Appendix A: National Urban Policy Implementation Plan

Introduction

In May 2011, the Australian Government released *Our Cities, Our Future – a national urban policy for a productive, sustainable and liveable future* (the National Urban Policy).

The National Urban Policy is supported by a set of initiatives that contribute to delivering on its productivity, sustainability and liveability goals set out in the National Urban Policy Summary Action Plan (Chapter 7).

The Action Plan includes initiatives to be implemented over the short, medium and long term across portfolios, and this component of the Governance chapter reports on the progress of these initiatives.

Initiatives completed prior to the 2012 report have not been included in this year's report.

Productivity

1. Improve labour and capital productivity by:

- Aligning workforce availability and capacity to meet labour force demand
- Supporting education, research and innovation

Initiatives	Aims	Timeframe	Progress
Sustainable Population Strategy (SEWPaC)	Outline the government's framework for a Sustainable Australia as a nation of sustainable communities that have the services; job and education opportunities; affordable housing; amenity; and natural environment that make them places where people want to work, live and build a future.	2011–14	The *Sustainable Population Strategy* (SPS) was released in May 2011 as a high-level policy framework that outlines the breadth of programs, policies and reforms operating across government to deliver on the aims and objectives of the SPS. Delivery on a number of specific initiatives is summarised later in this report.
Trade Training Centres in Schools $2.5 billion (DEEWR)	Give young Australians greater training opportunities and help address skills shortages.	2008–18	The first funding round of the program opened in March 2008. As of 24 May 2013: • $1.2 billion has been approved to fund more than 370 projects, benefiting more than 1070 schools; • 268 Trade Training Centres are already built (benefiting more than 765 schools). The latest funding of $400m announced in October 2012 under Round Five will bring the total current investment in trade training infrastructure in Australian secondary schools to more than $1.6 billion since 2008.
Education Investment Fund (EIF) $4.15 billion (DIICCSRTE)	Build a modern, productive, internationally competitive Australian economy by supporting world-leading, strategically-focused infrastructure investments to transform Australian tertiary education and research.	2008–	Since 2008, four competitive EIF funding rounds have been conducted. In the 2011–2012 Budget, $500 million was announced for a Regional Priorities Round of EIF. A two-stage application process was conducted. To date 9 higher education sector projects and 1 VET sector project have been announced. Further announcements in the TAFE sector are pending.

Initiatives	Aims	Timeframe	Progress
Powering Ideas – supporting industrial transformation by helping workers and entrepreneurs move into higher, value-added activities (DIICCSRTE)	Improve productivity and elevate levels of value-added industrial output through investing in innovative infrastructure; reforming university funding; investing in science and research infrastructure; boosting investment with a focus on excellence and transparency; increasing support for postgraduate research students; and improving innovation skills and workplace capabilities, particularly management and leadership skills.	2008–13	A range of initiatives have been put in place to deliver on Powering Ideas, including the R&D Tax Incentive, Commercialisation Australia, Super Science initiatives, the Clean Technology Program and Enterprise Connect. The government is also carrying out a Review of Venture Capital and Entrepreneurial Skills in Australia to establish what future actions might be required in this area to help build early stage Australian companies with high growth potential. Under *A Plan for Australian Jobs* the Government will invest $504.5 million between 2012–13 and 2016–17 in the Industry Innovation Precincts Program. Precincts will be industry-led, national networks which will boost the capability and capacity of Australian firms so they can win more business abroad and take advantage of growing demand internationally. Led and run by industry, Precincts are designed to be highly flexible and responsive, so that they can propel innovation, boost productivity and increase growth. Precincts will offer the Growth Opportunities and Leadership Development (GOLD) service to small to medium enterprises (SME) assessed as having high growth potential. GOLD is designed to provide high potential SMEs with a single point of access to a range of advanced business support services. The first two precincts (in the manufacturing and food sectors) will be operational from mid-2013. The remaining Precincts will be selected through a competitive selection process in 2013, with Stage 1 of the process closing to applicants on 5 June.
The $45 million Suburban Jobs program to distribute jobs and economic opportunity into suburban areas, reducing travel demand, congestion and providing diversified economic activity (SEWPaC)	The Suburban Jobs Program aims to support local and state governments to plan for and provide enduring employment opportunities in the growing outer suburbs of our major capital cities.	2012–14	The University of Western Sydney, the City of Playford and the Melton City Council were announced in 2012 as the successful Suburban Jobs Program applicants by the Minister for Sustainability, Environment, Water, Population and Communities. Funding agreements are now in place with each proponent and projects are underway. The University of Western Sydney will receive $13.5 million to support the $29.5 million Werrington Park Corporate Centre in Penrith. The centre will create a focal point for new employment in the region and trigger the longer term development of a comprehensive business park. The City of Playford will receive $11.3 million for the $16.6 million Stretton Centre, an employment research and development facility to be located within the Playford Alive project area. Melton City Council will receive $14.6 million towards the establishment of the $21 million Western Business Accelerator and Centre for Excellence which will be built in the Toolern Precinct, located in Melbourne's west.

Initiatives	Aims	Timeframe	Progress
Work with industry and others to promote opportunities for the development of specialised clusters of economic activity with high potential for interactive innovation (DIICCSRTE)	Improve integration between the Australian Government and industry on the integration of skills, innovation, creativity and infrastructure.	2008–	The Enterprise Connect *Innovative Regions Centre* drives regional capability by supporting business clusters and networks, helping them to identify local strengths and resources (including those in local universities, training institutions and large firms) and capitalising on these combined resources to access larger markets outside their regions. Industry Innovation Precincts (see above in 1.5) will improve collaboration by bringing together value chains in a sector or industry. Importantly, although each Precinct will be headquartered in a specific location, they will focus nationally to better coordinate existing services, leverage Australia's research capacity and provide new tools and services to improve the productivity and capability of firms especially SMEs.
Produce spatial reports on land use and infrastructure (DIT)	Improve understanding of the economic and social dynamics of cities to underpin evidence-informed urban policy.	2011–13	A suite of maps that spatially represent a range of indicators in Australia's major cities have been prepared to complement the 2013 State of Australian Cities Report.
Seek COAG support to augment planning system reforms to include city-wide economic strategies and spatially-based productivity and innovation policies (DIT)	Create efficient planning systems that drive multifactor productivity improvements.	2011–13	The Transport and Infrastructure Senior Officials Committee (TISOC) established a Cities Group in 2012 to progress the COAG cities agenda through the Standing Council on Transport and Infrastructure (SCOTI). The TISOC Cities Group will work to deliver on the SCOTI objective to achieve a co-ordinated and integrated national transport and infrastructure system that is efficient, safe, sustainable, accessible and competitive. The Cities Work Plan was approved by SCOTI in November 2012, and includes key deliverables such as improving national information on cities, sharing best practice in strategic planning systems and improving the understanding of, and engagement with, other intergovernmental work affecting cities.

2. Integrate land use and infrastructure by:

- Integrating planning of land use, social and economic infrastructure
- Investing in urban passenger transport
- Protecting corridors, sites and buffers

Initiatives	Aims	Timeframe	Progress
$36 billion investment in land transport infrastructure (DIT)	Support land transport infrastructure in Australia.	2009–14	Delivery of a number of specific initiatives is summarised later in this report.
Passenger rail projects in each of the mainland capital cities (DIT)	Improve metropolitan rail networks in six of Australia's major cities: Sydney, Melbourne, Brisbane, Perth, Adelaide and the Gold Coast.	2009–19	Parramatta to Epping Rail Link – yet to commence. The funding commitment for the Parramatta to Epping Rail Link is available from 2019–20. Noarlunga to Seaford – underway. Construction was completed in 2012. Electrified services are expected to commence late 2013. Gawler Line – track and station works completed, with discussion ongoing on the future electrification. Perth CityLink – underway. Rail infrastructure is being installed in the Fremantle tunnel. Moreton Bay Rail – underway. Construction is complete and open to traffic on the new road over rail bridge at Kinsellas Road. The tenders for the Design and Construct Contract for the project closed on 3 May 2013 with the contract expected to be awarded late July 2013. Project to be completed in 2016. Regional Rail Link – under construction. Works have commenced on all major work packages. The project is expected to be complete in 2016. Gold Coast Rapid Transit – underway. Major construction works have commenced. Project to be completed in 2014.

Initiatives	Aims	Timeframe	Progress
Implement recommendations of the Aviation White Paper (DIT)	Give industry the certainty and incentives to plan and invest for the long term, strengthening safety and security and addressing the needs of travellers, airport users and communities affected by aviation activity.	2011–	Airports are now required to establish a Community Aviation Consultation Group (CACG) to provide for exchange of information with local communities on issues (such as aircraft noise) which affect airports' relations with their neighbours. Major capital city airports (Brisbane, Sydney, Melbourne, Hobart, Adelaide, Perth, Darwin and Canberra) will be required to establish Planning Coordination Forums (PCFs) with planning authorities to better coordinate planning at and around the airports. Each airport will be required to notify the community of all building applications at the airport, regardless of their scale or significance, by publishing them on the airport website. The Government will establish a panel of Expert Advisers to allow it to quickly access expert technical advice on planning issues related to the airports.
Moorebank Project Office established to develop an intermodal terminal on Commonwealth-owned land (DIT)	Conduct a feasibility study on the potential development of an intermodal freight terminal at Moorebank in south-western Sydney, and subject to outcomes proceed to implementation.	2012–17	In April 2012 the Australian Government, following consideration of a Detailed Business Case, committed to the implementation of an Intermodal Terminal at Moorebank in South West Sydney. As part of this decision the Moorebank Intermodal Company (MIC) was established in December 2012 to oversee the open and competitive tender process for development of the terminal by the private sector. MIC has recently concluded a Registration of Interest process for the tender and is expected to commence public consultation on its Environmental Impact Statement in the second half of 2013.
Funded Integrated Design Strategy trial in Adelaide to promote best practice (DRALGAS)	Deliver integrated design strategy for Adelaide city and surrounds.	2010–13	Implemented.

Initiatives	Aims	Timeframe	Progress
Joint Study on Aviation Capacity in the Sydney Region (DIT)	Report on short-term and long-term aviation infrastructure and supporting surface transport requirements of the Sydney region.	2012–	In response to the *Joint Study on aviation capacity in the Sydney region* released in March 2012, the Australian Government appointed technical experts to undertake a scoping study into Wilton's suitability as a second Sydney airport and to explore the use of RAAF Base Richmond for limited civil operations.

This culminated in *A Study of Wilton and RAAF Base Richmond for civil aviation operations* being released on 10 May 2013. This further work identified the engineering and environmental challenges, social and economic (including employment) effects of an airport development at Wilton or RAAF Base Richmond. It concluded that the development of an airport at Wilton is possible, but would involve environmental and engineering challenges. Additionally RAAF Base Richmond presented opportunities for limited civilian operations but would not remove the need for a greenfield site.

The Minister announced that the Government will:

• conduct geotechnical analysis of the Wilton site to determine the impact mining subsidence could have on an airport development; and

• commence discussions to explore the possibility of opening up RAAF Base Richmond to civil aviation.

Work to determine the scope of the geotechnical analysis has commenced. A working group will be established with the Department of Defence, and the Department of Finance and Deregulation, to advance the RAAF Base Richmond aspects. |

Initiatives	Aims	Timeframe	Progress
Implement recommendations of the *National Ports Strategy* and *National Land Freight Strategy* around corridor and site protection, and incorporate with COAG capital city planning systems reforms (DIT)	Address issues such as best use of infrastructure; integration of port, freight and land use planning; capacity for growth; and responsiveness of infrastructure to demand. Best practice long term integrated planning and management of infrastructure corridors. Improve the efficiency of freight movements across infrastructure networks, through long term planning, infrastructure investment, greater access, investment and charging for heavy vehicles; better regulation; better data to understand the freight task; and building community support.	2011–14	The *National Ports Strategy* was endorsed by COAG in July 2012 and the implementation is being managed by Infrastructure Australia and the National Transport Commission. The initial phase of implementation has focussed on encouraging jurisdictions to establish long term ports plans, supported by accurate forecasting and analysis. The *National Land Freight Strategy* was released by the Standing Committee on Infrastructure and Transport on 10 May 2013, and implementation is addressing, amongst other actions: • Identification of the existing and yet-to-be built roads, rail lines, intermodals, ports and airports which will link together to form a workable, truly national freight network. • Protection of the network's land corridors from urban encroachment, • Ensuring that any long term capital works program prioritises projects of greatest strategic importance. • Reform of the transport industry regulations, ultimately to replace the existing different state based arrangements with one set of nationwide laws. • Putting in place national regulators for maritime safety, rail safety and heavy vehicles.
Progress the recommendations of the high speed rail feasibility study (DIT)	Assess feasibility of a high speed rail network on the east coast of Australia.	2011–14	The Minister launched the report from phase 2 of the study on 11 April 2013 and invited comment and feedback on the report, via the Department's website, until 30 June 2013. The Minister also announced the formation of an HSR Advisory Group and a Ministerial Group. In addition, he tasked the Department with consulting with local government, community groups, and Regional Development Australia committees along the preferred route as well as industry organisations, both domestically and internationally.

Initiatives	Aims	Timeframe	Progress
Apply the principles and objectives of the National Urban Policy to Nation Building 2 Program (DIT)	Ensure that the Nation Building 2 aligns with and supports national city reform agenda.	2012–	Nation Building 2 framework announced as part of the 2012–13 budget has incorporated reference to delivering on National Urban Policy goals and objectives. Major projects receiving funding under Nation Building 2 were announced as part of the 2013–14 budget.
Require, as a condition of funding for Nation Building 2, that each capital city to have in place by 2014 a freight strategy consistent with the *National Ports Strategy* and *National Land Freight Strategy* (DIT)	Ensure that Nation Building 2 aligns with and supports the national ports and freight reform agenda.	2011–	Underway.

3. Improve the efficiency of urban infrastructure by:

- Maximising returns on new and existing infrastructure
- Taking into account operational and maintenance costs of infrastructure and assets
- Improving the use of smart infrastructure
- Enhancing connectivity through the National Broadband Network

Initiatives	Aims	Timeframe	Progress
Infrastructure Australia's Reform and Investment framework (IA)	Identify reforms and investments that are vital to ensure that Australia's economic infrastructure continues to support and drive the nation's economic, social and environmental success.	2008–	The 2013 Report to COAG includes the latest updates to the infrastructure National Priority List.
National Broadband Network (DBCDE & NBN Co)	A new forward-looking national high-speed communications network, based around fibre infrastructure, to improve broadband access, competition and productivity, and able to support, amongst other things, smart infrastructure, teleworking and flexible work arrangements.	2009–17	The National Broadband Network (NBN) will provide access to high speed broadband to 100 per cent of Australian premises. It will connect 93 per cent of homes, schools and businesses to a high speed fibre network capable of providing broadband speeds of up to one gigabit per second (Gbps). Seven per cent of premises will be served by a combination of next generation fixed wireless and satellite technologies providing peak speeds of up to 25 megabits per second (Mbps). The Government has established NBN Co Limited (NBN Co) to design, build and operate the NBN. At 31 March 2013 there were 363,360 premises in the overall coverage footprint, of which 68,200 premises in brownfield areas and approximately 28,000 premises in new developments were passed by the NBN fibre network. The 363,360 also comprises 17,300 premises covered by the NBN fixed wireless network and 250,000 premises by the NBN satellite service. Overall, at the end of March 2013, there were more than 48,000 premises across the fibre, satellite and fixed wireless footprints with an active NBN service. On 5 May 2013, NBN Co released its updated three year national fibre rollout plan. The 2013–16 plan lists 4.8 million homes and businesses, for which construction on the fibre network will commence, or be completed, by mid-2016.

Initiatives	Aims	Timeframe	Progress
Extensive studies on projects dealing with urban congestion in Sydney, Melbourne, Perth and Brisbane (DIT)	Look at population growth, jobs growth and commuting patterns to gain a better understanding of underlying dynamics of transport demand in major cities.	2010–13	BITRE has published reports on Perth, Melbourne, Sydney and South East Queensland in a series of investigations into spatial changes in population, employment and commuting in our largest cities. A comparative report is underway. These reports explore the extent to which spatial development and commuting patterns in our largest cities have been reshaped in the directions envisaged in their respective metropolitan plans.
National Managed Motorways Program covering Sydney, Adelaide, Melbourne, Brisbane and Perth (DIT)	Retrofit smart technology to improve traffic flows along congested motorways and outer city roads.	2011–15	Australian Government funding has been approved for projects on the M4 in Sydney and the West Gate Freeway in Melbourne.
Provide an additional $3 million per annum to Infrastructure Australia to boost its strategic capacity and deepen the National Priority List (DIT & IA)	Support ongoing provision of infrastructure reform and expenditure advice to the Australian Government.	2010–	Additional funds were provided to Infrastructure Australia in the 2011–12 Budget.
Consider establishing a private sector working group to develop strategies to further private and superannuation sector investment in nationally significant infrastructure (IA)	Increase private investment in infrastructure projects.	2011–14	The Infrastructure Finance Working Group was established in 2011 and its report *Infrastructure Finance and Funding Reform* released in June 2012. Relevant agencies are identifying options for implementation of its recommendations.
Continue to encourage best practice delivery of public private partnerships (PPPs) by the states and territories in infrastructure procurement where these provide value for money (IA)	Apply IA best practice PPP Guidelines in jurisdictions.	2011–14	The National PPP Working Group is developing options for refinement of National PPP Guidelines on discount rate methodology.

Initiatives	Aims	Timeframe	Progress
Implement governance reforms to enhance transparency in infrastructure planning, including a National Construction Schedule and post-build evaluation framework (DIT)	Create a comprehensive schedule that details all large economic and social infrastructure projects to create greater certainty for industry and increased competition.	2012–	The National Infrastructure and Construction Schedule (NICS) was delivered with the support and input of States and Territories in 2012 and is ongoing.
Implement a new tax incentive linked to the National Priority List to encourage private sector investment in priority infrastructure (IA)	Establish special tax provisions to improve certainty for private sector investment in nationally significant projects.	2011–14	Infrastructure Australia has provided guidance on implementation of the proposed incentive.

Sustainability

4. Protect and sustain our natural and built environments by:

* Protecting and enhancing natural ecosystems
* Supporting sustainable development and refurbishment of our built environment

Initiatives	Aims	Timeframe	Progress
Working with the community, Governments and industry to manage our natural resources through the *Caring for our Country* Program (SEWPaC)	Achieve an environment that is healthy, better protected, well-managed, resilient and provides essential ecosystem services in a changing climate.	First Phase 2008–13 Second Phase 2013–18	The first phase of the program invested over $2 billion across six priority areas including Coastal environments and critical aquatic habitats and Community skills, knowledge and engagement. The *Caring for our Country 2008–13 Achievements Report* is scheduled for release by June 2013. The Australian Government is providing over $2 billion to continue Caring for our Country from 2013–14 to 2017–18. The second phase of Caring for our Country will be delivered through two streams: Sustainable Environment and Sustainable Agriculture. Of particular relevance to urban areas, under the Sustainable Environment stream Caring for our Country will invest in actions that by 2018 will: • better protect and conserve nationally and internationally significant ecosystems, species, ecological communities and landscapes; and • build community capacity and connection with the environment, including through activities that re-establish urban bushland, areas of Indigenous significance and the health of urban waterways. Urban waterways and coastal environments have been targeted for investment through the 2013–14 Target Area Grants component of Caring for our Country.
Protect internationally significant species and areas through the application of the *Environment Protection and Biodiversity Conservation Act 1999* (Cth) (SEWPaC)	Increase environment and heritage protection and biodiversity conservation.	1999–	Amendments to the EPBC Act to implement the government response to the report of independent review of EPBC Act are planned to be introduced in the next session of the Parliament.

Initiatives	Aims	Timeframe	Progress
Improving the efficiency of new buildings and major renovations through the *Building Code of Australia and Building Energy Efficiency Disclosure Act* (DIICCSRTE)	Subject to a positive cost benefit analysis, improve the energy efficiency of Australian buildings.	2010–12	The *Building Code of Australia* was amended in 2010 to increase the energy efficiency standard for residential buildings from five to six stars and to incorporate new standards for hot water systems and lighting. The standards for non-residential buildings were also increased. The *Building Energy Efficiency Disclosure Act 2010* came into effect in November 2010 and full disclosure has been mandatory under the Act since November 2011. More than 1200 Building Energy Efficiency Certificates have been issued and there are around 750 buildings with current BEECs. These buildings account for around 10 million square metres of office space and can be viewed publicly at www.cbd.gov.au. There are now almost 250 accredited assessors Australia-wide.
Invest $29.2 million in the initiative (SEWPaC)	Support better sustainability planning in regions that are experiencing high growth.	2011–14	This national program involves regional sustainability planning and strategic assessments in the Lower Hunter and Perth and Peel regions. The Australian Government is also working with the Queensland Government on the Great Barrier Reef comprehensive strategic assessment and sustainable development plan. Additional regions may be announced as the program progresses. In each region, the Australian Government is commissioning research projects and acquiring data to support these strategic approaches. Grants may also be available to selected local governments in regional sustainability planning regions.
Invest an additional $8m over two years for community based heritage projects to manage and conserve important heritage places, including provision to assist in the recovery from natural disasters such as floods, fire and storms. The program will include the existing National Historic Sites program. (SEWPaC)	Better protection and conservation measures of Australia's most significant historic national heritage; honour eminent Australians who have made a significant contribution to our nation; assist communities to tell their heritage stories; and enhance community engagement in heritage through celebrations and events.	2011– 14	Your Community Heritage was announced by Minister Burke in May 2011. Your Community Heritage is a new approach to supporting and protecting Australia's heritage that will enable local communities around Australia to celebrate their local heritage. 235 projects received funding in 2011–12 under Your Community Heritage. An additional 235 projects received funding in the 2012/13 round of Your Community Heritage.

5. Reduce greenhouse gas emissions and improve air quality by:

- Supporting low emission technologies
- Putting a price on carbon and facilitating regulatory reform

Initiatives	Aims	Timeframe	Progress
Implement pricing and energy efficiency mechanisms for cost effective greenhouse gas emission reductions (DIICCSRTE)	Use a market-based tool to drive economy-wide greenhouse gas reductions, energy efficiency and investment in renewable energy sources.	2011–13	The carbon pricing mechanism has been legislated and commenced on 1 July 2012. After an initial fixed-price period, a full emissions trading will commence from 2015.
Support research and development of low emissions technologies, including Solar Cities, Smart Grid technology (DIICCSRTE)	Enhance the efficiency of the nation's power grid and reduce household energy bills through increased use of solar energy; exert downward pressure on electricity prices by deferring electricity infrastructure upgrades; and increase the uptake of solar energy.	2011–14	The *Solar Cities Program* is a $94m commitment to trial a range of energy efficiency initiatives across seven consortia throughout Australia. The program is due to finish on 30 June 2013 and during the final 12 months the Department will be analysing the energy data collected in conjunction with the CSIRO who are the senior research partner. In October 2012, the Solar Cities Program hosted a conference at the Brisbane Convention Centre, *Solar Cities Australia 2012*, on the results identified thus far in the program. Energy efficiency trials conducted include the use of solar PV, white roofs, home energy assessments, in-home-displays, smart meters and peak demand pricing trials.
Green Vehicle Guide website and mandatory fuel consumption labelling (DIT)	Enable consumers to continue to compare the relative environmental performance of new vehicles to improve the environmental performance of vehicles.	2013–	The *Green Vehicle Guide* was launched in 2004 and the requirement to affix a fuel consumption label to new vehicles was introduced in 2008. Both measures provide information about fuel consumption and CO_2 emissions of new vehicles. Having access to information about the environmental performance of new cars allows consumers to make better informed choices when purchasing new vehicles. The Government is currently considering a revised approach to further enhance use of the Guide.
Air pollution standards for light and heavy vehicles in Australia (DIT)	Reduce adverse health impacts of pollution from light and heavy vehicles.	2011–	The government has a long-standing policy of introducing increasingly stringent air pollution standards for light and heavy vehicles, in line with developments in technology and international standards. In 2011, the Government announced a move to more stringent standards (Euro 5) to reduce air pollution from light vehicles. The regulation applies from 1 November 2013 for new models and from 1 November 2016 for all models.

Initiatives	Aims	Timeframe	Progress
Continue to support research and development of low emissions technology (DIICCSRTE)	Ensure that innovative emission-reducing technologies are widely adopted by the Australian automotive industry.	2011–14	The government has a number of initiatives in place to support the development of low emissions technology across industry, including the R&D Tax Incentive and the Clean Technology Innovation Program (CTINNP). The CTINNP was launched in July 2012 to support applied R&D, proof of concept and early stage commercialisation activities to develop new clean technologies and associated services that reduce greenhouse gas emissions. Applications can be submitted at any time. Since its establishment in 2008 the *New Car Plan for a Greener Future* has supported the development of low-emissions technologies including the production of proof-of-concept electric Holden Commodores, more efficient vehicle batteries and fuel-efficient direct injection engines. Co-investment under the *New Car Plan* resulted in the development of the four-cylinder, turbo-charged EcoBoost engine by Ford, the local manufacture of the Hybrid Camry by Toyota, and the production of the fuel-efficient Cruze small car by Holden. In November 2011, the government announced that it will provide $26 million to the Automotive Australia 2020 Cooperation Research Centre (CRC). Guided by the *AA2020 Automotive Technology Roadmap,* released in August 2010, the CRC will develop and commercialise low emission automotive technologies.
Introduce mandatory CO_2 emissions standards for light vehicles (DIT)	Reduce the carbon emissions from light vehicles in Australia.	2010–15	The Department of Infrastructure and Transport is in the process of developing CO_2 emissions standards for light vehicles. This work includes extensive consultation with stakeholders.
Monitor progress towards achieving 20 per cent renewable energy by 2020 (DIICCSRTE)	Increase investment in and contribution of renewable energy resources.	2010–20	In 2009, the Government expanded the Renewable Energy Target (RET) which will ensure 20 per cent of Australia's electricity comes from renewable sources by 2020. The RET Scheme legislation specifies the amount of renewable energy to be generated by renewable energy power stations, for every year up to 2030. Since 2001 the annual targets have been met. The Climate Change Authority is currently undertaking an independent statutory review of the RET Scheme. Among other things, this is looking at how Australia is tracking towards the 2020 target.

6. Manage our resources sustainably by:

- Reducing resource consumption and waste
- Improving water, energy and food security

Initiatives	Aims	Timeframe	Progress
Implement the *Water for the Future* program and COAG urban water reforms (SEWPaC)	To increase urban and rural water use efficiency.	2010–	Water efficiency and security in many cities and towns has improved, with Australian Government funding of over $2.4 billion in research and infrastructure investments, including water recycling, stormwater harvesting and desalination projects.
Implement the *National Waste Policy: Less waste, more resources,* to set the direction of the nation's waste management and resource recovery (SEWPaC)	National coordinated action to reduce waste.	2010–	The *National Waste Policy Implementation Report 2011* was released in June 2012. The results showcase the clear benefits of a collaborative approach across government and industry. Highlights include: • The *Product Stewardship Act 2011* came into effect on 8 August 2011, delivering on a key commitment by the Australian Government under Strategy 1 of the National Waste Policy. • The Product Stewardship (Televisions and Computers) Regulations 2011 commenced on 8 November 2011. The *National Waste Policy Implementation Report 2012* is expected to be released in late 2013.
Further strengthen the role of Infrastructure Australia (IA) in undertaking benefit-cost analysis of proposals for infrastructure funding that includes consideration of better use of water and energy in infrastructure (IA)	Broaden use of cost-benefit analysis that incorporates externalities.	2011–14	Under the 2011–12 Budget, Infrastructure Australia's funding was increased by nearly 40 per cent to $36 million over four years. In June 2013 Infrastructure Australia reported to COAG on its *National Infrastructure Plan,* which discusses benefit-cost analysis in IA's Reform and Investment Framewoek.

7.   Increase resilience to climate change, emergency events and natural hazards by:

- Mitigating risks and adapting to change
- Incorporating climate change risks into infrastructure siting, design, construction and operation

Initiatives	Aims	Timeframe	Progress
Australian Climate Change Science Program (ACCSP) (DIICCSRTE)	To improve our understanding of the causes, nature, timing and consequences of climate change so that industry, community and government decisions can be better informed.	1989–13	The ACCSP has been running continuously since 1989. Research outcomes are published in peer-reviewed journals and contribute to reports such as the *Intergovernmental Panel on Climate Change Fifth Assessment Report* (due 2013–14). Information about the ACCSP, including annual reports of research conducted, is provided on the DCCEE and CSIRO websites.
National Strategy for Disaster Resilience (AG)	To provide high-level direction and guidance on how to achieve disaster resilient communities across Australia. The strategy includes steps to identify: • responsible land use planning to reduce the likelihood of hazards impacting communities; and. • building standards to mitigate the likelihood of loss of life, as well as damage to and/or destruction of property and infrastructure.	2011–	In November 2012 the Standing Council on Police and Emergency Management noted the report on the status of jurisdictional commitment to the Enhancing Disaster Resilience in the Built Environment Roadmap to improve the consideration of natural disaster hazards in land use planning and building code regulation. The Roadmap sets out a range of immediate and medium term activities to enhance disaster resilience in the built environment and identifies seven key areas for improvement: integrated legislation; process enhancements; comprehensive data and mapping; collaborative vendor disclosure; governance partnerships; lifelong education and training; and inter-jurisdictional collaboration. Ministers tasked the Australia-New Zealand Emergency Management Committee to report at the end of 2013 on implementation of the Roadmap.
Work with states and territories to develop guidance, including spatial mapping, to help reduce exposure of urban assets and infrastructure to climate change risks (DIICCSRTE)	Develop nationally consistent approaches to data management and risk assessment methodologies, for consideration through COAG.	2011–14	On 16 November 2012 the Select Council on Climate Change agreed a coastal adaptation work plan that includes developing a coastal climate change knowledge strategy by 31 May 2013. The Adaptation Working Group is currently developing advice for the Select Council on Climate Change on which of the remaining national adaptation priorities require work plans.
Strengthen the role for Infrastructure Australia in undertaking assessments of infrastructure to consider whether proposals adequately deal with risk of climate change impacts (IA)	Improve standard of major infrastructure proposals submitted to IA to address climate change adaptation and mitigation.	2011–14	Infrastructure Australia is consulting with the Australian Green Infrastructure Council and reviewing whether their Infrastructure Sustainability assessment tool and/or ratings could be adopted for the purposes of project assessments.

Liveability

8. Facilitate the supply of appropriate mixed income housing by:

- Encouraging a range of housing types to suit diverse household needs across metropolitan areas
- Facilitating suitable accommodation for older people:

Initiatives	Aims	Timeframe	Progress
Social Housing Initiative (SHI) to build 19,700 new social housing dwellings and repair or upgrade 80,000 homes $5.6 billion (FaHCSIA)	Assess SHI dwellings for their proximity to services and amenities that are relevant to tenants' needs, such as transport, schools, shops, health services and employment opportunities. Assess dwellings for environmental sustainability. Reduce concentrations of disadvantage by creating mixed communities to improve social inclusion.	2008–2013	At the end of March 2013, 99 per cent of new social housing dwellings had been completed. The remainder of the program is due for completion by the end of 2013. Repairs and maintenance were undertaken on over 80,000 existing social housing dwellings. Over 12,000 of these would have been uninhabitable without this work. All repairs and maintenance projects were completed by June 2011.
National Affordable Housing Agreement (NAHA) $6.2 billion (FaHCSIA)	Give all Australians access to affordable, safe and sustainable housing that contributes to social and economic participation.	2009–2014	The NAHA provides the framework for the Commonwealth and states and territories to work together to improve housing affordability and homelessness outcomes for Australians. *The NAHA Performance Report: 2010–11* was released in June 2012.
National Disability Strategy to meet the diverse needs of people with disability and their carers (FaHCSIA)	Guide government activity to improve outcomes for people with disability, their families and their carers.	2011–21	The *National Disability Strategy 2010–2020* was formally endorsed by COAG on 13 February 2011 and launched by the Australian Government on 18 March 2011. During the first year of the Strategy, the Australian Government worked in conjunction with state and territory governments to prepare a national action framework for implementing and evaluating the Strategy, in close consultation with key stakeholders. The Standing Council on Community and Disability Services presented the *National Disability Strategy 2010–2020: Report to the Council of Australian Governments 2012* to COAG on 15 January 2013. The report incorporates the first of three implementation plans.

Initiatives	Aims	Timeframe	Progress
National Partnership Agreement on Homelessness (NPAH) $1.1 billion, together with the states and territories (FaHCSIA)	Provide new and better integrated accommodation and support services for homeless people.	2009–2013	Over 65,000 support periods and 71,000 client assistances were provided to those who were homeless or at risk of homelessness in 2011–12. At 31 March 2013, 549 new dwellings across Australia for individuals and families experiencing homelessness had been completed under the *A Place to Call Home* initiative of the NPAH.
National Partnership Agreement on Social Housing $400 million (FaHCSIA)	Build new social housing dwellings. Adherence to universal design standards is encouraged as one of five additional criteria for proposed social housing projects.	2008–2013	Under the *National Partnership Agreement on Social Housing*, over 1900 new social housing dwellings will be built. At the end of May 2012, over 97 per cent of dwellings had been completed. The remainder of the program is due for completion by the end of 2013.
Ensure Australian Government social housing outlays are consistent with objectives of the National Urban Policy, with a focus on supplying a mix of appropriate, adaptable housing located close to city centres and public transport (FaHCSIA)	Align housing infrastructure outlays with National Urban Policy.	2011–14	Stage 2 of the Social Housing Initiative set baselines for the distance of dwellings from services and transport. Over 12,000 dwellings had to be less than 1 kilometre from the nearest business district and over 6,000 had to be within 200 metres of transport. To date these baselines are being met.
Examine opportunities for reform through the COAG Housing Supply and Affordability Reform agenda (Treasury)	Examine the housing supply pipeline and government policies that may act as barriers to supply or that stimulate demand for housing, in particular focussing on land supply, infrastructure cost recovery, and land-use planning and approval processes.	2010–12	COAG agreed to the recommendations of the Housing Supply and Affordability Reform (HSAR) Working Party. The HSAR report was published on the COAG website on 30 August 2012. All jurisdictions are committed to implementing the HSAR recommendations and reporting back to COAG on their progress through the Select Council on Housing and Homelessness.

Initiatives	Aims	Timeframe	Progress
Ensure housing assistance is adequate, targets those in need and supports participation incentives (FaHCSIA)	Provide adequate housing assistance.	2011–14	Commonwealth Rent Assistance (CRA) is a non-taxable income supplement added to the pension, allowance or benefit of eligible income support customers who rent in the private rental market. CRA is paid to 1.2 million people at a cost of $3.35 billion per annum and significantly reduces rental stress (defined as paying more than 30 per cent of income) for income support recipients in the private rental market. For instance the proportion of families with children in rental stress falls from more than a half (55 per cent) to one third (33 per cent) after receiving Rent Assistance. CRA is increased twice each year in March and September, in line with movements in the Consumer Price Index, which includes rental costs.
Ensure that social housing programs support the age-friendly objectives of the National Urban Policy, including progressively increasing the supply of adaptable housing that is built to universal design standards to ensure access for the elderly and people with disabilities (FaHCSIA)	Support the delivery of high-quality accessible dwellings.	2011–14	Stage 2 of the Social Housing Initiative set baselines for dwellings meeting minimum universal design elements to make properties more accessible to people who are ageing or live with disability. These baselines are being met, with over 15,500 dwellings meeting universal design principles.
Encourage ageing in place, including through adaptable and accessible housing requirements; encourage socially inclusive housing that is integrated with surrounding community facilities (DoHA)	Support the incorporation of planning for aged care residences and facilities throughout the urban planning process, giving immediate priority to aged care developments being integrated into urban areas. Revise planning process for future urban planning to include assessments for a full continuum of housing for ageing Australians.	2011–14 For inclusion in 2012 Aged Care Approvals Round	Over the next 10 years the government will significantly increase the number of aged care services across Australia, by providing more than 65,200 new residential aged care places by 2021–22, on top of the 191,500 residential places currently available. New aged care places, as they become available, are all allocated through the competitive process called the Aged Care Approvals Round (ACAR). This competitive process takes into account local aged care needs in a given region and will see significant numbers of new residential aged care services being made available for older Australians over the coming decade.
Examine the extent to which the housing market is meeting demand for a range of housing types that suit diverse household needs (Treasury)	Identify and analyse the balance between housing demand and supply, and the implications for housing affordability.	2008–	The National Housing Supply Council's annual State of Supply Reports aggregates and assesses information from all levels of government and the private sector on the supply and demand for housing. The NHSC's *State of Supply Report 2011* report was released in late 2011. It was followed by the *Housing Supply and Affordability Key Indicators* report in June 2012 and the *Housing Supply and Affordability Issues 2012–13 report* in March 2013.

9. Support affordable living choices by:

- Facilitating compact mixed use development in appropriate locations
- Supporting equitable distribution of employment, facilities and services

Initiatives	Aims	Timeframe	Progress
National Rental Affordability Scheme (NRAS) (FaHCSIA)	Increase the supply of new affordable rental housing, reduce rental costs for low and moderate income households and encourage large-scale investment and innovative delivery of affordable housing.	2008–	New dwellings continue to be delivered into the program. As at 31 March 2013, around 13,000 NRAS dwellings were tenanted or available for rent. A further 26,000 are due to be delivered by June 2016. On 18 April 2013, the Australian Government called for applications for incentives to deliver approximately 1,000 new dwellings by 30 June 2014, through a Shovel Ready Round. A further call for applications, Round 5, for incentives to deliver approximately 10,000 new dwellings in 2015–16 was made on 7 May 2013. Participation in the program by not-for-profit and for-profit organisations remains strong and stakeholders are keenly anticipating the allocation of remaining NRAS incentives, of which there are around 10,000.
Liveable Cities program $20 million (DIT)	Improve the capacity of the 18 capital and major regional cities to undertake strategic planning. Support the development of demonstration projects that facilitate urban renewal and strategic urban development and encourage partnerships between all levels of government to foster innovative solutions.	2012–14	In April 2012 the Minister for Infrastructure and Transport approved funding for 25 projects – 18 planning and design and seven demonstration projects. Agreements are being put in place with successful proponents, with most projects now well underway.
Consider best use of Commonwealth-owned land to support the supply of housing; improve community amenity and jobs creation though Commonwealth Property Disposals Policy (CPDP) (Finance)	Demonstrate best practice in disposal of Commonwealth-owned land and assets to support objectives and criteria of National Urban Policy and COAG city reforms.	2014–17	The Australian Government undertakes an annual Land Audit of Commonwealth Properties which aims to identify surplus Commonwealth land available for disposal under the CPDP. Since 2007, the Australian Government has agreed to 65 Commonwealth land transactions totalling an estimated area of 8,254.512 hectares. Several of these transactions have resulted in an increase in the supply of housing, including a range of different dwelling types and affordable housing; community amenity; and job creation.

10. Improve accessibility and reduce dependence on private motor vehicles by:

- Improving transport options through active and public transport
- Reducing travel demand

Initiatives	Aims	Timeframe	Progress
National Cycling Strategy (DIT)	Double the number of cyclists between 2011–16.	2011–16	The 2013 National Cycling Participation Survey found that 16.6 per cent of the population or more than 3.8 million Australians ride a bicycle in a typical week.
Monitor and report on progress towards achieving national cycling target to double number of cyclists by 2016 (DIT)	Ensure that policy and associated actions are evaluated and effective in progressively meeting targets.	2011–16	The Australian Bicycle Council is preparing a benchmark report on 2013 cycling participation from a survey of 10,000 households around Australia. The survey will be repeated in 2015 to track progress against the target. A 2012 implementation report has also been prepared and will be published in October 2013.
Incorporate active travel into the Department of Infrastructure and Transport portfolio (DIT)	Ensure that infrastructure needs of pedestrians and cyclists are mainstream departmental activities.	2011–17	*Walking, Riding and Access to Public Transport: Draft report for discussion* was released for public comment on 29 October 2012. Consultation closed in February 2013 and 190 submissions were received.
Work with state and territory governments to improve accessibility and mobility in cities, including more compact and mixed-use development, improved public transport and active transport options, and more efficient use of infrastructure assets (DIT)	Enable more efficient movement of people and goods.	2011–17	The Transport and Infrastructure Senior Officials Committee (TISOC) Cities Group has been established to deliver on the Standing Council on Transport and Infrastructure's objective to achieve a co-ordinated and integrated national transport and infrastructure system that is efficient, safe, sustainable, accessible and competitive. The Cities Work Plan was approved by SCOTI in November 2012.
Implement urban-related recommendations from the Tax Summit, including the National Urban Transport Infrastructure Strategy which builds on recommendations on transport privcing arising from the Henry Tax Review (DIT)	More efficient use of land transport infrastructure, and reduction of transport-related emissions and pollution.	2011–14	Infrastructure Australia continues to promote the implementation of transport-related tax reforms, particularly those that would replace taxation measures with user charging.

11. Support community wellbeing by:

- Providing access to social and economic opportunity

- Improving the quality of the public domain

- Improving public health outcomes

Initiatives	Aims	Timeframe	Progress
Australian National Preventive Health Agency (ANPHA) established (DoHA)	Promote and guide the development, application, integration and review of public, organisational and community-based prevention and health promotion policies.	2011–16	ANPHA, as an inter-jurisdictional agency, was established on 1 January 2011 to meet the challenges of obesity (including physical inactivity), harmful alcohol consumption and tobacco. ANPHA is working with the Infrastructure and Transport portfolio to consider the relationship between health and the built environment.
National Compact with the Third Sector – a high-level, aspiration-based agreement (PM&C)	Strengthen the not-for-profit sector to provide support for people in need. Set out how government and the sector want to work together in new and better ways to improve the lives of Australians.	2010–	Appointed National Compact Advocates in all Commonwealth Departments to ensure that the National Compact is embedded in the decision making processes of Government. Established the Office for the Not For Profit (NFP) Sector within the Department of Prime Minister and Cabinet and the NFP Sector Reform Council to make sure the NFP sector was able to provide input into policy development. Reduced red tape for the NFP sector through: - Establishing the Australian Charities and Not-for-profits Commission (ACNC), which initially centralises regulation and reporting at the Commonwealth level for registered charities, currently spread out across multiple agencies. - Updating the Commonwealth Grant Guidelines which among other things states that Commonwealth Departments must not request information provided to the ACNC by a registered charity and must instead obtain this information from the ACNC. - The development of a low-risk grant agreement template which is currently being trialled in most Commonwealth Departments. Passed Freedom to Advocate legislation which prohibits and invalidates clauses in Commonwealth agreements with the NFP sector that restrict or prevent NFP entities from advocating on Commonwealth law, policy or actions.

Initiatives	Aims	Timeframe	Progress
Develop an Australian Urban Design Protocol and support best practice with industry practitioners (DIT)	Strengthen and support COAG city planning reform criterion 8: 'To encourage best practice urban design and architecture'.	2011–12	*Creating Places for People* was launched in November 2011. It is a collaborative commitment to best practice urban design in Australia. The protocol provides broad principles for urban design that take into account the unique characteristics of a location and people's enjoyment, experience and health, and encourages excellence and collaboration in the design and custodianship of urban places.
National Partnership Agreement on Preventative Health (NPAPH), including the Healthy Communities initiative (DoHA)	Directly fund local governments to deliver programs and activities that seek to reduce the prevalence of obesity and lifestyle-related chronic disease.	To 2014	The Healthy Communities initiative provides 92 grants to Local Government Areas across Australia to implement a range of healthy lifestyle programs and activities with a particular focus on adults predominantly not in the paid workforce. Grants have been rolled out across three phases and all projects have now commenced. Healthy Communities is supported by six funded National Program Grants to expand the delivery of proven and effective healthy lifestyle programs in every state and territory and develop a Healthy Communities Quality Framework, which includes, for example, consideration of physical environments that encourage exercise as part of normal daily activities.

Governance

12. Improve the planning and management of our cities by:

- Facilitating a whole-of-governments approach and commitment to cities and regions

- Integrating planning systems, infrastructure delivery and management

- Encouraging best practice governance and applying the principle of subsidiarity

Initiatives	Aims	Timeframe	Progress
Ensure that Commonwealth policies, investment and other activities across government: • meet the principles and objectives of the National Urban Policy and COAG reforms • co-ordinate across Australian Government agencies • co-operate and partner with state and local governments, businesses and the community (DIT)	Demonstrate best practice in Australian Government policies, activities, assets and investments towards meeting the objectives of the National Urban Policy and COAG city reforms.	2011–14	The Department of Infrastructure and Transport is closely engaged with a wide range of stakeholders from across governments, business and the community to achieve the principles and objectives of the National Urban Policy. To assist in meeting the principles and objectives of the National Urban Policy, the Department has also convened: • the Commonwealth Group on Cities – chaired by the Secretary of the Department, to help achieve coordination across Commonwealth agencies • the TISOC Cities Group to encourage governments to continue to share examples of best practice in strategic city planning to support ongoing national improvement in line with the recommendations of the COAG Reform Council's *Review of capital city strategic planning systems* • the Urban Policy Forum to maintain constructive engagement with stakeholders that are not formally linked into COAG, including representatives from business and the community.
Seek support of states and local governments, through COAG, to expand the use of national criteria for capital city strategic planning systems to planning of regional major cities (DIT)	Implement best practice strategic planning to benefit all major cities.	2011–14	The Transport and Infrastructure Senior Officials Committee (TISOC) has established the TISOC Cities Group to progress the COAG cities agenda through the Standing Council on Transport and Infrastructure (SCOTI). Membership includes representatives from all Australian states and territories and the Australian Local Government Association. The Liveable Cities Program has supported a number of regional cities to improve their strategic planning in accordance with the COAG criteria.

13. Streamline administrative processes by:

- Improving the effectiveness and efficiency of approval processes for development
- Encouraging participation and engagement with stakeholders

Initiatives	Aims	Timeframe	Progress
Ministerial council on infrastructure and transport to include planning ministers (DIT)	Integrate infrastructure and planning reforms and actions.	2011–	The Standing Council on Transport and Infrastructure (SCOTI) (formerly known as the Australian Transport Council) was established in September 2011 and brings together Commonwealth, state, and territory (and New Zealand) ministers with responsibility for transport, planning and infrastructure issues, as well as the Australian Local Government Association.
Urban Policy Forum established to advise on National Urban Policy implementation (DIT)	To maintain constructive engagement with stakeholders that are not formally linked into COAG, including representatives from business and the community.	2011–	The Urban Policy Forum was launched by the Hon Anthony Albanese MP, Minister for Infrastructure and Transport on 20 Jan 2012, and meets twice yearly with sub-committees established as needed.
Support local government to undertake reforms to streamline administration and development approvals, and implement strategic spatial planning, in accordance with the National Urban Policy goals and objectives (DRALGAS)	Support the creation of robust local government with adequate capabilities in the areas of financial management and strategic and spatial planning to enable them to make strong contributions to the objectives of the National Urban Policy.	2011–14	The Australian Local Government Association is a member of the Transport and Infrastructure Senior Officials Committee (TISOC) cities group.
Monitor progress towards implementation of the National Urban Policy goals and objectives, and report on actions and outcomes (DIT)	Deliver on National Urban Policy goals and objectives through an effective package of actions.	2011–17	The Governance chapter of the State of Australian Cities 2012 report illustrates how the Australian Government is aligning its cities-related policies and programs with the National Urban Policy.

14. Evaluate progress against performance by:

- Reporting, analysis and research

Initiatives	Aims	Timeframe	Progress
Build on *State of Australian Cities 2010* by publishing annual updates to track progress in achieving objectives (DIT)	Provide information on cities to guide community discussion and policy development and allow users to measure the effectiveness of the National Urban Policy and associated actions.	2011–	The second State of Australian Cities report was released in October 2011 and the third report was released in December 2012. The three reports have been collectively downloaded 3 million times.
Include research on urban systems, environments and communities in the National Research Priorities (NRPs) (DIICCSRTE)	Recognise and support urban research as a national research priority.	2011–	The Cooperative Research Centre (CRC) for Water Sensitive Cities and the CRC for Low Carbon Living were announced in November 2011. The CRC for Water Sensitive Cities was granted $30 million and will deliver the socio-technical urban water management solutions, education and training programs, and industry engagement required to make Australian towns and cities water sensitive. The CRC for Low Carbon Living secured $28 million in funding and will provide government and industry with social, technological and policy tools to overcome identified market barriers preventing adoption of cost effective low carbon products and services, while maintaining industry competitiveness and improving quality of life. The Australian Research Committee (ARCom) has developed strategic research priorities to drive investment in areas that are of immediate and critical importance to Australia and its place in the world. These priorities will replace the National Research Priorities. The priorities will complement the broad base of support for research provided by the Australian Government and will foster a more coordinated and strategic approach within the identified areas. The priorities are expected to be released by the Government shortly.
$10.1 million for a new *Measuring Sustainability Program* to establish a National Sustainability Council and a set of sustainability indicators to highlight key trends and emerging sustainability issues for policy and decision makers and communities (SEWPaC)	Better information to inform policy and decision-making	2011–	In October 2012 the Australian Government announced the establishment of a set of national sustainability indicators covering social, environmental and social domains. At the same time the government established the National Sustainability Council as an independent source of information on sustainability issues – including public reports against the indicators every two years. The Council released its first report in May 2013.