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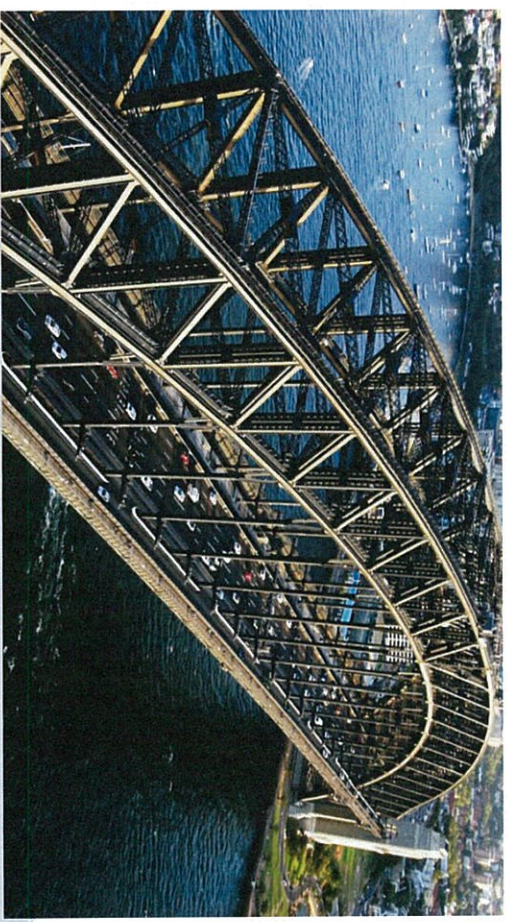
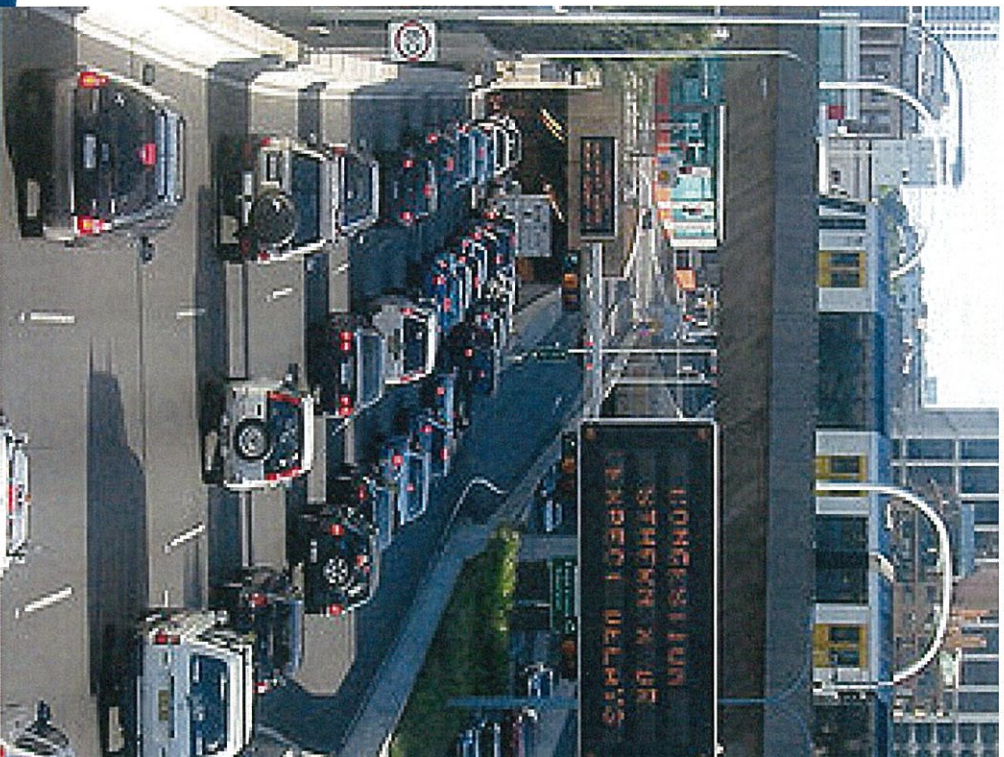
## **ROAD ACCESS PRICING**

**Organisation:** Roads Australia  
**Name:** Mr David Stuart-Watt  
**Position:** President  
**Date Tendered:** Monday 13 May 2013  
**Hearing Number:** 1  
**Hearing Location:** Waratah Room

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# The Road to Pricing Reform

David Stuart-Watt  
Roads Australia



# What is Roads Australia?

- national peak body for road sector stakeholders
- Ninety-eight members, includes State road agencies
- contributes to policy development by working in collaboration with policymakers
- Not a lobby group

# Top 5 priorities

1. Current pricing signals
2. Heavy vehicle pricing
3. Comprehensive national review of road funding
4. The importance of community buy-in
5. How can NSW affect the process?

# Current pricing signals

- The current 'price' levied on road users to access the network is too low
- The average road user is not aware of the gap between what he/she pays to use the network and what it costs to maintain and renew it.
- There is a strong case to view roads as a utility and provide a connection between actual use and charges

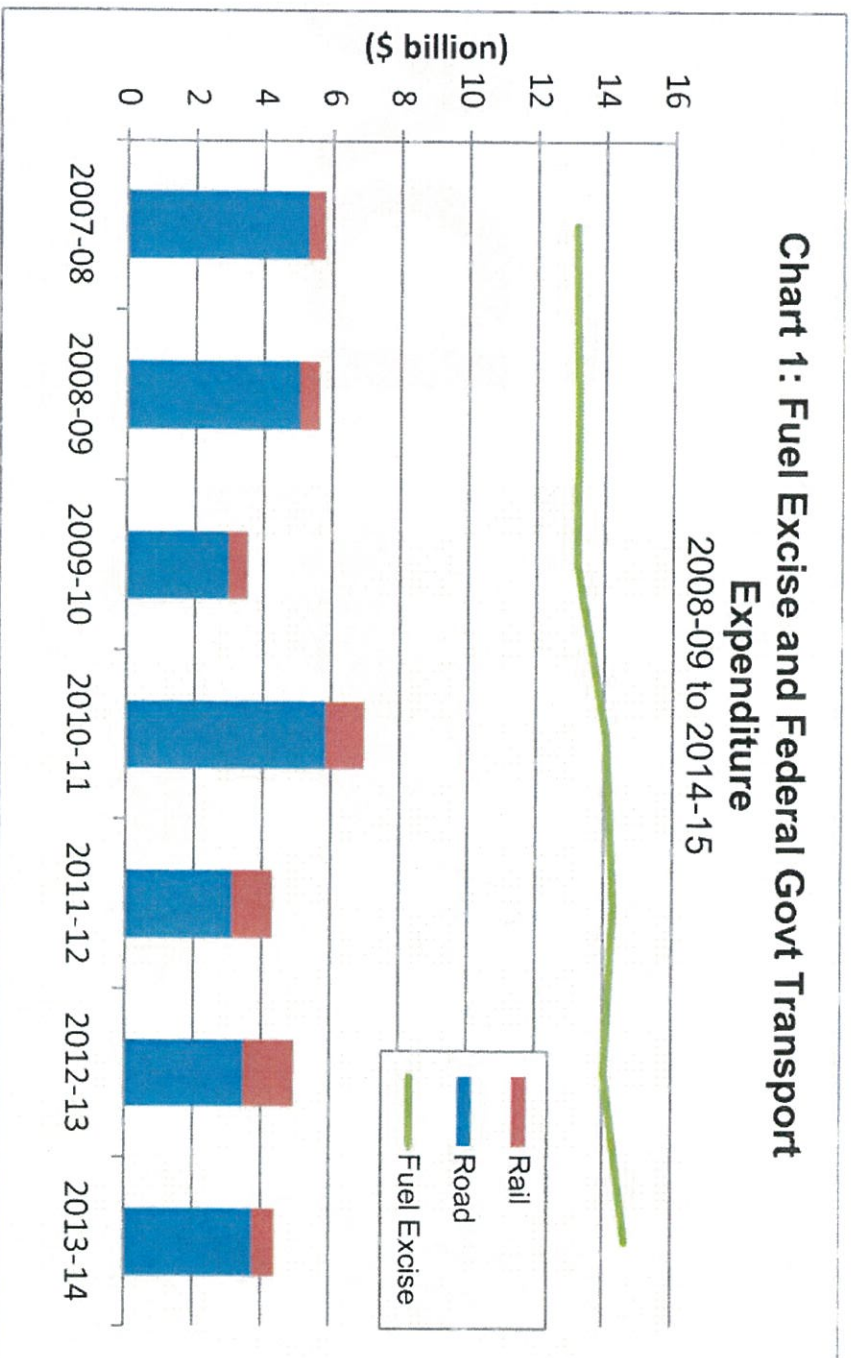
# Heavy Vehicle Pricing

**HVCI**  
HEAVY VEHICLE CHARGING  
AND INVESTMENT REFORM



**ra** roads australia

# National Review of Road Funding



Source: AAA 2012-13 pre-budget submission

# The importance of community buy-in





# How can NSW affect this process?

1. Take a lead role in developing a national reform process on transport funding and financing that engages the Commonwealth, the other states and local government, as well as industry and the community
2. Step up the investigation into a distance-based charging regime for the Sydney motorway network (as identified in the Transport Master Plan), with a view to running a pilot scheme and/or pilot projects including time of day charging arrangements.
3. Lead the public conversation on transport reform with support from industry.