

**Rural & Regional Affairs and Transport Legislation Committee**  
**ANSWERS TO QUESTIONS ON NOTICE**  
**Supplementary Budget Estimates 2016 - 2017**  
**Infrastructure and Regional Development**

**Question no.: 200**

**Program:** N/A

**Division/Agency:** Policy and Research

**Topic:** Mass Distance Charges for Heavy Trucks

**Proof Hansard Page:** Written (28 October 2016)

**Senator Rice, Janet asked:**

Mass distance charges for heavy trucks have been in place in New Zealand since 1978. Current mass distance charges for heavy six axle articulated trucks operating in New Zealand are about NZ\$6 cents per km, and as such are about three times that charged in Australia through annual registration fees and a diesel road user truck for such trucks hauling long distances each year.

According to that rate, a Sydney Melbourne Hume Highway one way line haul of approximately 840 km, the difference between Australian and New Zealand road cost recovery for a six axle articulated truck is about \$28 per haul.

Would the Department agree with this price different, and if not, what dollar figure would the Department approximate?

- a) Has the department considered any scheme similar to the New Zealand system, where the use of B - Triples on the Hume Highway would be on a mass distance location basis at New Zealand levels?
- b) If so, has it considered the difference between these and current charges being applied to additional climbing lanes on hilly sections of the Hume Highway?

**Answer:**

Heavy vehicle charges are currently determined according to the 'Pay As You Go' (PAYGO) methodology, first implemented in the 1990s. The system aims to charge heavy vehicle users for their share of historic government spending on roads through the fuel-based Road User Charge, collected by the Commonwealth, and registration charges, collected by the states and territories. The National Transport Commission administers the PAYGO model and makes recommendations to the Transport and Infrastructure Council, who have responsibility for setting charges. The current approach is therefore not readily comparable to that in place in New Zealand.

The Department is currently working with states and territories to progress heavy vehicle road reform. The aim of this reform is to turn the provision of heavy vehicle road infrastructure into an economic service where feasible. This would see a market established that links heavy vehicle user needs with the level of service they receive, the charges they pay and the investment of those charges back into road services. Ultimately, more direct user charging is needed to close the link between the needs of heavy vehicle operators and the charges they pay. As part of this reform work the Department has considered the New Zealand scheme as well as approaches used in other international jurisdictions.

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**Supplementary Budget Estimates 2016 - 2017**  
**Infrastructure and Regional Development**

**Question no.: 208**

**Program:** n/a

**Division/Agency:** Policy and Research

**Topic:** National Cycling Participation Survey

**Proof Hansard Page:** 5 (22 November 2016)

**Senator Rice asked:**

Senator RICE: My understanding is that for the period the National Cycling Strategy has been in place there were some targets of increase of cycling rates, but, in fact, over that period of time we have seen a decrease of cycling rates. Is that the case?

Ms Spencer: I understand there has been an increase in cycling rates.

Senator RICE: That is good to hear. Last time that I asked the question, a year ago, there had been a decrease in the immediate period before then, so maybe things have changed in the last year.

Ms Spencer: Maybe they have. I will take that on notice and get the exact numbers for you.

Senator RICE: That would be good.

**Answer:**

The results of the third biennial National Cycling Participation Survey, managed by the Australian Bicycle Council, indicate that cycling participation has neither decreased nor increased significantly over the life of the current National Cycling Strategy 2011-2016.

From the Survey, the percentage who cycled in the past week (national figures) were:

2011	17.8%
2013	16.6%
2015	17.4%

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**Question no.: 209**

**Program:** n/a

**Division/Agency:** Policy and Research

**Topic:** Launceston City Heart Project

**Proof Hansard Page:** 9 (22 November 2016)

**Senator Farrell asked:**

Senator FARRELL: So is Minister Chester also responsible for that one?

Ms Zielke: Yes.

Senator FARRELL: The Launceston City Heart Project?

Ms Zielke: I am sorry; I am not familiar with that one.

Senator FARRELL: Would you be able to get back to us with that one?

Ms Zielke: Yes.

Senator FARRELL: The Moreton Bay Regional University Precinct capital works?

Ms Zielke: The Launceston City Project is the responsibility of Minister Nash. I am sorry, what was the next one you listed?

**Answer:**

This was answered on Page 9 of Hansard as above on 22 November 2016.

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**Question no.: 210**

**Program:** n/a

**Division/Agency:** Policy and Research

**Topic:** High Speed Rail links through Western Sydney

**Proof Hansard Page:** 13-14 (22 November 2016)

**Senator Farrell, Don asked:**

Senator FARRELL: Has the potential for linking the HSR and the Western Sydney rail through the airport been considered as a potential stage 1 for the HSR?

Ms Zielke: No.

Mr Whalen: Just adding to that, in terms of the current study, that is correct. There have been earlier studies, as you are probably aware, on high-speed rail which did look at lines that would venture further west of Sydney than the lines that were identified as preferable in that study, and which found that the additional travel time associated with heading further west would be so significant that it would not be viable from that point of view.

Senator FARRELL: How far west? Where does the unviability come in?

Mr Whalen: I do not have that information now.

Senator FARRELL: When was that study done?

Mr Whalen: I can find you the dates.

Ms Zielke: There were several done a matter of years ago, which—

Senator FARRELL: Were these done under the former government—the Rudd government?

Ms Zielke: They were done under the former government, yes.

Senator FARRELL: And that is the study that you are referring to, is it, Mr Whalen?

Mr Whalen: I would have to check which government was in at the time.

**Answer:**

The previous government undertook a \$20 million strategic study on High Speed Rail on the east coast of Australia. The study was conducted in two parts – the Phase 1 report was released in 2011, and the Phase 2 report was released in 2013. Both reports were prepared by a consortium led by AECOM, and are available on the Department of Infrastructure and Regional Development's website at: <[www.infrastructure.gov.au/rail/trains/high\\_speed/index.aspx](http://www.infrastructure.gov.au/rail/trains/high_speed/index.aspx)>.

**Rural & Regional Affairs and Transport Legislation Committee**  
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**Question no.: 211**

**Program:** 1.1 Infrastructure Investment  
**Division/Agency:** Policy and Research  
**Topic:** Road pricing – COAG Paper  
**Proof Hansard Page:** 17 (22 November 2016)

**Senator Rice, Janet asked:**

Senator RICE: What is the timing for coming back to COAG next year?

Ms Zielke: From memory it is midway through next year. I do not believe it is in early 2017. I can take that on notice, though.

**Answer:**

The paper is intended to be presented to COAG for consideration at its first meeting of 2017.

**Rural & Regional Affairs and Transport Legislation Committee**  
**ANSWERS TO QUESTIONS ON NOTICE**  
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**Question no.: 212**

**Program:** 1.1 Infrastructure Investment

**Division/Agency:** Policy and Research

**Topic:** Lessons learnt from Oregon road usage charge program

**Proof Hansard Page:** 17 (22 November 2016)

**Senator Farrell, Don asked:**

Senator FARRELL: I started to ask some questions about the Oregon trial, and we diverted to Transurban. Can you tell us what the department has learnt from the Oregon trial?

Ms Zielke: Sorry, but I do not believe I could give you enough detail. I am happy to take that on notice, though. That is probably a more effective way.

**Answer:**

Oregon has charged road users a fuel tax for road maintenance since 1919.

The Oregon Department of Transportation (ODOT) launched a pay-by-the-mile Road Usage Charge Program (OReGO) on 1 July 2015.

This Program replaced the state's fuel tax with a distance-based road usage charge. OReGO is a voluntary (opt-in) scheme and was capped at 5,000 cars and light-duty commercial vehicles. Participants pay 1.5 cents per mile driven, and receive a credit for state gas tax paid at the pump. The primary transport objective of the Program is to establish a more sustainable funding model where drivers of all vehicle types pay their fair share for upkeep of the road network.

OReGO differs from electronic tolling systems (e.g. London and Singapore) in that road usage charging provides a broad revenue source for funding the public road system and, unlike tolling, is not related to a specific zone. Revenues generated are deposited into the State Highway Fund, which is then distributed as follows: 50 per cent to the state; 30 per cent to counties; and 20 per cent to cities.

Some lessons learned from the Oregon Pilot Program include:

- the importance of open-system design;
- a combination of low and high technology charging solutions helps counter privacy concerns;
- equity considerations for drivers from different regions need to be and can be addressed; and
- the usefulness of encouraging private sector administration options (in lieu of government administered systems).

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**Question no.: 213**

**Program:** 1.1 Infrastructure Investment

**Division/Agency:** Policy and Research

**Topic:** Results from Oregon's road usage charge program

**Proof Hansard Page:** 17 (22 November 2016)

**Senator Farrell, Don asked:**

Senator FARRELL: Yes, if you could. You do not happen to know what the government in Oregon plans to do with the results of the trial, do you?

Ms Zielke: They have actually been applying it, as I understand, so they have moved to where they have put charging in place on a voluntary basis. From memory they have a 10-year engagement schedule. But, again, it is probably best if I take that on notice and come back to you.

**Answer:**

Oregon's Road Usage Charge Pilot Program operated from November 2012 to March 2013 and gathered information on different options for a mileage-based road user charge system in Oregon. Information from the Pilot Program informed the current opt-in road user charging system (OReGO) for 5,000 volunteers that commenced on 1 July 2015.

Pending legislative consideration, the Oregon Road User Charge Program will be expanded from 2025 to implement a distance based fee for new vehicles with fuel consumption rated at 20 miles per gallon or less on an opt-in basis.

For further information, please refer to the *Road User Charge Pilot Program 2013*, Oregon Department of Transportation at

<<https://www.oregon.gov/ODOT/HWY/RUFPP/Road%20Usage%20Charge%20Program%20Documents/RUCPP%20Final%20Report.pdf>>.

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**Question no.: 214**

**Program:** Regional Jobs and Investment Packages Taskforce

**Division/Agency:** Policy and Research

**Topic:** Regional Jobs and Invest Packages Boundaries

**Proof Hansard Page:** 35 (22 November 2016)

**Senator Chisholm, Anthony asked:**

Senator CHISHOLM: In terms of the boundaries for each region—and this might be something you might have to take on notice—is it possible to provide what is the area that is covered by these announcements?

Senator Nash: Yes, we will take that on notice. But it is fine to provide that

**Answer:**

The Government has announced Regional Jobs and Investment Packages (RJIP) for ten regions:

- Cairns (QLD)
- Bowen Basin (QLD)
- Wide Bay Burnette (QLD)
- NSW North Coast (NSW)
- NSW South Coast (NSW)
- Upper Spencer Gulf (SA)
- Goulburn Valley
- Latrobe Valley (VIC)
- Geelong (VIC)
- Regional Tasmania (TAS)

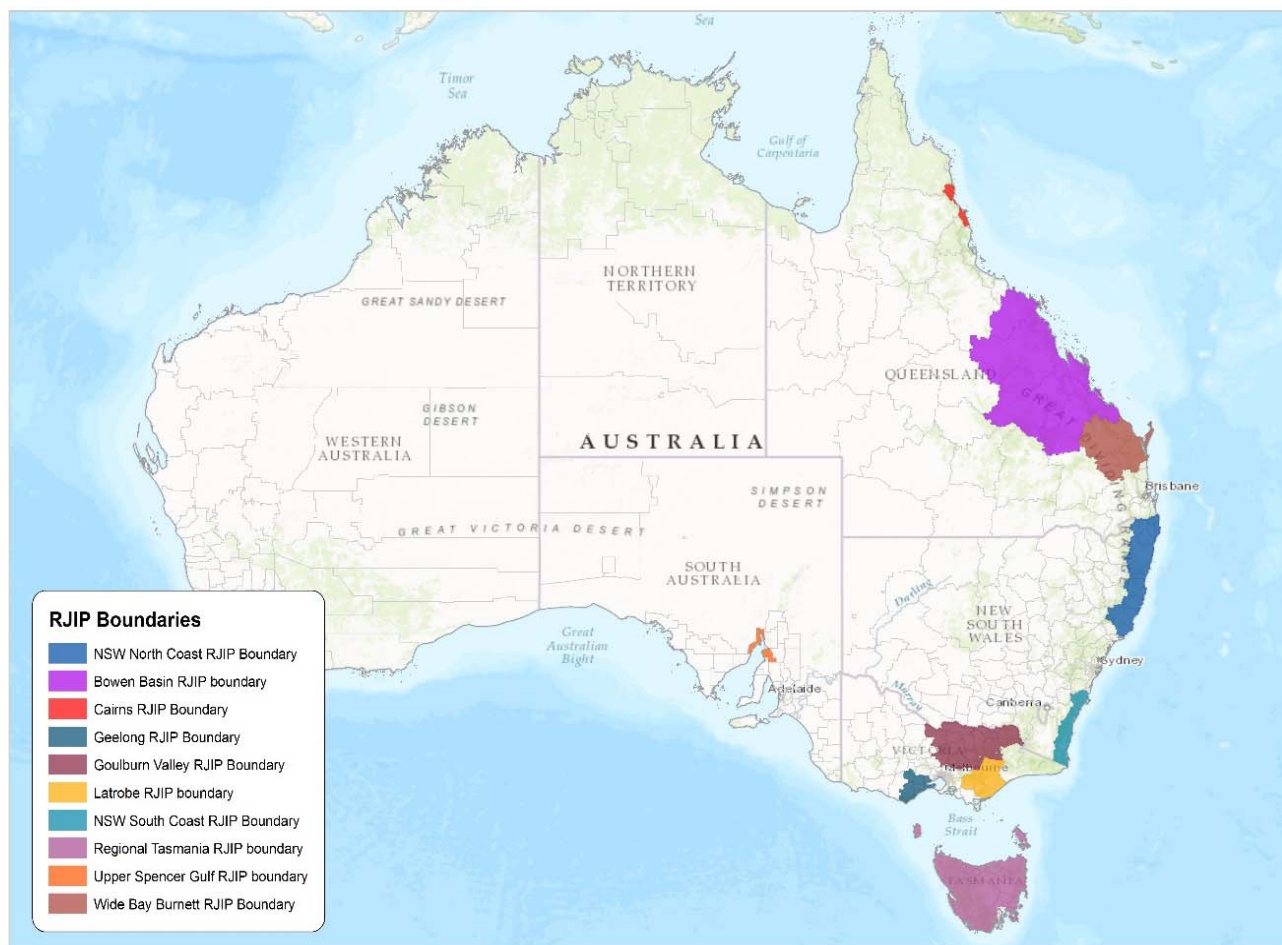
The boundaries for the ten RJIP regions, and their included Local Government Areas, are at [Attachment A](#).

**Attachments**

Attachment A – Regional Jobs and Investment Packages – Regional Boundaries Maps



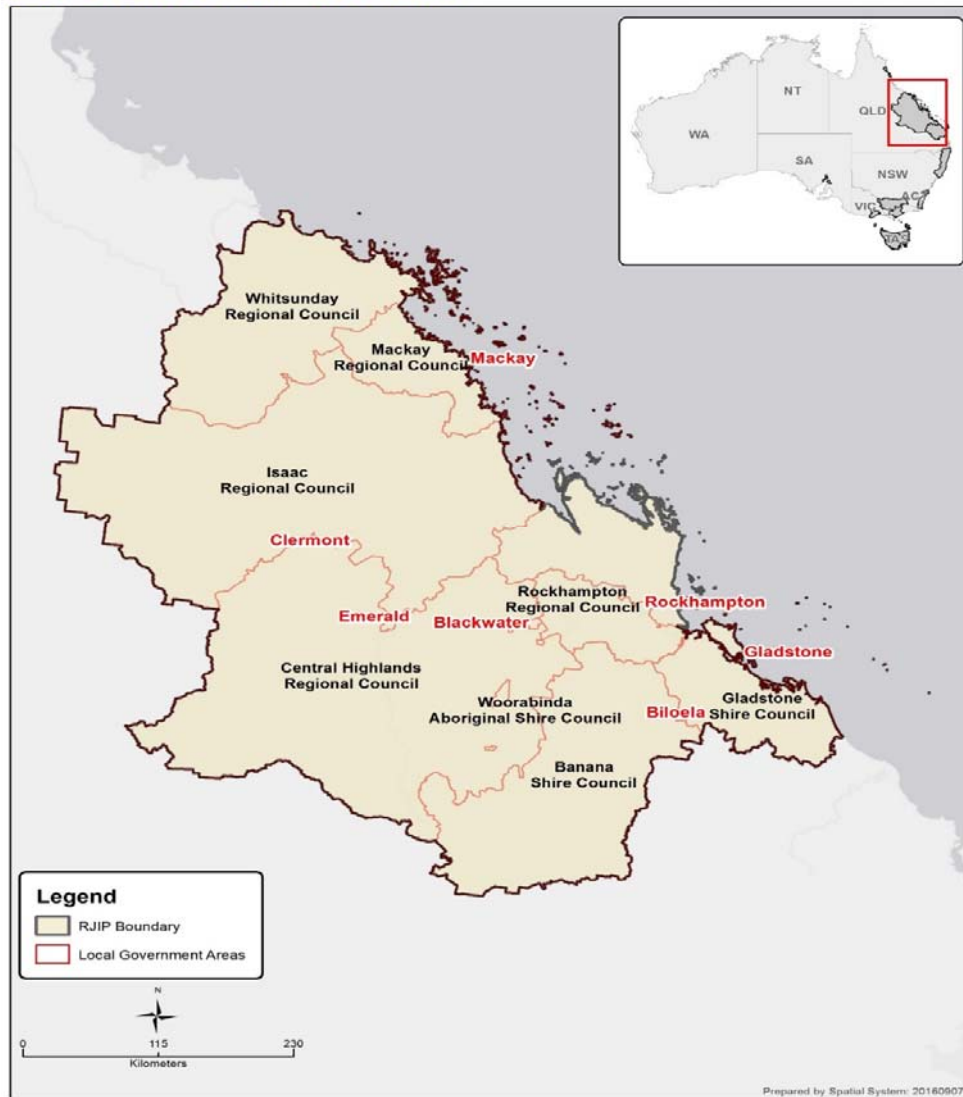
## REGIONAL JOBS AND INVESTMENT PACKAGES - REGIONAL BOUNDARIES



## BOWEN BASIN RJIP BOUNDARY



Australian Government  
Department of Infrastructure and Regional Development



### Included Local Government Authorities

1. Whitsunday Regional Council
2. Mackay Regional Council
3. Isaac Regional Council
4. Rockhampton Regional Council
5. Central Highlands Regional Council
6. Woorabinda Aboriginal Shire Council
7. Banana Shire Council
8. Gladstone Shire Council

## CAIRNS RJIP BOUNDARY

Australian Government  
Department of Infrastructure and Regional Development

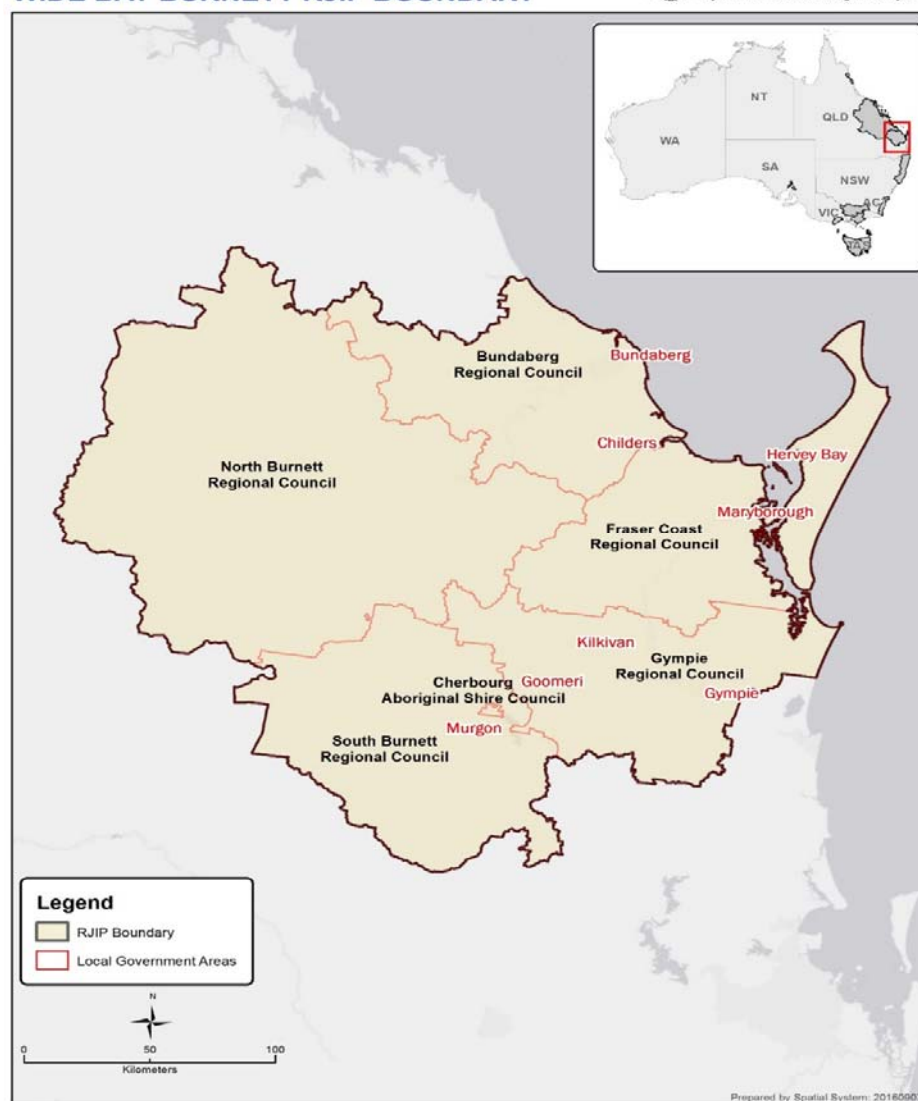


### Included Local Government Authorities

1. Cairns Regional Council
2. Yarrabah Aboriginal Shire Council
3. Douglas Shire Council

## WIDE BAY BURNETT RJIP BOUNDARY

Australian Government  
Department of Infrastructure and Regional Development

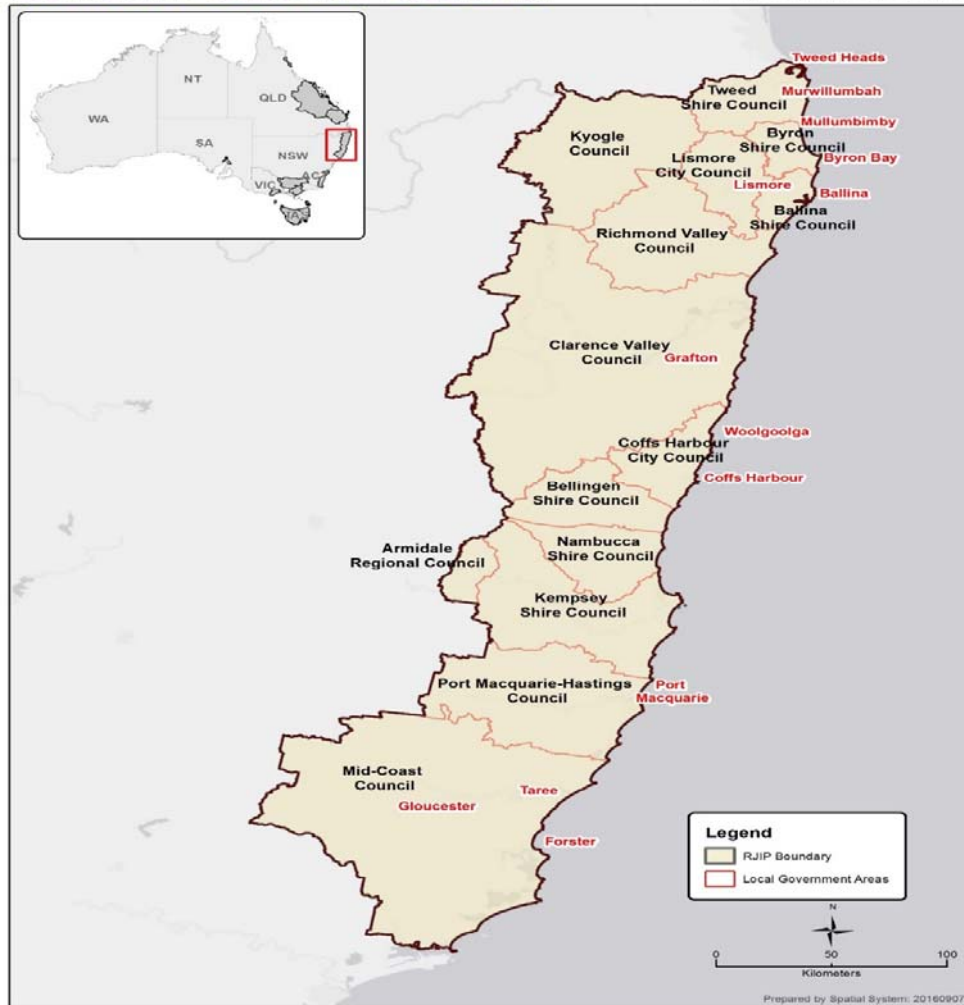


### Included Local Government Authorities

1. North Burnett Regional Council
2. Bundaberg Regional Council
3. Fraser Coast Regional Council
4. South Burnett Regional Council
5. Cherbourg Aboriginal Shire Council
6. Gympie Regional Council

## NSW NORTH COAST RJIP BOUNDARY

Australian Government  
Department of Infrastructure and Regional Development



### Included Local Government Authorities

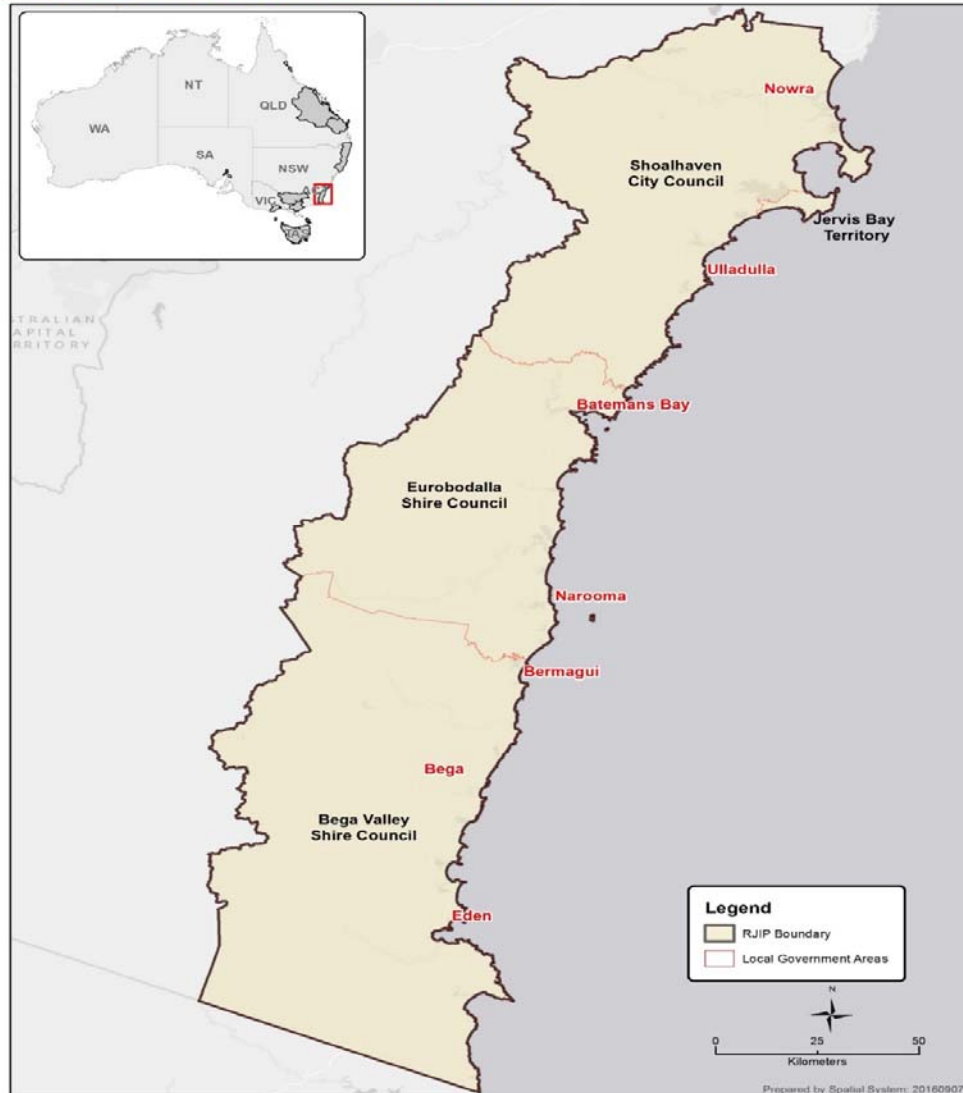
1. Tweed Shire Council
2. Kyogle Council
3. Byron Shire Council
4. Lismore City Council
5. Ballina Shire Council
6. Richmond Valley Council
7. Clarence Valley Council
8. Coffs Harbour City Council
9. Bellingen Shire Council
10. Nambucca Shire Council
11. Armidale Regional Council\*
12. Kempsey Shire Council
13. Port Macquarie-Hastings Council
14. Mid-Coast Council

\*Only the eastern most part of the Armidale Regional Council is included in the NSW North Coast RJIP Area

## NSW SOUTH COAST RJIP BOUNDARY



Australian Government  
Department of Infrastructure and Regional Development

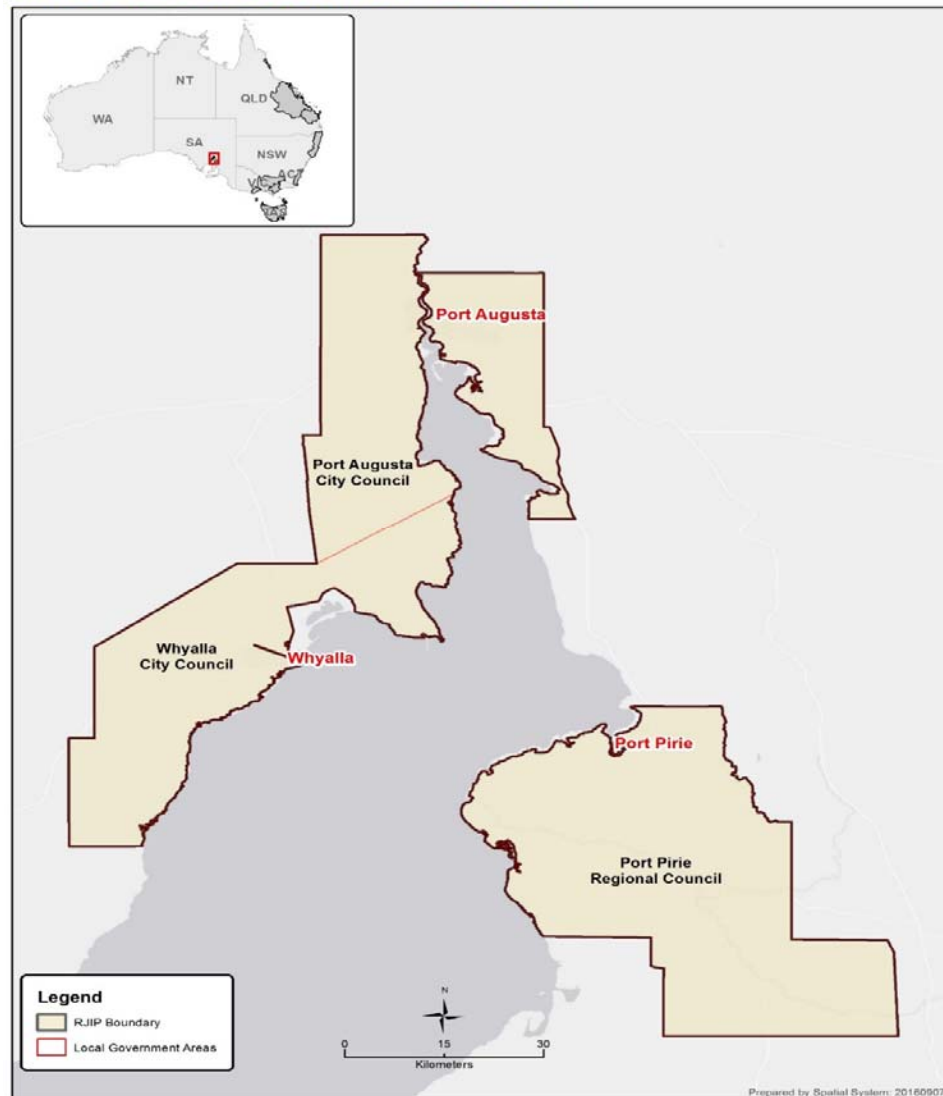


### Included Local Government Authorities

1. Shoalhaven City Council
2. Jervis Bay Territory
3. Eurobodalla Shire Council
4. Bega Valley Shire Council

## UPPER SPENCER GULF RJIP BOUNDARY

Australian Government  
Department of Infrastructure and Regional Development



### Included Local Government Authorities

1. Whyalla City Council
2. Port Augusta City Council
3. Port Pirie Regional Council



## LATROBE RJIP BOUNDARY



Australian Government  
Department of Infrastructure and Regional Development



### Included Local Government Authorities

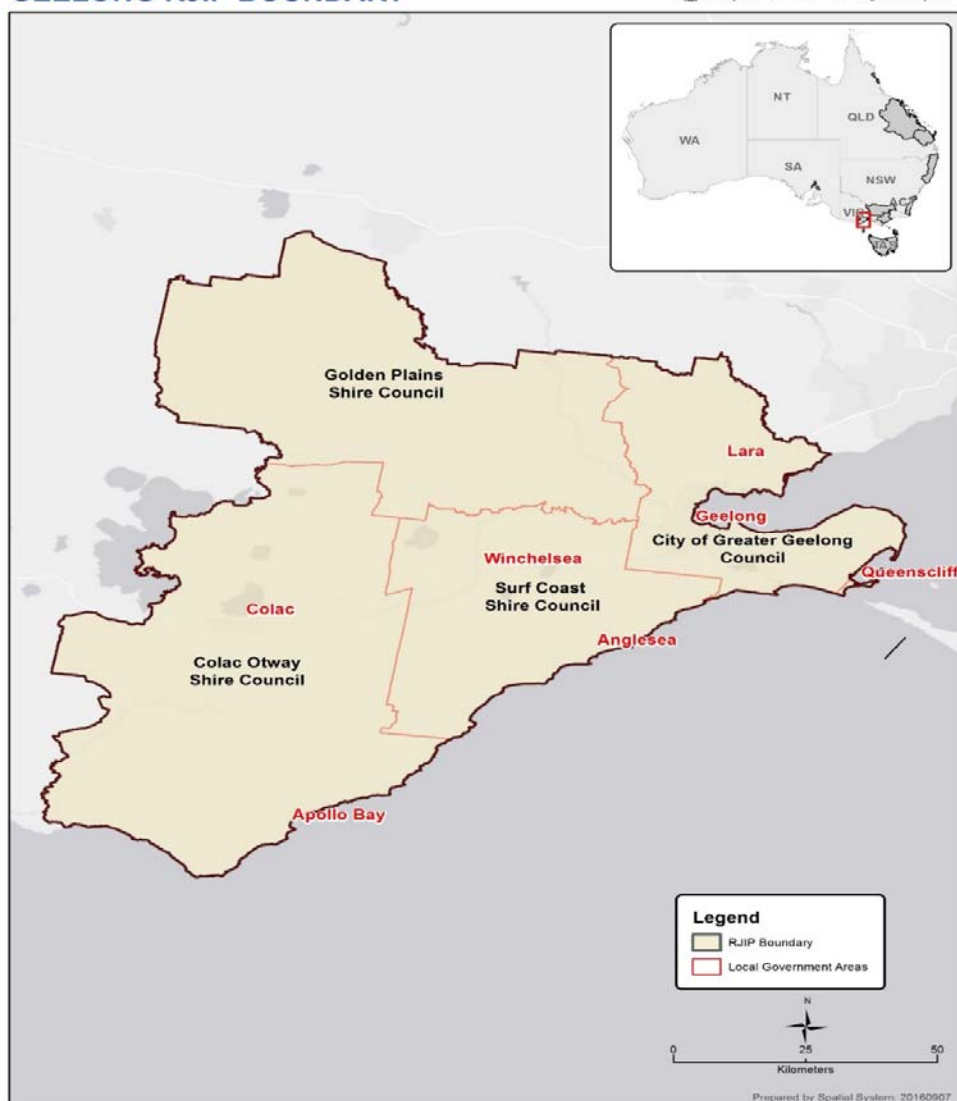
4. Wellington Shire Council
5. Baw Baw Shire Council
6. Latrobe City Council



## GEELONG RJIP BOUNDARY



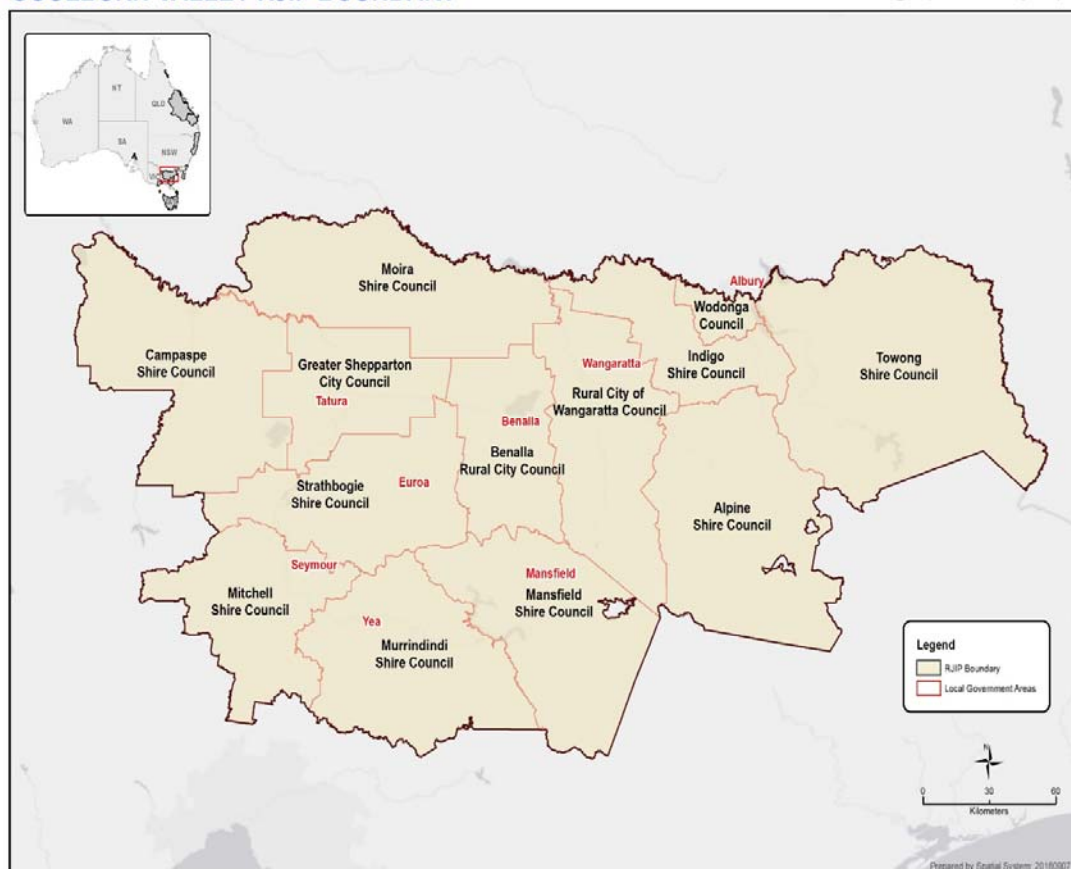
Australian Government  
Department of Infrastructure and Regional Development



### Included Local Government Authorities

1. City of Greater Geelong Council
2. Borough of Queenscliff Council
3. Surf Coast Shire Council
4. Golden Plains Shire Council

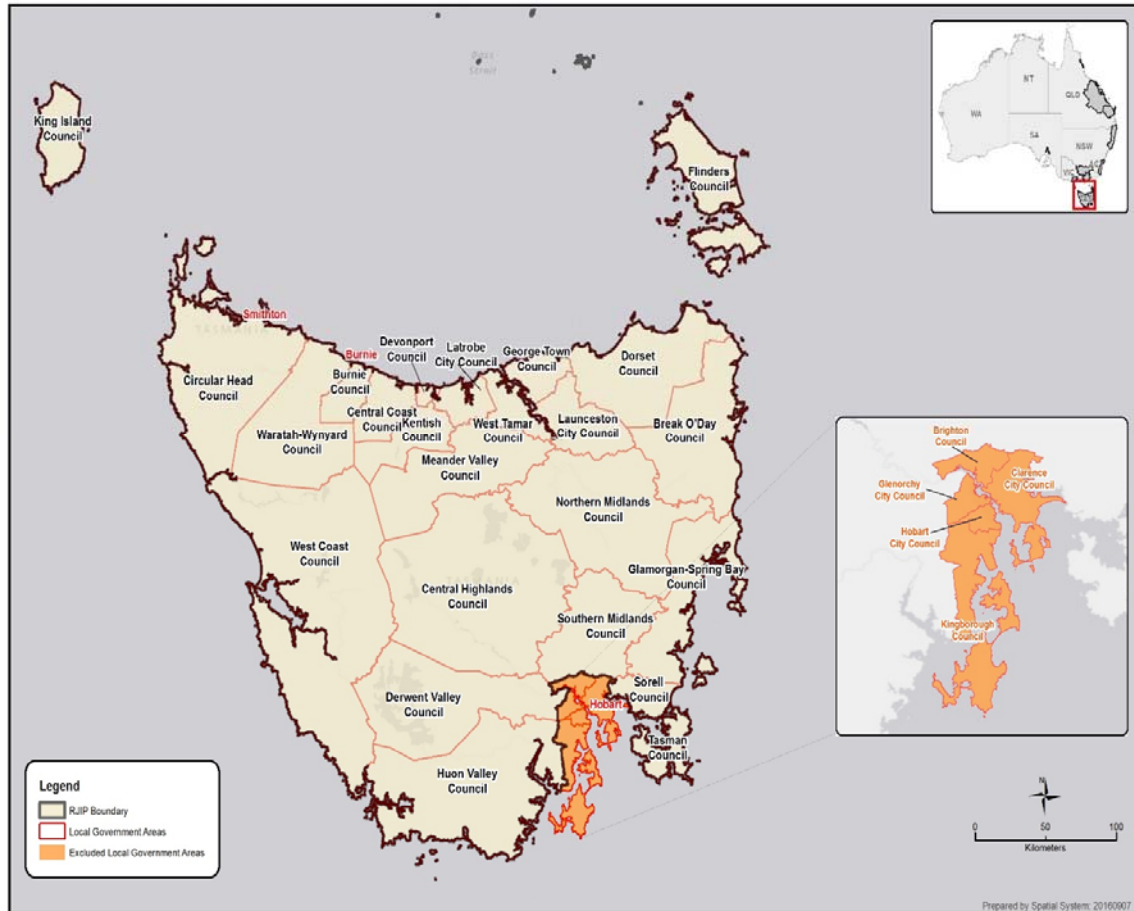
## GOULBURN VALLEY RJIP BOUNDARY



### Included Local Government Authorities

1. Moira Shire Council
2. Campaspe Shire Council
3. Greater Shepparton City Council
4. Wodonga Council
5. Towong Shire
6. Indigo Shire Council
7. Alpine Shire Council
8. Rural City of Wangaratta
9. Strathbogie Shire Council
10. Benalla Rural City Council
11. Mansfield Shire Council
12. Murrindindi Shire Council
13. Mitchell Shire Council

## TASMANIAN RJIP BOUNDARY



### Included Local Government Authorities

1. King Island Council
2. Flinders Council
3. Circular Head Council
4. Waratah-Wynyard Council
5. Burnie City Council
6. Central Coast Council
7. Devonport City Council
8. Kentish Council
9. Latrobe City Council
10. West Tamar Council
11. George Town Council
12. Sorell Council
13. Tasman Council
14. Kingborough Council
15. Huon Valley Council
16. Launceston City Council
17. Dorset Council
18. Break O'Day Council
19. Northern Midlands Council
20. Meander Valley Council
21. West Coast Council
22. Central Highlands Council
23. Northern Midlands Council
24. Glamorgan Spring Bay Council
25. Southern Midlands Council
26. Derwent Valley Council

### Excluded Local Government Authorities

1. Hobart City Council
2. Glenorchy City Council
3. Brighton Council
4. Clarence City Council
5. Kingsborough Council