



## Communiqué

### New Focus of the ARA

28<sup>th</sup> September 2009

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#### **Message from the Chairman:**

After six years of operation in Canberra, the ARA Executive has conducted a review of the function and structure of the ARA. PriceWaterhouse Coopers were commissioned in April 2009 to undertake a review which canvassed a wide cross section of ARA members to obtain their views as to the effectiveness of the organization and value of current activities.

#### **Structure**

As a result of the review it has been decided that the ARA will strengthen its advocacy and policy development activities. It will continue to be the single voice of the industry tackling the most pressing issues relevant to various sections of the industry freight, passenger and suppliers, and lobbying all levels of Government to drive reform in the best interests of the total rail industry.

The Rail Industry Safety and Standards (RISSB) was viewed as being of high value to the industry and will continue with its current structure and focus as industry safety and harmonization. In order for it to operate with more autonomy, it will be structurally separated from the ARA and the level of its Board representation will be boosted. The ARA and RISSB will continue to be collocated and share back office functions.

The ARA would continue to provide governance and advisory services to the CRC for Rail Innovation, but would no longer provide a cash contribution.

#### **Board Composition**

The Governance arrangements for the ARA Board have been tightened and the board will concentrate on strategic directions for the industry. It was agreed that the ARA Executive will have eight members in order to ensure a balanced structure representing all sectors of the rail industry. The Board will be formed by:

<b>Category</b>	<b>Number of seats</b>
Class 1 Member	4
Medium Track Operator	1
Medium Passenger Operator	1
Intra State, Interstate Passenger Operator	1
Rail Suppliers	1

The last four seats will be rotated on a three yearly basis.

## **Purpose and Objectives**

The wording of the purpose and objectives were also amended to better reflect the broader community of interest of the rail industry.

### **Purpose**

The ARA is the peak body that, through industry leadership, provides a single coordinated voice on relevant issues of national importance.

The ARA researches and advises industry, and lobbies all levels of Government to drive reform in the best interests of the rail total industry.

### **Objectives**

This is achieved by implementing the following strategic objectives:

- Achieve a single regulatory framework for the industry;
- Ensure rail is positively advantaged by the emissions trading regime compared to competitors;
- Influence policy setting so governments provide sufficient incentives and investments for enhanced freight and passenger operations.
- Influence policy settings to promote a competitive and efficient supply industry.
- Campaign to reduce level crossing collisions by working with all stakeholders;
- Promote long term strategic planning and policy to ensure that both passenger and freight rail's contribution to economy and society is maximised:
  - Improve land use
  - Improve supply chain efficiency and effectiveness;

## **Implementation**

The ARA 'Statement of Purpose and Rules' will be amended and the minor changes put to the AGM to be held during AUSRAIL in November.

It is an exciting time for the Rail Industry and we face a challenging time as all sectors of the industry meet the demands of current and future investment. The refocusing of the ARA is aimed at ensuring we are better placed for our future.

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## **Media Enquiries**

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