














Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
	A 11.3	Complete the accessible bus pilot program commenced in 1995 to determine the most suitable vehicle technology requirements for ensuring people with mobility difficulties can use bus services.		QT	PTSC	97/98	1
	A 11.4	Plan, design and provide effective safety and security features as part of all public transport systems, including: <ul style="list-style-type: none"> - on-board telephones to allow public transport patrons to phone for a taxi, family member or friend to meet them at the stop; - safety bus stops i.e. transparent walls; - help points and camera surveillance; - staffing at interchange facilities; - station and car park security; - policing on trains at night; - more variety of land uses and activity at public transport stations; - flexibility in after hours bus routes that set down passengers at or near their door; and - cost-efficient and safe alternative services during low demand periods e.g. high occupancy taxis or mini buses for late night trains. 		QT	PTSC, QR, LG	97/98	15
	a	develop a public transport safety and security strategy for SEQ		QT	PTSC, QR, LG	97/98	2
	b	implement measures to standardise and improve safety and security		QT	PTSC, QR, LG	97/98	25
	A 11.5	Continue the TrainWatch program, and work with the Police Service to determine environmental design measures that help to reduce the incidence of crime along public transport corridors.		QR	QPS	97/98	15
	Participation						
	KA 11.6	Establish an advisory group representative of public transport system users, particularly those groups most at risk, to: <ul style="list-style-type: none"> - help develop and review proposed measures to improve safety and security on public transport; and - participate in the auditing of the public transport system. 		QT		97/98	15
	A 11.7	Develop and publish audits of the public transport system as a guide to the ongoing success of safety, security and accessible transport initiatives. Involve community representatives and user groups in the audit process.		QT	PTSC, QR	98/99	15
	A 11.8	Expand the Neighbourhood Watch safety audit program to develop local area action plans to improve bike path and pedestrian path alignments, lighting and road crossings in local areas.		QT	SG, LG	97/98	15

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		Consideration of wider social benefits and costs					
	KA 11.9	Develop a best practice method which incorporates the wider social benefits and costs of public transport in transport investment decisions.		QT	MR	97/98	3
		Operational impacts of transport					
	SIG 12.1	Progressively implement an "Air Care" Vehicle Emissions Action Program program which directly targets vehicle emissions in SEQ. The program should be cost-effective and equitable. It should combine checking pollution equipment and emissions with public education.		QT	LG, MR	97/98	15
	a	Launch a public information campaign to help people understand how their travel contributes to air pollution		QT	LG, MR	97/98	3
	b	Expand the Smoky Vehicles Program and include local government officers		QT		97/98	2
	c	Maintain and expand the Random Roadworthiness Program to include checking of pollution equipment and vehicle emissions		QT		97/98	1
	d	Monitor the Smoky Vehicles and Random Roadworthiness programs to obtain data on pollution equipment failures		QT		97/98	2
	e	Evaluate opportunities, costs and benefits of an annual "Air Care" inspection program related only to air pollution and restricted to SEQ		QT		97/98	1
	f	Develop an "Air Care" inspection program including any necessary regulations		QT		97/98	1
	g	Implement a voluntary "Air Care" inspection program		QT		98/99	1
	h	Combine public education with "Air Care" inspections		QT		98/99	14
	i	Monitor the effectiveness and air quality benefits of the program.		QT		98/99	14
	S 12.2	Continue to support tightening of Australian Design Rules (ADRs) which specify energy consumption and vehicle emission standards for new aircraft, marine vessels, and road and rail vehicles. Continue to press for ADRs that specify energy consumption and vehicle emission standards for new vehicles that meet the high standards required in other countries like Germany, Japan, Sweden and the USA at the same time as these countries.		QT	CG	97/98	5

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	S 12.3	Increase the understanding of environmental impacts by:		SG	LG	97/98	3
	a	finalising the South East Queensland Regional Air Quality Strategy and using the airshed model to predict air quality trends and to evaluate air quality impacts of IRTP strategies		DOE	QT, LG	97/98	3
	b	participating in the development of greenhouse gas emissions inventory to quantifying greenhouse gas emissions per passenger kilometre and unit freight task		DOE	QT	97/98	3
	c	quantifying the full cost to society of greenhouse gas emissions and air pollutant emissions so that such costs can be included in the analysis of transport service and infrastructure options		CG	QT, DOE	98/99	3
	S 12.4	Support the establishment in cooperation with the Commonwealth Government, of a project to evaluate the full life cycle costs, feasibility and emissions of alternative engine technologies and fuels including: - Compressed Natural Gas (CNG), LPG, blended alcohol fuels, ethanol, fuel cell, and - EuroDiesel, hybrid (diesel/electric) vehicles, electric and solar. Particular attention will be paid to transport energy sources that are available in Australia (including CNG) to assist with the balance of payments and national energy security.		QT	DOE	97/98	3

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Transport infrastructure development							
	KA 12.5	In the context of the Transport Portfolio Environment Framework, develop Environmental Management Systems (EMS) according to ISO 14 000 that are consistent with Queensland <i>Environment Protection Act</i> . The EMSs should define techniques and procedures for planning, construction, operation, and maintenance of transport infrastructure. Link these systems to the corporate planning processes of government transport agencies and local government so that policies, programs and projects will be developed in a manner consistent with the EMSs. EMSs are dynamic and build-in the concept of continual improvement in environmental management. A long term goal should be for the systems to be ISO 14 000 certified.		QT/MR	QR	97/98	5
	a	Complete the Main Roads EMS for planning, design, construction and maintenance of roads		MR		97/98	3
	b	Complete the Queensland Rail EMS for rail planning and operations		QR		97/98	3
	c	Develop an EMS for Queensland Transport covering its operations and integrated transport planning		QT		97/98	5
	d	Local government should also develop EMSs where appropriate that are compatible with the Transport Portfolio Environmental Framework.		LG		97/98	6
	A 12.6	Develop environmental auditing techniques and audit major transport infrastructure and the transport system to determine the extent of environmental effects and the effectiveness of environmental management.		QT/MR	QR, LG	97/98	15
	a	Research and develop methods for auditing the environmental effects of the SEQ transport system		QT	MR	97/98	3
	b	Conduct audits in concert with environmental management system development and implementation		(none)	QR, MR, QT, LG	98/99	3
	c	Use results to design long term programs of remedial measures and improvements		(none)	QR, MR, QT, LG	99/00	1
	d	Implement remedial programs		(none)	QR, MR, QT, LG	00/01	11