

**Senate Standing Committee on Rural and Regional Affairs and Transport**  
ANSWERS TO QUESTIONS ON NOTICE  
Additional Budget Estimates February 2009  
**Infrastructure, Transport, Regional Development and Local Government**

**Question No. NTS 01**

**Division/Agency:** National Transport Strategy

**Topic:** Urban Mobility

**Hansard Pages:** Written Question

**Senator Williams asked:**

Australia is the only OECD country that does not have a national moving people strategy. When is the Government going to do something about this?

**Answer:**

The Government considers that all forms of transport have a role to play in moving people and freight, especially within our major cities. It is essential that an efficient road and rail network, supported by a robust public transport system, co-exist in a way that support each other to make our cities more sustainable and liveable. The Australian Government is committed to working with the states and territories, the providers of public transport, to achieve greater use of all forms of public transport, thereby contributing to reductions in greenhouse gas emissions and congestion in our major cities.

The Government recognises that the Commonwealth was absent from urban policy development over the last 12 years and that this has had an impact on the productivity and sustainability of our urban areas.

The Government has established the Major Cities Unit to bring a coordinated and integrated approach to urban policy development. The Major Cities Unit is leading a whole of government response by the Commonwealth to contribute to outcomes that improve the sustainability, livability and productivity of the major cities in Australia. The Major Cities Unit is working closely with Infrastructure Australia to contribute expertise on urban infrastructure issues, including public transport.

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**Question No.** NTS 02

**Division/Agency:** National Transport Strategy

**Topic:** National Rail Safety Regulator and Investigator Proposals

**Hansard Pages:** Written Question

**Senator Williams asked:**

COAG has approved the development of a Regulatory Impact Statement (RIS) by the National Transport Commission (NTC) for establishment of a National Rail Safety Regulator and a National Rail Safety Investigator, to replace existing Regulator and Investigatory organisations in all States and Northern Territory.

The rail industry is strongly supportive of the establishment of both a National Rail Safety Regulator and a National Rail Safety Investigator as very important micro-economic reforms, to replace all existing regulatory and investigatory arrangements. This reform will significantly enhance safety by improving the efficiency and effectiveness of rail safety regulation and investigation in every jurisdiction.

1. What is the Government's position on these critical reforms and if it does not support them, why not?
2. Further, when is COAG going to approve this vital micro-economic reform to the rail industry?

**Answer:**

1. The Government is working with the state and territory governments to progress these reforms.
2. COAG is expected to consider the final RIS later this year.