September 2010

# INDEPENDENT AUDITOR'S REPORT





I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my audit opinion.

***Independence***

In conducting the audit, I have followed the independence requirements of the Australian National Audit Office, which incorporate the requirements of the Australian accounting profession.

**Auditor's Opinion**

In my opinion, the financial statements of the National Transport Commission:

- (a) have been prepared in accordance with the Finance Minister's Orders made under the *Commonwealth Authorities and Companies Act 1997*, including the Australian Accounting Standards; and
- (b) give a true and fair view of the matters required by the Finance Minister's Orders including the Commission's financial position as at 30 June 2010 and its financial performance and cash flows for the year then ended.

Australian National Audit Office



Ron Wah  
Senior Director

Delegate of the Auditor-General

Canberra  
6 September 2010

# STATEMENT OF COMPREHENSIVE INCOME

FOR THE YEAR ENDED 30 JUNE 2010

	Notes	2010 \$	2009 \$
<b>EXPENSES</b>			
Employee benefits	3A	<b>4,761,323</b>	4,380,308
Suppliers expenses	3B	<b>2,792,933</b>	3,326,694
Depreciation and amortisation	3C	<b>154,588</b>	140,888
Write-down and impairment of assets	3D	<b>18,680</b>	9,882
<b>Total expenses</b>		<b>7,727,524</b>	7,857,772
<b>LESS:</b>			
<b>OWN-SOURCE INCOME</b>			
<b>Own-source revenue</b>			
Sale of goods and rendering of services	4A	<b>162,443</b>	171,758
Interest	4B	<b>152,567</b>	160,823
Rental income	4C	<b>121,290</b>	26,196
<b>Total own-source revenue</b>		<b>436,300</b>	358,777
<b>Net cost of services</b>		<b>7,291,224</b>	7,498,995
Revenue from Government	4D	<b>8,483,000</b>	8,621,164
<b>Surplus attributable to the Australian Government</b>		<b>1,191,776</b>	1,122,169
<b>OTHER COMPREHENSIVE INCOME</b>			
Changes in asset revaluation reserves		<b>95,443</b>	-
<b>Total comprehensive income</b>		<b>95,443</b>	-
<b>Total comprehensive income attributable to the Australian Government</b>		<b>1,287,219</b>	1,122,169

*The above statement should be read in conjunction with the accompanying notes.*



# BALANCE SHEET

AS AT 30 JUNE 2010

	Notes	2010 \$	2009 \$
<b>ASSETS</b>			
<b>Financial Assets</b>			
Cash and cash equivalents	5A	<b>5,450,179</b>	4,341,180
Trade and other receivables	5B	<b>212,582</b>	59,755
<b>Total financial assets</b>		<b>5,662,761</b>	4,400,935
<b>Non-Financial Assets</b>			
Building – Leasehold improvements	6A	<b>237,017</b>	287,528
Plant and equipment	6B,C	<b>279,985</b>	145,270
Other non-financial assets	6D	<b>38,667</b>	49,214
<b>Total non-financial assets</b>		<b>555,669</b>	482,012
<b>Total Assets</b>		<b>6,218,430</b>	4,882,947
<b>LIABILITIES</b>			
<b>Payables</b>			
Suppliers	7A	<b>390,856</b>	441,536
Other payables	7B	<b>107,065</b>	101,433
<b>Total payables</b>		<b>497,921</b>	542,969
<b>Provisions</b>			
Employee provisions	8A	<b>634,242</b>	540,930
<b>Total provisions</b>		<b>634,242</b>	540,930
<b>Total Liabilities</b>		<b>1,132,163</b>	1,083,899
<b>Net Assets</b>		<b>5,086,267</b>	3,799,048
<b>EQUITY</b>			
Reserves		<b>119,607</b>	24,164
Retained earnings		<b>4,966,660</b>	3,774,884
<b>Total Equity</b>		<b>5,086,267</b>	3,799,048

The above statement should be read in conjunction with the accompanying notes.



# STATEMENT OF CHANGES IN EQUITY

FOR THE YEAR ENDED 30 JUNE 2010

	Retained Earnings		Asset Revaluation Reserves		Total Equity	
	2010	2009	2010	2009	2010	2009
	\$	\$	\$	\$	\$	\$
<b>Opening balance</b>						
Balance carried forward from previous period	<b>3,774,884</b>	2,652,715	<b>24,164</b>	24,164	<b>3,799,048</b>	2,676,879
Surplus for the period	<b>1,191,776</b>	1,122,169	<b>95,443</b>	-	<b>1,287,219</b>	1,122,169
<b>Closing balance attributable to the Australian Government</b>	<b>4,966,660</b>	3,774,884	<b>119,607</b>	24,164	<b>5,086,267</b>	3,799,048

The above statement should be read in conjunction with the accompanying notes.

# CASH FLOW STATEMENT

FOR THE YEAR ENDED 30 JUNE 2010

	Notes	2010 \$	2009 \$
<b>OPERATING ACTIVITIES</b>			
<b>Cash received</b>			
Goods and Services		<b>8,497,396</b>	8,700,706
Interest		<b>152,567</b>	160,823
Net GST received		<b>204,920</b>	613,463
Other cash received		<b>213,285</b>	197,955
<b>Total cash received</b>		<b>9,068,168</b>	9,672,947
<b>Cash used</b>			
Employees		<b>4,610,466</b>	4,255,593
Suppliers		<b>3,186,673</b>	3,990,382
<b>Total cash used</b>		<b>7,797,139</b>	8,245,975
<b>Net cash flows from operating activities</b>	9	<b>1,271,029</b>	1,426,972
<b>INVESTING ACTIVITIES</b>			
<b>Cash used</b>			
Purchase of property, plant and equipment		<b>162,030</b>	166,082
<b>Total cash used</b>		<b>162,030</b>	166,082
<b>Net cash flows (used by) investing activities</b>		<b>(162,030)</b>	(166,082)
<b>Net increase in cash held</b>		<b>1,108,999</b>	1,260,890
Cash and cash equivalents at the beginning of the reporting period		<b>4,341,180</b>	3,080,290
<b>Cash and cash equivalents at the end of the reporting period</b>	5A	<b>5,450,179</b>	4,341,180

The above statement should be read in conjunction with the accompanying notes.



# SCHEDULE OF COMMITMENTS

AS AT 30 JUNE 2010

	2010	2009
	\$	\$
<b>BY TYPE</b>		
<b>Commitments Receivable</b>		
Sublease rental income	242,850	289,032
Net GST receivable	(146,895)	(163,573)
<b>Total Commitments Receivable</b>	<b>95,955</b>	<b>125,459</b>
<b>Commitments Payable</b>		
Operating leases <sup>1</sup>	1,179,592	1,393,530
Other commitments	436,252	405,775
<b>Total other commitments</b>	<b>1,615,844</b>	<b>1,799,305</b>
<b>Net commitments by type</b>	<b>1,711,799</b>	<b>1,924,764</b>
<b>BY MATURITY</b>		
<b>Commitments receivable</b>		
<b>Operating lease income</b>		
One year or less	29,732	16,475
From one to five years	66,223	108,984
<b>Total operating lease income</b>	<b>95,955</b>	<b>125,459</b>
<b>Commitments payable</b>		
<b>Operating lease commitments</b>		
One year or less	603,576	458,054
From one to five years	576,016	935,476
<b>Total operating lease commitments</b>	<b>1,179,592</b>	<b>1,393,530</b>
<b>Other Commitments</b>		
One year or less	436,252	405,775
<b>Total other commitments</b>	<b>436,252</b>	<b>405,775</b>
<b>Net Commitments by Maturity</b>	<b>1,711,799</b>	<b>1,924,764</b>

NB: Commitments are GST inclusive where relevant.

1 Operating leases included are effectively non-cancellable and comprise: leases for office accommodation. Lease payments are subject to annual increase in accordance with upwards movements in the Consumer Price Index. The initial periods of office accommodation leases are still current and each may be renewed for up to 3 years at the Commission's option, following a once-off adjustment of rentals to current market levels. The current lease is due to expire in May 2015.

The above schedule should be read in conjunction with the accompanying notes.

# SCHEDULE OF ASSET ADDITIONS

FOR THE YEAR ENDED 30 JUNE 2010

The following non-financial non-current assets were added in 2009–10:

	Building - Leasehold Improvements	Other Plant & Equipment	Total
	\$	\$	\$
By purchase—Government funding	-	-	-
By purchase—donated funds	-	-	-
By purchase—other	5,670	156,360	162,030
By finance lease	-	-	-
Assets received as gifts/donations	-	-	-
From acquisition of entities or operations (including restructuring)	-	-	-
<b>Total additions</b>	<b>5,670</b>	<b>156,360</b>	<b>162,030</b>

The following non-financial non-current assets were added in 2008–09:

	Building - Leasehold Improvements	Other Plant & Equipment	Total
	\$	\$	\$
By purchase—Government funding	-	-	-
By purchase—donated funds	-	-	-
By purchase—other	65,912	100,170	166,082
By finance lease	-	-	-
Assets received as gifts/donations	-	-	-
From acquisition of entities or operations (including restructuring)	-	-	-
<b>Total additions</b>	<b>65,912</b>	<b>100,170</b>	<b>166,082</b>

*The above statement should be read in conjunction with the accompanying notes.*





# NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED JUNE 2010

## Note 1: Summary of Significant Accounting Policies

### 1.1 Objective of the Commission

The National Transport Commission is an independent body established under Commonwealth legislation and funded jointly by the Commonwealth, States and Territories. Its principal objectives are to improve transport productivity, efficiency, safety and environmental performance and regulatory efficiency in a uniform or nationally consistent manner. The principal objectives are achieved through the effective implementation (by others) of transport reforms based on nationally consistent policy and regulation developed by the Commission. The Commission is required to work with States, Territories and the Commonwealth to develop implementation plans, and monitor implementation, maintain and review agreed reforms. The Commission works in co-operation with transport agencies, industry and other stakeholders and reports to the Australian Transport Council (ATC), a council of transport and roads ministers from all jurisdictions.

The continued existence of the Commission in its present form and with its present programs is dependent on the a periodic review (in accordance with NTC Act) and on continuing funding by the Commonwealth, States and Territories.

### 1.2 Basis of Preparation of the Financial Report

The financial statements and notes are required by clause 1(b) of Schedule 1 to the *Commonwealth Authorities and Companies Act 1997* and are general purpose financial statements.

The National Transport Commission (the Commission) is dependent on contributions from the Australian Government, States and Territories to carry out its normal activities.

The financial statements and notes have been prepared in accordance with:

- Finance Minister's Orders (or FMO) for reporting periods ending on or after 1 July 2009; and

- Australian Accounting Standards and Interpretations issued by the Australian Accounting Standards Board (AASB) that apply for the reporting period.

The financial report has been prepared on an accrual basis and is in accordance with historical cost convention, except for certain assets at fair value. Except where stated, no allowance is made for the effect of changing prices on the results or the financial position.

The financial report is presented in Australian dollars and values are rounded to the nearest dollar unless otherwise specified.

Unless an alternative treatment is specifically required by an Accounting Standard or the FMO, assets and liabilities are recognised in the balance sheet when and only when it is probable that future economic benefits will flow to the Commission and the amounts of the assets or liabilities can be reliably measured. However, assets and liabilities arising under Agreements Equally Proportionately Unperformed are not recognised unless required by an accounting standard. Liabilities and assets that are unrecognised are reported in the schedule of commitments or the schedule of contingencies.

Unless alternative treatment is specifically required by an accounting standard, income and expenses are recognised in the statement of comprehensive income when, and only when, the flow, consumption or loss of economic benefits has occurred and can be reliably measured.

### 1.3 Significant Accounting Judgements and Estimates

In the process of applying the accounting policies listed in this note, the Commission has made the following judgement that have the most significant impact on the amounts recorded in the financial statements:

- The fair value of leasehold improvements has been taken to be the market value of similar leasehold improvements as determined by an independent valuer.

### 1.4 New Australian Accounting Standards

#### ***Adoption of New Australian Accounting Standard Requirements***

No accounting standard has been adopted earlier than the application date as stated in the standard.

#### ***Future Australian Accounting Standard Requirements***

New standards, amendments to standards or interpretations have been issued by the Australian Accounting Standards Board but are effective for future reporting periods. It is estimated that the impact of adopting these pronouncements when effective will have no material financial impact on future reporting periods.

### 1.5 Revenue

Revenue from the sale of goods is recognised when:

- The risks and rewards of ownership have been transferred to the buyer;
- The seller retains no managerial involvement nor effective control over the goods;
- The revenue and transaction costs incurred can be reliably measured; and
- It is probable that the economic benefits associated with the transaction will flow to the entity.

Revenue from rendering of services is recognised by reference to the stage of completion of contracts at the reporting date. The revenue is recognised when:

- The amount of revenue, stage of completion and transaction costs incurred can be reliably measured; and
- The probable economic benefits with the transaction will flow to the Commission.

Service revenues are Government contributions approved by the Australian Transport Council and other Government project funding. Revenues are recognised as revenue to the extent that they have been received or when it is highly probable that amounts are likely to be received.

# NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED JUNE 2010

The stage of completion of contracts at the reporting date is determined by reference to the proportion that costs incurred to date bear to the estimated total costs of the transaction.

Receivables for goods and services, which have 30-day terms, are recognised at the nominal amounts due less any impairment allowance account. Collectability of debts is reviewed at balance date. Allowances made when collectability of the debt is no longer probable.

Interest revenue is recognised using the effective interest method as set out in AASB 139 *Financial Instruments: Recognition and Measurement*.

## **Revenue from Government**

Funding received or receivable from agencies (appropriated to the agency as a CAC Act body payment item for payment to the Commission) is recognised as Revenue from Government unless they are in the nature of an equity injection or a loan.

## **1.6 Gains**

### ***Sale of Assets***

Gains from disposal of non-current assets are recognised when control of the asset has passed to the buyer.

## **1.7 Employee Benefits**

Liabilities for 'short-term employee benefits' (as defined in AASB 119) and termination benefits due within twelve months of balance date are measured at their nominal amounts.

The nominal amount is calculated with regard to the rates expected to be paid on settlement of the liability.

Other long-term employee benefits are measured as the total of the present value of the defined benefit obligation at the end of the reporting period minus the fair value at the end of the reporting period of plan assets (if any) out of which the obligations are to be settled directly.

### ***Leave***

The liability for employee benefits includes provision for annual leave and long service leave. No provision

has been made for sick leave as all sick leave is non-vesting and the average sick leave taken in future years by employees of the Commission is estimated to be less than the annual entitlement for sick leave.

The liability for long service leave has been determined by reference to staff members years of service at the Commission. The estimate of the present value of the liability takes into account attrition rates and pay increases through promotion and inflation.

### ***Superannuation***

Contributions are made by the Commission to employee superannuation funds and are charged as expenses when incurred.

The liability for superannuation recognised at 30 June 2010 represents outstanding contributions for the final fortnight of the year.

## **1.8 Leases**

A distinction is made between finance leases and operating leases. Finance leases effectively transfer from the lessor to the lessee substantially all the risks and rewards incidental to ownership of leased non-current assets. An operating lease is a lease that is not a finance lease. In operating leases, the lessor effectively retains substantially all such risks and benefits.

Where an asset is acquired by means of a finance lease, the asset is capitalised at either the fair value of the lease property or, if lower, the present value of minimum lease payments at the inception of the contract and a liability is recognised at the same time and for the same amount.

The discount rate used is the interest rate implicit in the lease. Leased assets are amortised over the period of the lease. Lease payments are allocated between the principal component and the interest expense.

Operating lease payments are expensed on a straight line basis which is representative of the pattern of benefits derived from the leased assets.

## **1.9 Cash and Cash Equivalents**

Cash and cash equivalents includes notes and coins held and any deposits in bank accounts with an original maturity of 3 months or less that are readily convertible to known amounts of cash and subject to insignificant risk of changes in value. Cash is recognised at its nominal amount.

## **1.10 Financial Assets**

The Commission classifies its financial assets in the following categories:

- loans and receivables;
- held-to-maturity investments; and
- financial assets at fair value through profit or loss.

The classification depends on the nature and purpose of the financial assets and is determined at the time of initial recognition. The Commission only holds financial assets that fall within the 'loans and receivables' category.

Financial assets are recognised and derecognised upon trade date.

### ***Effective Interest Method***

The effective interest method is a method of calculating the amortised cost of a financial asset and of allocating interest income over the relevant period. The effective interest rate is the rate that exactly discounts estimated future cash receipts through the expected life of the financial asset, or, where appropriate, a shorter period.

Income is recognised on an effective interest rate basis except for financial assets at fair value through profit or loss.

### ***Loans and Receivables***

Trade receivables and other receivables that have fixed or determinable payments that are not quoted in an active market are classified as 'loans and receivables'. They are included in current assets, except for maturities greater than 12 months after the balance sheet date. These are classified as non current assets. Receivables are measured at amortised cost using the effective interest method less impairment. Interest is recognised by applying the effective interest rate.

# NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS



FOR THE YEAR ENDED JUNE 2010

## **Impairment of Financial Assets**

Financial assets are assessed for impairment at end of each reporting period.

- *Financial assets held at amortised cost.* If there is objective evidence that an impairment loss has been incurred for loans and receivables or held to maturity investments held at amortised cost, the amount of the loss is measured as the difference between the asset's carrying amount and the present value of estimated future cash flows discounted at the asset's original effective interest rate. The carrying amount is reduced by way of an allowance account. The loss is recognised in the statement of comprehensive income.
- *Available for sale financial assets (held at cost).* If there is objective evidence that an impairment loss has been incurred the amount of the impairment loss is the difference between the carrying amount of the asset and the present value of the estimated future cash flows discounted at the current market rate for similar assets.

## **1.11 Financial Liabilities**

Financial liabilities are classified as either financial liabilities at fair value through profit or loss or other financial liabilities.

Financial liabilities are recognised and derecognised upon trade date.

## **Other Financial Liabilities**

Supplier and other payables are recognised at amortised cost. Liabilities are recognised to the extent that the goods or services have been received (and irrespective of having been invoiced).

## **1.12 Contingent Liabilities and Contingent Assets**

Contingent liabilities and contingent assets are not recognised in the balance sheet but are reported in the relevant schedules and notes. They may arise from uncertainty as to the existence of a liability or asset or represent an asset or liability in respect of which the amount cannot be reliably measured. Contingent assets are reported when settlement is probable but not virtually certain and contingent liabilities are recognised when settlement is greater than remote.

The Commission has no contingent liabilities or assets for the year ended 30 June 2010.

## **1.13 Acquisition of Assets**

Assets are recorded at cost on acquisition except as stated below. The cost of acquisition includes the fair value of assets transferred in exchange and liabilities undertaken. Financial assets are initially measured at their fair value plus transaction costs where appropriate.

Assets acquired at no cost, or for nominal consideration, are initially recognised as assets and income at their fair value at the date of acquisition, unless acquired as a consequence of restructuring of administrative arrangements.

## **1.14 Leasehold Improvements, Plant and Equipment**

### **Asset Recognition Threshold**

Purchases of leasehold improvements, plant and equipment are recognised initially at cost in the balance sheet, except for purchases costing less than \$1,000, which are expensed in the year of acquisition (other than where they form part of a group of similar items which are significant in total).

The initial cost of an asset includes an estimate of the cost of dismantling and removing the item and restoring the site on which it is located.

## **Revaluations**

Fair values for each class of asset are determined as shown below:

Asset Class	Fair value measured at
Leasehold improvements	Depreciated replacement cost
Plant and equipment	Market selling price

Following initial recognition at cost, leasehold improvement, plant and equipment are carried at fair value less subsequent accumulated depreciation and accumulated impairment losses. Valuations are conducted with sufficient frequency to ensure that the carrying amounts of assets do not differ materially from the assets' fair values as at the reporting date. The regularity of independent valuations depends upon the volatility of movements in market values for the relevant assets.

Revaluation adjustments are made on a class basis. Any revaluation increment is credited to equity under the heading of asset revaluation reserve except to the extent that it reverses a previous revaluation decrement of the same asset class that was previously recognised through operating result. Revaluation decrements for a class of assets are recognised directly through operating result except to the extent that they reverse a previous revaluation increment for that class.

Any accumulated depreciation as at the revaluation date is eliminated against the gross carrying amount of the asset and the asset restated to the revalued amount.

## **Depreciation**

Depreciable leasehold improvements, plant and equipment assets are written-off to their estimated residual values over their estimated useful lives to the Commission using, in all cases, the straight line method of depreciation.

# NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED JUNE 2010

Depreciation rates (useful lives), residual values and methods are reviewed at each reporting date and necessary adjustments are recognised in the current, or current and future, reporting periods as appropriate.

Depreciation rates applying to each class of depreciable asset are based on the following useful lives:

	2010	2009
Leasehold improvements	<b>Lease term</b>	Lease term
Plant and equipment	<b>2 to 9 years</b>	2 to 9 years

## **Impairment**

All assets were assessed for impairment at 30 June 2010. Where indications of impairment exist, an impairment adjustment made if the asset's recoverable amount is less than its carrying amount.

The recoverable amount of an asset is the higher of its fair value less costs to sell and its value in use. Value in use is the present value of the future cash flows expected to be derived from the asset. Where the future economic benefit of an asset is not primarily dependent on the asset's ability to generate future cash flows, and the asset would be replaced if the Commission were deprived of the asset, its value in use is taken to be its depreciated replacement cost.

## **1.15 Taxation**

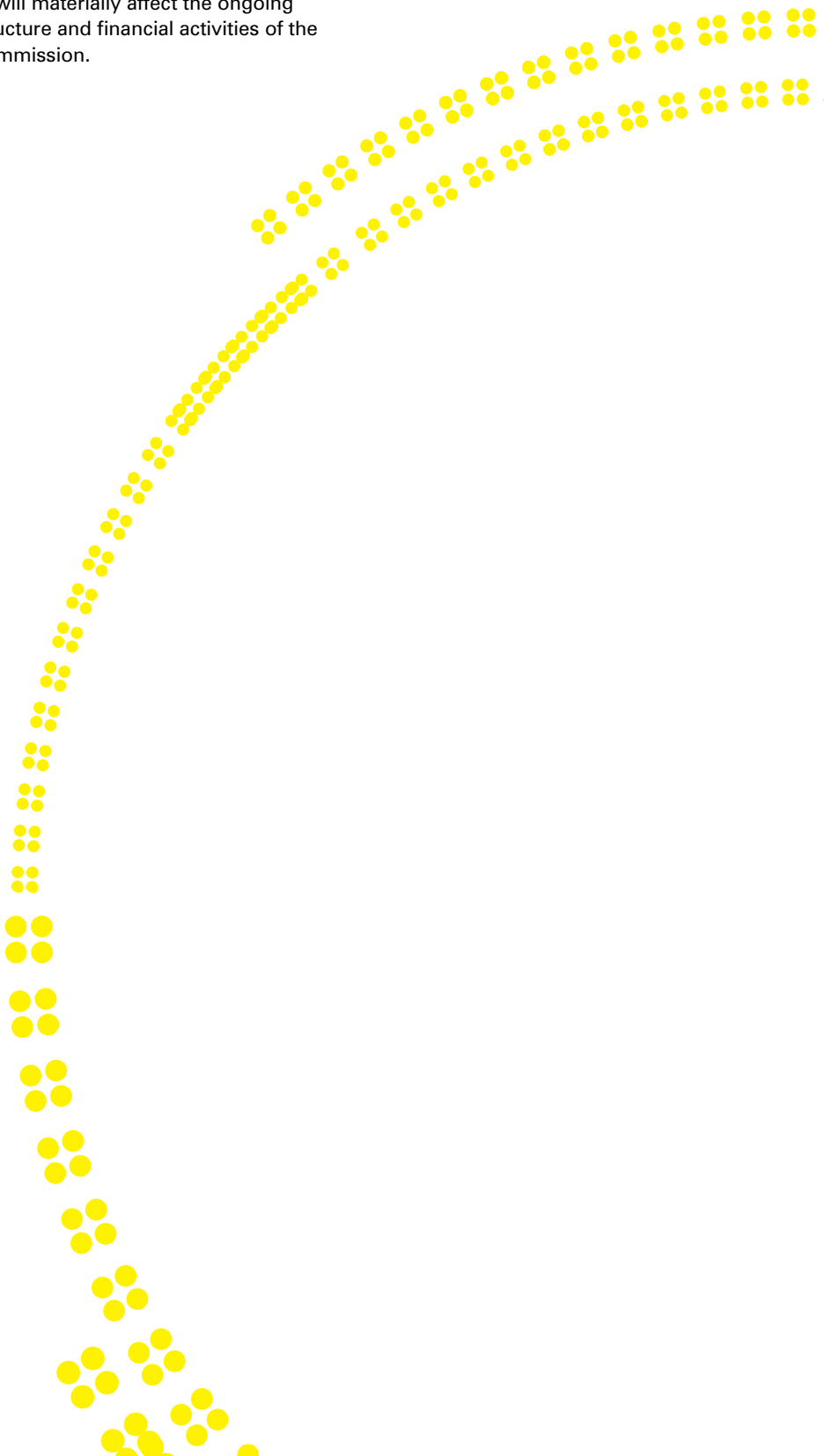
The Commission is exempt from all forms of taxation except Fringe Benefits Tax (FBT) and the Goods and Services Tax (GST).

Revenues, expenses and assets are recognised net of GST except:

- where the amount of GST incurred is not recoverable from the Australian Taxation Office; and
- for receivables and payables.

## **Note 2: Events after the Balance Sheet Date**

There were no events subsequent to the balance sheet date that have or will materially affect the ongoing structure and financial activities of the Commission.







# NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED JUNE 2010

## Note 3: Expenses

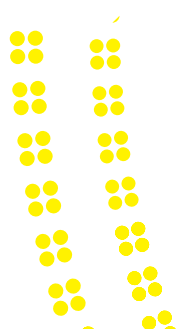
	2010	2009
	\$	\$
<b>Note 3A: Employee benefits</b>		
Wages and salaries	4,303,425	3,916,952
Superannuation:		
Defined contribution plans	364,586	331,023
Leave and other entitlements	93,312	132,333
<b>Total employee benefits</b>	<b>4,761,323</b>	<b>4,380,308</b>
<b>Note 3B: Suppliers</b>		
<b>Goods and services</b>		
Consultants	1,220,481	1,949,184
Other	987,827	905,470
<b>Total goods and services</b>	<b>2,208,308</b>	<b>2,854,654</b>
Goods and services are made up of:		
Provision of goods—external parties	987,827	905,470
Rendering of services—external parties	1,220,481	1,949,184
<b>Total goods and services</b>	<b>2,208,308</b>	<b>2,854,654</b>
<b>Other supplier expenses</b>		
Operating lease rentals:		
Minimum lease payments	579,257	466,274
Workers compensation premiums	5,368	5,766
<b>Total other supplier expenses</b>	<b>584,625</b>	<b>472,040</b>
<b>Total supplier expenses</b>	<b>2,792,933</b>	<b>3,326,694</b>
<b>Note 3C: Depreciation</b>		
Depreciation:		
Plant & equipment	68,921	57,062
Building		
Lease-hold improvements	85,667	83,826
<b>Total depreciation</b>	<b>154,588</b>	<b>140,888</b>
<b>Note 3D: Write-down and impairment of assets</b>		
Impairment/write-down of plant and equipment	18,680	9,882
<b>Total write-down and impairment of assets</b>	<b>18,680</b>	<b>9,882</b>

# NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED JUNE 2010

## Note 4: Income

	2010	2009
	\$	\$
Revenue		
<b>Note 4A: Sale of goods and rendering of services</b>		
Provision of goods—external parties	<b>84,832</b>	136,263
Rendering of services—external parties	<b>77,611</b>	35,495
<b>Total other revenue</b>	<b>162,443</b>	171,758
<b>Note 4B: Interest</b>		
Deposits	<b>152,567</b>	160,823
<b>Total interest</b>	<b>152,567</b>	160,823
<b>Note 4C: Rental income</b>		
Operating lease:		
Sub-lease	<b>121,290</b>	26,196
<b>Total rental income</b>	<b>121,290</b>	26,196
<b>Note 4D: Revenue from Government</b>		
Federal Government contribution approved by Australian Transport Council—related parties	<b>2,836,400</b>	2,743,000
State and Territory Government contributions approved by Australian Transport Council—external parties	<b>5,267,600</b>	5,095,000
Government revenue based on specific project funding - related parties	<b>379,000</b>	783,164
<b>Total revenue from Government</b>	<b>8,483,000</b>	8,621,164





# NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED JUNE 2010

## Note 5: Financial Assets

	2010	2009
	\$	\$
<b>Note 5A: Cash and cash equivalents</b>		
Cash on hand or on deposit	500	500
Deposits	5,449,679	4,340,680
<b>Total cash and cash equivalents</b>	<b>5,450,179</b>	<b>4,341,180</b>

## Note 5B: Trade and other receivables

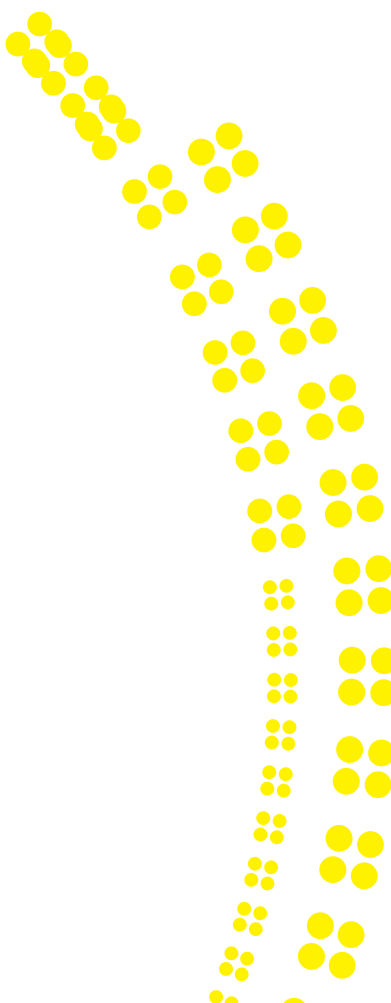
Goods and services—external parties	148,530	30,515
GST receivable from the Australian Taxation Office	64,052	29,240
<b>Total trade and other receivables</b>	<b>212,582</b>	<b>59,755</b>

Receivables are expected to be recovered in:

No more than 12 months	212,582	59,755
More than 12 months	-	-
<b>Total trade and other receivables</b>	<b>212,582</b>	<b>59,755</b>

Receivables are aged as follows:

Not overdue	212,582	59,755
Overdue by:		
Less than 30 days	-	-
30 to 60 days	-	-
61 to 90 days	-	-
More than 90 days	-	-
<b>Total receivables</b>	<b>212,582</b>	<b>59,755</b>



# NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED JUNE 2010

## Note 6: Non-Financial Assets

	2010	2009
	\$	\$

### Note 6A: Building – leasehold improvements

Leasehold improvements

– fair value	632,930	597,774
– accumulated depreciation	(395,913)	(310,246)

#### **Total Building and leasehold improvements (non-current)**

<b>237,017</b>	<b>287,528</b>
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No indicators of impairment were found for leasehold improvements

### Note 6B: Plant and equipment

Plant and equipment:

- gross carrying value (at fair value)	517,110	313,474
- accumulated depreciation	(237,125)	(168,204)

#### **Total plant and equipment (non-current)**

<b>279,985</b>	<b>145,270</b>
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Asset valuation was carried out in May 2010. The net increase to fair value equates to \$76,762.

No indicators of impairment were found for plant and equipment.

### Note 6C: Analysis of leasehold improvements, plant and equipment

#### **TABLE A – Reconciliation of the opening and closing balances of plant and equipment (2009/10)**

Item	Building-Leasehold Improvements	Other Plant & Equipment	Total
	\$	\$	\$
<b>As at 1 July 2009</b>			
Gross book value	597,774	313,474	911,248
Accumulated depreciation	(310,246)	(168,204)	(478,450)
<b>Net book value 1 July 2009</b>	<b>287,528</b>	<b>145,270</b>	<b>432,798</b>
Additions:			
by purchase	5,670	156,360	162,030
Depreciation	(85,667)	(68,921)	(154,588)
Asset Valuation	29,486	47,276	76,762
<b>Net book value 30 June 2010</b>	<b>237,017</b>	<b>279,985</b>	<b>517,002</b>
<b>Net book value as of 30 June 2010 represented by:</b>			
Gross book value	632,930	517,110	1,150,040
Accumulated depreciation	(395,913)	(237,125)	(633,038)
	<b>237,017</b>	<b>279,985</b>	<b>517,002</b>





# NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED JUNE 2010

**TABLE B – Reconciliation of the opening and closing balances of plant and equipment (2008/09)**

Item	Building-Leasehold Improvements	Other Plant & Equipment	Total
	\$	\$	\$
<b>As at 1 July 2008</b>			
Gross book value	531,862	274,716	806,578
Accumulated depreciation	(226,420)	(162,672)	(389,092)
<b>Net book value 1 July 2008</b>	305,442	112,044	417,486
Additions:			
by purchase	65,912	100,170	166,082
Depreciation	(83,826)	(57,062)	(140,888)
Disposals			
Other disposals	-	(9,882)	(9,882)
<b>Net book value 30 June 2009</b>	287,528	145,270	432,798
<b>Net book value as of 30 June 2009 represented by:</b>			
Gross book value	597,774	313,474	911,248
Accumulated depreciation	(310,246)	(168,204)	(478,450)
	287,528	145,270	432,798

2010  
\$

2009  
\$

## Note 6D: Other non-financial assets

Prepayments	38,667	49,214
<b>Total other non-financial assets</b>	<b>38,667</b>	<b>49,214</b>

All other non-financial assets are current assets.

No indicators of impairment were found for other non-financial assets.

# NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED JUNE 2010

## Note 7: Payables

	2010	2009
	\$	\$
<b>Note 7A: Suppliers</b>		
Trade creditors	<b>390,856</b>	441,536
<b>Total supplier payables</b>	<b>390,856</b>	441,536

Supplier payables expected to be settled within 12 months:

External parties	<b>390,856</b>	441,536
<b>Total supplier payables</b>	<b>390,856</b>	441,536

Settlement is usually made within 30 days.

## Note 7B: Other payables

Superannuation	<b>2,119</b>	-
GST Payable to ATO	<b>14,679</b>	17,635
Other	<b>90,267</b>	83,798
<b>Total Other Payables</b>	<b>107,065</b>	101,433

Total other payables are expected to be settled in:

No more than 12 months	<b>107,065</b>	101,433
<b>Total other payables</b>	<b>107,065</b>	101,433

## Note 8: Provisions

	2010	2009
	\$	\$
<b>Note 8A: Employee provisions</b>		
Leave	<b>634,242</b>	540,930
<b>Total employee provisions</b>	<b>634,242</b>	540,930

Employee provisions are expected to be settled in:

No more than 12 months	<b>437,522</b>	385,507
More than 12 months	<b>196,720</b>	155,423
<b>Total employee provisions</b>	<b>634,242</b>	540,930



# NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED JUNE 2010

## Note 9: Cash Flow Reconciliation

	2010	2009
	\$	\$
<b>Reconciliation of cash and cash equivalents as per balance sheet to cash flow statement</b>		
<b>Report cash and cash equivalents as per:</b>		
Cash flow statement	5,450,179	4,341,180
Balance sheet	5,450,179	4,341,180
<b>Difference</b>	-	-
<b>Reconciliation of net cost of services to net cash from operating activities:</b>		
Net cost of services	(7,291,224)	(7,498,995)
Add revenue from Government	8,483,000	8,621,164
<b>Adjustment for non-cash items</b>		
Depreciation / amortisation	154,588	140,888
Net write-down of non-financial assets	18,680	9,882
<b>Change in assets / liabilities</b>		
(Increase) / decrease in net receivables	(152,826)	264,613
(Increase) / decrease in prepayments	10,547	(49,214)
Increase / (decrease) in employee provisions	93,312	132,333
Increase / (decrease) in supplier payables	(50,680)	(114,182)
Increase / (decrease) in prepayments received	-	-
Increase / (decrease) in other payables	5,632	(79,517)
<b>Net cash from operating activities</b>	<b>1,271,029</b>	<b>1,426,972</b>

## Note 10: Commissioners Remuneration

	2010	2009
The number of Commissioners of the Commission included in these figures are shown below in the relevant remuneration bands:		
\$ Nil - \$ 14,999	1	3
\$ 15,000 - \$ 29,999	3	3
\$ 45,000 - \$ 59,999	1	-
\$ 60,000 - \$ 74,999	-	1
<b>Total number of Commissioners of the Commission</b>	<b>5</b>	<b>7</b>

Total remuneration received or due and receivable by Commissioners of the Commission	<b>\$111,099</b>	\$172,816
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# NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED JUNE 2010

## Note 11: Related Party Disclosures

There were no related party transactions during the year.

## Note 12: Executive Remuneration

### Note 12A: Actual remuneration paid to senior executives

	2010	2009
The number of senior executives who received:		
less than \$145,000*	5	4
\$145,000 to \$159,999	3	2
\$160,000 to \$174,999	2	2
\$205,000 to \$224,999	1	1
\$265,000 to \$284,999	1	1
<b>Total</b>	<b>12</b>	<b>10</b>

\*Excluding acting arrangements and part-time service.

The aggregate amount of total remuneration of senior executives shown above. **\$1,983,462** \$1,672,288

The aggregate amount of separation and redundancy/termination benefit payments during the year to executives shown above. **\$ Nil** \$ Nil

### Note 12B: Salary packages for senior executives

	As at 30 June 2010			As at 30 June 2009		
	No. of Exec.	Base salary	Total remuneration package	No. of Exec.	Base salary	Total remuneration package
less than \$145,000*	5	\$128,051	\$139,576	4	\$125,617	\$136,922
\$145,000 to \$159,999	1	\$137,018	\$149,350	2	\$138,532	\$151,000
\$160,000 to \$174,999	2	\$150,720	\$164,285	3	\$154,740	\$168,667
\$175,000 to \$189,999	1	\$162,532	\$177,160	-	-	-
\$220,000 to \$234,999	1	\$211,670	\$230,720	1	\$205,505	\$224,000
\$265,000 to \$279,999	-	-	-	1	\$254,110	\$276,980
\$280,000 to \$294,999	1	\$261,734	\$285,290	-	-	-
	<b>11</b>			<b>11</b>		

\*Excluding acting arrangements and part-time service.

Note: total remuneration on package represents base salary plus superannuation.





# NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED JUNE 2010

## Note 13: Remuneration of Auditors

	2010	2009
	\$	\$
Financial statement audit services provided to the Commission.		
The fair value of the services provided was:	<b>13,500</b>	13,500
	<b>13,500</b>	13,500

No other services were provided by the Auditor-General.

## Note 14: Average Staffing Levels

	2010	2009
The average staffing levels for the Commission during the year were:	<b>40</b>	38

## Note 15: Financial Instruments

	2010	2009
	\$	\$
<b>15A Categories of financial instruments</b>		
<b>Financial Assets</b>		
Loans and receivables		
Cash and cash equivalents	<b>5,450,179</b>	4,341,180
Receivables for goods and services	<b>148,529</b>	30,515
<b>Carrying amount of financial assets</b>	<b>5,598,708</b>	4,371,695
<b>Financial Liabilities</b>		
Suppliers Payable	<b>390,856</b>	441,536
<b>Carrying amount of financial liabilities</b>	<b>390,856</b>	441,536
<b>15B Net income and expense from financial assets</b>		
<b>Loans and Receivables</b>		
Interest revenue (Note 4B)	<b>152,567</b>	160,823
<b>Net gain from loans and receivables</b>	<b>152,567</b>	160,823
<b>Net gain from financial assets</b>	<b>152,567</b>	160,823

# NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED JUNE 2010

## 15C Fair value of financial instruments

	Carrying amount 2010 \$	Fair value 2010 \$	Carrying amount 2009 \$	Fair value 2009 \$
<b>FINANCIAL ASSETS</b>				
Cash at bank	5,450,179	5,450,179	4,341,180	4,341,180
Receivables for goods and services	148,529	148,529	30,515	30,515
<b>Total</b>	<b>5,598,708</b>	<b>5,598,708</b>	4,371,695	4,371,695
<b>FINANCIAL LIABILITIES</b>				
Trade creditors	390,856	390,856	441,536	441,536
<b>Total</b>	<b>390,856</b>	<b>390,856</b>	441,536	441,536

## 15D Credit risk

Credit risk is the risk of financial loss as a result of failure by a client or counterpart to meet its contractual obligations. The finance department is responsible for the analysis and monitoring of its credit risk exposure. All credit exposures are monitored regularly against allowed limits. To mitigate credit risk, letters of credit and terms of trade are introduced where appropriate.

The average credit period for trade receivables is 30 days. The Commission holds no collateral to mitigate against credit risk.

### Credit risk of financial instruments not past due or individually determined as impaired.

	Not past due nor impaired 2010 \$	Not past due nor impaired 2009 \$	Past due or impaired 2010 \$	Past due or impaired 2009 \$
Receivables for goods and services	148,529	30,515	-	-
<b>Total</b>	<b>148,529</b>	30,515	-	-



# NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED JUNE 2010

## Ageing of financial assets that are past due but not impaired for 2010

	0 to 30 days	31 to 60 days	61 to 90 days	90+ days	Total
	\$	\$	\$	\$	\$
Receivables for goods and services	-	-	-	-	-
<b>Total</b>	-	-	-	-	-

## Ageing of financial assets that are past due but not impaired for 2009

	0 to 30 days	31 to 60 days	61 to 90 days	90+ days	Total
	\$	\$	\$	\$	\$
Receivables for goods and services	-	-	-	-	-
<b>Total</b>	-	-	-	-	-

## 15E Liquidity risk

Liquidity risk is the risk that the Commission is unable to meet its financial obligations as they fall due, which could arise due to mismatches in cash flows. Funding and liquidity management is performed by the finance department on a weekly basis and regular reports are provided to management and Commissioners. Payments take place once a week, which ensures all suppliers are paid within the established terms of trade. The average credit period for supplier payments is 30–60 days.

## Maturities for financial liabilities 2010

	On demand	within 1 year	2 to 5 years	> 5 years	Total
	2010	2010	2010	2010	2010
	\$	\$	\$	\$	\$
Suppliers Payable	<b>390,856</b>	-	-	-	<b>390,856</b>
<b>Total</b>	<b>390,856</b>	-	-	-	<b>390,856</b>

	On demand	within 1 year	2 to 5 years	> 5 years	Total
	2009	2009	2009	2009	2009
	\$	\$	\$	\$	\$
Suppliers Payable	441,536	-	-	-	441,536
<b>Total</b>	<b>441,536</b>	-	-	-	<b>441,536</b>

# NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED JUNE 2010

## 15F Market risk

The Commission is not exposed to currency risk or other price risks.

The method used to arrive at the possible change of 75 basis points was based on both statistical and non-statistical analysis. The statistical analysis has been based on the cash rate for the past five years issued by the Reserve Bank of Australia (RBA) as the underlying dataset. This information is then revised and adjusted for reasonableness under the current economic circumstances. 75 basis points is considered reasonable because it is reasonably possible that there will be greater volatility compared to that which has been experienced in recent years, but, not to the extent of the extraordinary volatility experienced in 2009/10.

### Risk to which the Commission was exposed in 2010

		Change in risk variable	Effect on Profit and loss 2010	Equity 2010
	Risk variable	%	\$	\$
Interest rate risk	Interest rate	0.75	36,718	-
Interest rate risk	Interest rate	-0.75	(36,718)	-

### Risk to which the Commission was exposed 2009

		Change in risk variable	Effect on Profit and loss 2009	Equity 2009
	Risk variable	%	\$	\$
Interest rate risk	Interest rate	0.75	35,555	-
Interest rate risk	Interest rate	-0.75	(35,555)	-

## Note 16: Compensation and Debt Relief

No payments were made during the reporting period. (2009: No payments made)



# NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED JUNE 2010



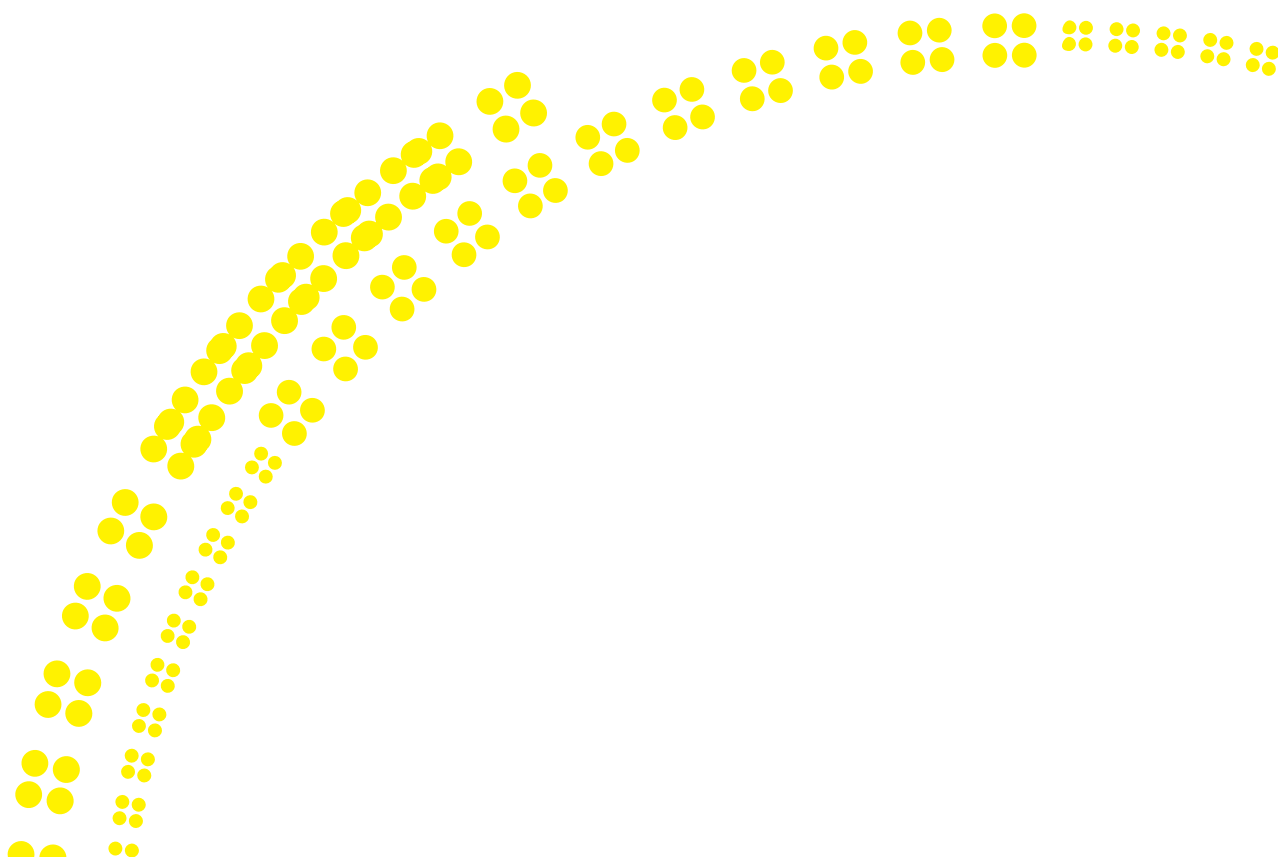
## Note 17: Reporting of Outcomes

The National Transport Commission (NTC) is an independent body established under Commonwealth legislation and funded jointly by the Commonwealth, States and Territories. The NTC has one outcome which is to improve the efficiency, safety and administration of land transport in Australia, and to reduce its environmental impact. The principal objective is achieved through the effective implementation (by others) of transport reforms based on nationally consistent policy and regulation developed by the Commission.

### Note 17A: Net cost of outcome delivery

	Outcome 1	
	2010	2009
	\$	\$
<b>Expenses</b>	<b>7,727,524</b>	7,857,772
<b>Income from non-government sector</b>		
Activities subject to cost recovery	-	-
Other	<b>436,300</b>	358,777
<b>Total</b>	<b>436,300</b>	358,777
<b>Other own-source income</b>	-	-
<b>Net cost of outcome delivery</b>	<b>7,291,224</b>	7,498,995

There were no competitive neutrality payments made during the reporting period. (2009: No payments made)



# NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED JUNE 2010

## Note 17B: Major classes of expenses, income, assets and liabilities by outcome

	Outcome 1	
	2010	2009
	\$	\$
<b>Expenses:</b>		
Employee benefits	<b>4,761,323</b>	4,380,308
Supplier expenses	<b>2,792,933</b>	3,326,694
Depreciation and amortisation	<b>154,588</b>	140,888
Write-down and impairment of assets	<b>18,680</b>	9,882
<b>Total</b>	<b>7,727,524</b>	7,857,772
<b>Income:</b>		
Income from government	<b>8,483,000</b>	8,621,164
Sale of goods and rendering of services	<b>162,443</b>	171,758
Interest	<b>152,567</b>	160,823
Rental income	<b>121,290</b>	26,196
<b>Total</b>	<b>8,919,300</b>	8,979,941
<b>Assets:</b>		
Cash and cash equivalents	<b>5,450,179</b>	4,341,180
Trade and other receivables	<b>212,582</b>	59,755
Building—Leasehold improvements	<b>237,017</b>	287,528
Plant and equipment	<b>279,985</b>	145,270
Other non-financial assets	<b>38,667</b>	49,214
<b>Total</b>	<b>6,218,430</b>	4,882,947
<b>Liabilities:</b>		
Suppliers	<b>390,856</b>	441,536
Other payables	<b>107,065</b>	101,433
Employee provisions	<b>634,242</b>	540,930
<b>Total</b>	<b>1,132,163</b>	1,083,899



# APPENDIX A

## FREEDOM OF INFORMATION STATEMENT

As required by section 8 of the *Freedom of Information Act 1982*, the following information is published in relation to the organisation and functions of the National Transport Commission (NTC), and how members of the public can gain access to documents in the possession of the NTC.

### Organisation and functions of the NTC

The *NTC at a glance* section of this report provides information on the functions of the NTC.

### Powers

The NTC is a body corporate subject to the *Commonwealth Authorities and Companies Act 1997*.

### Consultative arrangements

Please refer to the *Project boards, advisory and working groups* section of this report for details on consultative arrangements.

### Categories of documents in possession of the NTC

#### Documents available to the public upon payment of a fee

The NTC does not hold any documents of this type.

#### Documents available free of charge

All NTC reports are available free of charge on its website [www.ntc.gov.au](http://www.ntc.gov.au) or by contacting the NTC.

### Government

Correspondence, briefings, submissions and draft Regulatory Impact Statements made for the Council of Australian Governments (COAG), the Australian Transport Council (ATC), the Transport Agencies Chief Executives (TACE) and the Standing Committee on Transport (SCOT).

### Meeting proceedings

Agenda papers and records of proceedings of internal and external meetings and workshops are available.

### Business management

Documents related to development of the NTC's Work Programme, business and personnel management, and general papers and correspondence related to management of the NTC's Work Programme are available.

### Privacy

The NTC collects data as part of its functions and operations. The data collected is limited to personal information provided by the public for communication purposes ('web alerts'), including names, addresses, company names and contact phone numbers.

The NTC privacy policy applies to all personal data the NTC collects. The privacy policy expressly prohibits the disclosure of personal data by the NTC without the consent of the person concerned. In addition, the NTC receives, and keeps, submissions which are made on a confidential basis as part of the policy development process. Examples of such submissions include those made by the public to Regulatory Impact Statements (RIS), exposure drafts of legislation and draft policy papers.

### Freedom of information requests during 2009/10

There were no requests made under the *Freedom of Information Act 1982* during 2009/10.

### Freedom of information enquiries

All enquiries concerning access to documents under the *Freedom of Information Act 1982* may be directed to the:

FOI Contact Officer  
National Transport Commission  
Level 15/628 Bourke Street  
Melbourne, Victoria 3000  
Phone 03 9236 5000  
Fax 03 9642 8922  
email: [enquiries@ntc.gov.au](mailto:enquiries@ntc.gov.au)

## ACRONYMS

<b>ARRB</b>	Australian Roads Research Board	<b>KPI</b>	Key Performance Indicator
<b>ATC</b>	Australian Transport Council	<b>NHVR</b>	National Heavy Vehicle Regulator
<b>COAG</b>	Council of Australian Governments	<b>NTC</b>	National Transport Commission
<b>CPI</b>	Consumer Price Index	<b>OECD</b>	Organisation for Economic Cooperation and Development
<b>CRRP</b>	COAG Road Reform Plan	<b>OH&amp;S</b>	Occupational, Health and Safety
<b>BITRE</b>	Bureau of Infrastructure, Transport and Regional Economics	<b>PBS</b>	Performance Based Standards
<b>DITRD LG</b>	Department of Infrastructure, Transport, Regional Development and Local Government	<b>PPI</b>	Producer Price Index
<b>GHG</b>	Greenhouse Gas Emissions	<b>PRP</b>	Performance Based Standards Review Panel
<b>HSMA</b>	Health and Safety Management Arrangements	<b>RIS</b>	Regulatory Impact Statement
<b>IAG</b>	Industry Advisory Group	<b>SCOT</b>	Standing Committee on Transport
<b>IAP</b>	Intelligent Access Program	<b>TACE</b>	Transport Agency Chief Executives
		<b>TCA</b>	Transport Certification Australia

## COMPLIANCE INDEX

The table below shows compliance with the *Commonwealth Authorities and Companies (Report of Operations) Orders 2008* issued by the Minister for Finance and Deregulation on 30 June 2008.

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**National Transport Commission**

Level 15/628 Bourke Street  
MELBOURNE VIC 3000  
Tel: 03 9236 5000 Fax: 03 9642 8922  
[enquiries@ntc.gov.au](mailto:enquiries@ntc.gov.au)  
[www.ntc.gov.au](http://www.ntc.gov.au)

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