

AUSTRALIAN ROAD FORUM TO MEET IN AUGUST

Following the launch of the new Australian Road Forum by the Commonwealth Minister for Roads in March, the Forum itself will hold its first meeting in Sydney in August.

According to Ray Fisher, the President of ARF, the main benefit of National Council membership is the right to participate in the Forum itself, which will convene every six months in a different capital city.

“Our vision is that the Forum will function as a college of industry leaders”, Ray Fisher said. “Its meetings will review the ‘state of the nation’ for road transport in Australia. This will keep members uniquely informed and provide a mechanism for bringing the industry’s leaders together in one room on a regular basis.”

Forum meetings will be limited to companies and organisations which are members of the ARF National Council. This distinguishes Forum meetings from the ARF’s regular lunches which are open to the industry at large.

To ensure that the meetings convene as a true “forum”, members will be seated at a large U-shaped table. There will be significant opportunity for interaction and the Forum will develop its own culture to encourage this, including making its own decisions about issues and agendas.

Ray Fisher says the programme needs to be informative and valuable as a business tool.

“Presentations will be structured to ensure that we meet the high threshold required by members who are themselves well informed. In keeping with this, at each Forum meeting BIS Shrapnel will set the scene for the reports which follow with an overview of national industry prospects.”

“I believe that the will program break new ground in terms of keeping our industry in touch with issues and with its own members,” Ray Fisher said.



Minister Jim Lloyd, Commonwealth Minister for Roads, and Minister Paul Lucas, Queensland Minister for Transport and Roads, at the ARF Summit meeting in March.

PROGRAM FOR FORUM MEETINGS

8.30 **Members arrive.** Coffee.

9.00 **Executive Director’s Report**
News from ARF and confirmation of Agenda

9.15 **National Decision Making Review**
A senior journalist/political commentator reviews the national political scene, legislation and economic debate. They then lead discussion.

10.0 **Sector Overview - BIS Shrapnel**
BIS Shrapnel covers

- the general economic outlook
- the outlook for the broad construction sector
- the outlook for road construction and road maintenance, by type of road, type of work, and by state and territory
- developments in the road freight sector (this may not be covered every time)

10.45 **Morning Tea**

11.0 **The National Perspective**
DOTARS reports on the current state of play nationally, and on Commonwealth initiatives, including ATC, Auslink projects and negotiations.

11.30 **Road Authority Reports**
State Road Authorities report as a panel on

- Current issues in their jurisdictions
- State of current projects and forthcoming tenders

- Recent major announcements
- Likely developments in the next six months

12.30 **Pre-lunch drinks - networking time**

1.0 **Lunch and Guest Speaker**

The Forum convenes over a sit-down lunch. The guest speaker is a minister, key decision-maker or leading CEO.

2.30 **Key Topic**

Each Forum addresses a key topic chosen at the preceding meeting.

3.30 **Afternoon Tea**

3.45 **Policy Discussion**

Members have the opportunity to inform their colleagues about their own issues and to put subjects on the table for future discussion.

4.45 **Close of Business**

The Forum’s proceedings always close by 4.45.

Like to find out MORE about ARF?

- Visit our website – www.roads.org.au or
- Call the Executive Director, Ian Webb, on (03) 9821 5255.

CONSULTATIONS ON AUSLINK ROLL-OUT

In line with its role as the national peak body for road transport stakeholders, ARF has been active in consultations with Government over the roll-out of the AusLink Package.

ARF recently joined other key stakeholders at a meeting of industry leaders convened by DOTARS to discuss the elements to be included in the corridor strategies which underpin AUSLINK.

Stakeholders who attended the meeting, including the Executive Director of ARF, congratulated DOTARS on the consultation initiative.

ARF suggested that it would strengthen the consultative process if industry members could be involved in future discussions at a technical level. ARF would be happy to introduce member companies which could make a strong practical contribution.

ARF also appeared before the Senate Committee on Rural and Regional Affairs and Transport in relation to the AusLink Legislation. An extract from ARF's submission appears below.

ARF ON TARGET FOR 2004/5

The ARF Board recently reviewed the ARF's targets for 2004/5. The targets were exceeded in almost every area with the following outcomes:

TARGET 1: Increase Council membership to 25.

Result: Membership actually grew to 32 (up from 10 in March 2004)

TARGET 2: Diversify the membership over 13 Sectors

Result: Membership now covers 12 of the 13 sectors (up from 5 Sectors in March 2004)

TARGET 3: Representation from all mainland States

Result: Membership now covers 4 States (up from 3 in March 2004)

TARGET 4: Strong attendance at the 2005 Conference - 175+ delegates

Result: 180 delegates attended the Summit; 170 attended the John Shaw Dinner

TARGET 5: National umbrella organisation formally constituted

Result: New Constitution adopted 22 March 2004



TARGET 6: Government Recognition - ARF actively consulted

Result: Federal Minister for Roads formally recognised ARF as the National Peak Body for Road Transport Stakeholders on 22 March. ARF has been actively consulted in the AusLink rollout and has appeared before the Senate Standing Committee on Transport.

TARGET 7: Strong Program of Activities - 3 well attended forums in Qld, NSW, VIC and SA

Result: Target has been met in all but South Australia (where one lunch was held). (Western Australia is a high priority for 2005/6.)

ARF LEADS AUSTRALIAN DELEGATION TO IRF WORLD MEETING

The ARF led a 18 member industry delegation to the World Meeting of the International Road Federation held in Bangkok from 14-18 June. Over 2000 delegates from seventy countries attended the Meeting.

The ARF delegation included representatives from DOTARS, ARRB Group, Queensland Main Roads, Transport South Australia, and Main Roads WA.

The ARF delegation played a major part in the Conference in line with its participation on the World Executive Board of IRF. Dr. Anthony Ockwell from DOTARS delivered a speech on behalf of the Commonwealth Minister

for Roads, Jim Lloyd, to the Plenary on Day one of the conference. Bob Peters of Main Roads WA gave a presentation on the challenges and lessons learned from major international ITS projects. The ARF President, Ray Fisher, also chaired a Plenary Session of the Conference.

Queensland Main Roads and LGAQ jointly won the IRF Global Achievement Award for 2005 for program management. This recognised their co-operation the Road Alliance. It was great to see two ARF members achieve this international recognition.

ARRB Group's participation included mounting a major exhibit of their products and services. ARRB Group also hosted a reception on behalf of the Australian delegation for members of other international delegations. ARRB's leading edge expertise attracted significant attention at the conference.

ARF WELCOMES NEW MEMBERS

Since the last issue of ROADS Magazine, ARF has continued to welcome new members - the Australian Automobile Association, Connell-Wagner, GHD, and Westrac.

If you would like to join the Forum, please call our Executive Director, Ian Webb, on (03) 9821 5255.

WHAT DOES ARF STAND FOR?

In the last issue of ROADS we published an overview of ARF policy. Here is a further extract from the ARF's submission to the Senate. This extract addresses Australia's road management regime. The full submission is available on the ARF website - www.roads.org.au

THE MANAGEMENT REGIME - STILL A WAY TO GO

Australia's road network is the product of a three-tiered system of government which divides responsibility for our roads both geographically and according to their perceived importance. Although the three-tiered system has advantages, in the context of roads management it has few virtues. By their very nature, roads need seamless interfaces, economies of scale and an allocation of resources based on need.

Through institutions such as COAG and ATC, Australia's governments have attempted to minimize the adverse affects. But they have never done so at the expense of their own autonomy or status. Even the most significant road programs, AusLink included, contain a significant element of misplaced proprietorship which can only act to the detriment of the national interest.

Examples appear in many guises - from roadside signs proclaiming the level of government which should receive the credit, through to more serious manifestations.

At a local level, particularly within our major cities, the problem presents itself in the policies of municipalities which seek to limit through traffic in the name of local community amenity. This may be understood within a local context, but in terms of national transport it simply adds to the growing congestion problems we already face.

Another example is the recurrent insistence that the agencies which raise the money should be able to control the agenda. The latter is also an aspect of AusLink - although the Commonwealth is by no means alone. Ultimately it is of little relevance to road users or industry which agency raises the money. Moreover, the trail of GST offsets, fuel tax rebates and a myriad of treasury trade offs make it all but impossible to point which way the rabbit went down the burrow.

We all recognise these as self-evident truths, yet Australia's governments perpetuate territorial behaviour which is scarcely in the nation's best interest. If AusLink is serious about the infrastructure itself (and clearly it is), it must be matched by an equally serious reform of the way we plan, manage and fund the nation's roads. That review needs to go to the heart of the matter by achieving a truly unified national effort and purpose between governments at federal, state and local levels. Australia may well need a fundamentally different road management structure. It is beyond the reach of this submission to canvass the options and the solutions, but all parties need to make a start.

AusLink is an ambitious and vital initiative. Yet in the final analysis it does not go significantly beyond an agenda for construction. In that role it cannot do the full job. In the meantime, the industry looks to Australia's Governments to approach the infrastructure challenge in a new spirit of co-operation and to begin a reform agenda as distinct from a funding program.

The majority of players in the roads and transport industry, including the states and territories, agree on the importance of a national approach to land transport infrastructure, but co-operation is the key. In tandem with AusLink, state-funded work on state arterials and local networks, the rail network and public transport all support and benefit the National Network. Together they all contribute to the operation of the National Transport System as a whole.

The National Land Transport Network outlined in the AusLink White Paper with its focus on freight efficiency, is part of a larger complex transport system. Multi-modal inter-connectivity between the declared national, state and local networks is a

critical factor. AusLink needs to be an integrated, multi-modal, strategic planning scheme built on genuine collaboration.

Collaboration is required to ensure that land use planning, development of transport networks and their inter-connections will further enhance the functionality of the entire transport system. The recently released National Guidelines for Transport System Management in Australia are a positive example of state/territory/federal/local government collaboration (released by ATC in December 2004). The Guidelines are jointly owned by all jurisdictions, and will be trialled and implemented on a without prejudice basis over the next few years.

One of the key long term objectives of AusLink, and the supporting legislation, needs to be that all parties work together to develop a strategy that:

- clearly defines the roles and responsibilities of all interested parties and their relationship with ATC and COAG, and outlines state and federal legislation;
- establishes a National Transport Advisory Council (NTAC) as a vehicle to progress strategic roads and transport issues, providing a voice for all jurisdictions and the private sector;
- recognises and builds upon the strengths of the earlier 1991 Intergovernmental (COAG) Road Funding Agreement on the separation of accountabilities by sphere of government;
- promotes a program approach to planning and funding works; and
- defines the actual responsibilities of each sphere of government and the private sector for the ownership and management of land transport infrastructure.



AUSTRALIAN ROAD FORUM

Melbourne Lunch
Tuesday 2nd August, 2005

road
talk

Lunch with Minister John Brumby

The Vision for Victorian Infrastructure



The ARF has a keen interest in infrastructure and our members closely follow this issue.

Last year we heard from Minister Batchelor about the Government's vision for Victoria's roads.

It is now very timely to hear the Treasurer's perspective on the infrastructure debate, particularly the respective roles of the Commonwealth and the States in addressing an emerging issue on the national agenda.

John Brumby exercises the key role within the Victorian Government on infrastructure. As Treasurer, Minister for State and Regional Development and Innovation, he takes the lead in developing the business climate, attracting investment and in shaping the State's overall economic framework.

This is an important lunch and a worthwhile opportunity for a corporate table.

Registration and Tax Invoice

Your Details

Name (Print clearly for name tag) _____

Please register any additional colleagues/guests with Name, Position, Company and email contact on a separate sheet.

Position: _____

Organisation: _____

Address: _____

Telephone: _____ Fax: _____

Email: _____ Dietary Request: _____

How did you hear of this event? _____

Investment

\$99 per person (incl GST) Members

\$115.50 per person (incl GST) Non-Members

**** Corporate Tables of 10 @ \$990 (incl GST) a saving of 14%**

Payment

I will enclose a cheque for \$ _____
(please make cheque payable to Australian Road Forum and send to Australian Road Forum, PO Box 6731, St Kilda Road Central, Melbourne Vic 8008).

Credit Card: VISA - MASTERCARD - BANKCARD (only)

Name on card: _____

Card Number: _____ Expiry _____/____

Signature: _____ Amount \$ _____

Tuesday 2nd August 2005

12.30pm til 2.30pm

The Point
Albert Park Lake

\$99 Members
\$115.50 Non Members
(includes GST, 2 course
meal & beverages)

Enquiries and Bookings

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Booking and Cancellation Policy - ABN: 34 834 376 172

Bookings received 48 hours prior to the event cannot be guaranteed unless a confirmation has been received by the Event Manager. Cancellations should be notified in writing (by fax or email). Cancellations received prior to Tuesday 26th July 2005 will receive a full refund less 25%. No refund will be applicable for cancellations received after Tuesday 26th July 2005 although substitute delegates are welcomed.