

# 5.0 Heavy Vehicle User Charge

Cost recovery for road infrastructure has received increasing attention in the past decade in Australia.

Existing government funding and financing approaches are unsustainable because of a broad shift towards more fuel-efficient vehicles, increasing use of alternate fuel types, the fall in the relative value of the fuel excise revenue and the existing fiscal/debt constraints of government to meet competing infrastructure needs.

Furthermore, the introduction of user charging is also expected to encourage greater efficiencies on the part of freight transport operators who now have a greater incentive to maximise spare capacity.

The application of the Heavy Vehicle User Charge provides an opportunity for industry to contribute towards a proportion of the productivity gains and assist in making the Perth Freight Link a reality.

The distance based charge recognises that the freight industry is a major benefactor of the Perth Freight Link project.

Figure 20: The Heavy Vehicle Charging Network



## 5.1 Scope

The Heavy Vehicle User Charge will be applied across the 'Heavy Vehicle Charging Network', which will be approximately 85 km in length and extend from Muchea to Fremantle Port and include sections of Roe Highway (Kwinana Freeway to Tonkin Highway), Gateway WA and NorthLink WA in addition to the Perth Freight Link.

The Heavy Vehicle User Charge will be applied to all Austroads vehicle classes 3-12 on the network, excepting buses. (see Figure 21 on the next page).

Management of access to the Heavy Vehicle Charging Network will be cognisant of WA's Restricted Access Vehicle (RAV) permit system and current restrictions on Leach Highway and South Street.

The rate of the distance based charge is yet to be formally established but the principle of the charge is that it will be on a 'win-win' basis.

That is that the charge will be less than the productivity benefits available from the Heavy Vehicle Charging network.