

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Additional Estimates 2014 - 2015
Infrastructure and Regional Development

Question no.: 95

Program: n/a

Division/Agency: National Transport Commission

Topic: Heavy Vehicle Charging

Proof Hansard Page: Written

Senator Sterle, Glenn asked:

1. Is it the case that the heavy vehicle road user (fuel) charge of 26.14 cents per litre is backed up by proper analysis?
2. Is the NTC aware of concerns from the heavy vehicle industry that they are being over charged by \$200 million this year due to the decision of the Transport & Infrastructure Council to freeze the charge for 2014-5?
3. Given that changes to the charging system come into effect from 1 July 2016, what is the proposed charge for 2015-6?
4. Has the NTC calculated what the underlying actual charge should be for 2015-6 yet?
5. If so, what is it?
6. Using the existing methodology, would it be expected that the road user charge would rise or fall?
7. Has the NTC calculated how much the heavy vehicle sector would be duded if 26.14 cents per litre applies in 2015-6?

Answer:

1. Yes.
2. Yes.
3. The Road User Charge for FY2015-16 is yet to be determined.
4. See answer to Question 3.
5. See answer to Question 3.
6. For FY 16/17, it is not clear whether the road user charge (RUC) will increase or decrease under the existing (2007 determination) methodology. The annual adjustment methodology is specified in legislation, and the NTC will not have access to all of the necessary input data until October 2015.
7. If RUC increases from 26.14 cents per litre to 26.3 cents per litre on 1 July 2015, the estimated increase in revenue in 2015/16 is \$11.5 million.

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Question no.: 96

Program: n/a

Division/Agency: National Transport Commission

Topic: National Ports Strategy

Proof Hansard Page: Written

Senator Sterle, Glenn asked:

1. What work is currently underway at the NTC with respect to the National Ports Strategy?
2. Does the NTC have any concerns about port charging oversight mechanisms that have been put in place for recently privatised ports?
3. Does the NTC monitor port charges?

Answer:

1. The National Ports Strategy advocates the need for a more integrated and coordinated approach to the long-term planning and development of port infrastructure and port-related supply chains. The strategy was endorsed by the Council of Australian Governments (COAG) in July 2012.
 - a. The NTC reports the implementation status of actions contained in the National Ports Strategy to Transport and Infrastructure Council Ministers in November each year via the National Transport Reform Implementation Status Report. The report is published on the NTC's website annually. The last report was published in December 2014 and can be accessed at [http://www.ntc.gov.au/Media/Reports/\(0508A71E-F6CE-49B3-B9DE-9C79E2CF52F3\).pdf](http://www.ntc.gov.au/Media/Reports/(0508A71E-F6CE-49B3-B9DE-9C79E2CF52F3).pdf).
 - b. The NTC had specific responsibility for one action contained in the National Ports Strategy - 4.5 Technology 4.5.1 Explore opportunities for real-time information technology systems to improve port-related supply chain performance. This action was completed in 2014 as reported in the National Transport Reform Implementation Status Report. The NTC does not have carriage of any other specific actions in relation to the National Ports Strategy.
2. The NTC does not have any formal responsibility under either the *National Transport Commission Act 2003* or the *Intergovernmental Agreement for Regulatory and Operational Reform in Road, Rail and Intermodal Transport 2003* for monitoring or overseeing port charges.
3. See answer to Question 2.