



## Business Case Program for Location-Specific Heavy Vehicle Charging Trials

### Heavy Vehicle Road Reform

Heavy Vehicle Road Reform aims to establish a direct user charging system for the provision and use of heavy vehicle road infrastructure. The current Pay As You Go (PAYGO) national heavy vehicle charging system is characterised by poor links between the needs of users, the charges they pay and the services they receive.

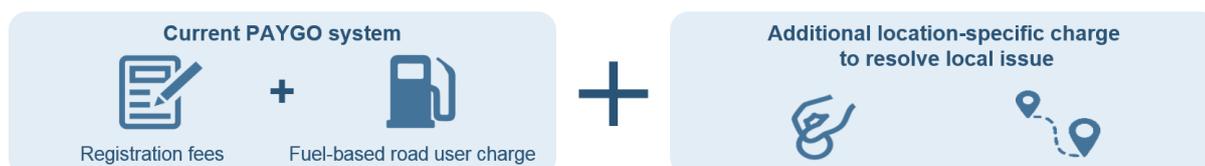
A more direct user charging system and a series of reforms to the ways governments plan, fund, invest in and deliver road infrastructure is needed to establish this market and improve these links.

The economic benefits of Heavy Vehicle Road Reform are estimated to be between \$6.5bn and \$13.3bn over 20 years, depending on the system adopted.

### What is the Trials Business Case Program?

The Australian Government is establishing the Business Case Program for Location-Specific Heavy Vehicle Charging Trials (Trials Business Case Program) to support the development of heavy vehicle charging trials on particular routes or networks, to address location-specific issues.

For example, proposals could be developed where industry has indicated a willingness to explore paying an additional charge (above the national PAYGO charges) for additional investment and higher levels of service and/or access on a particular route or network.

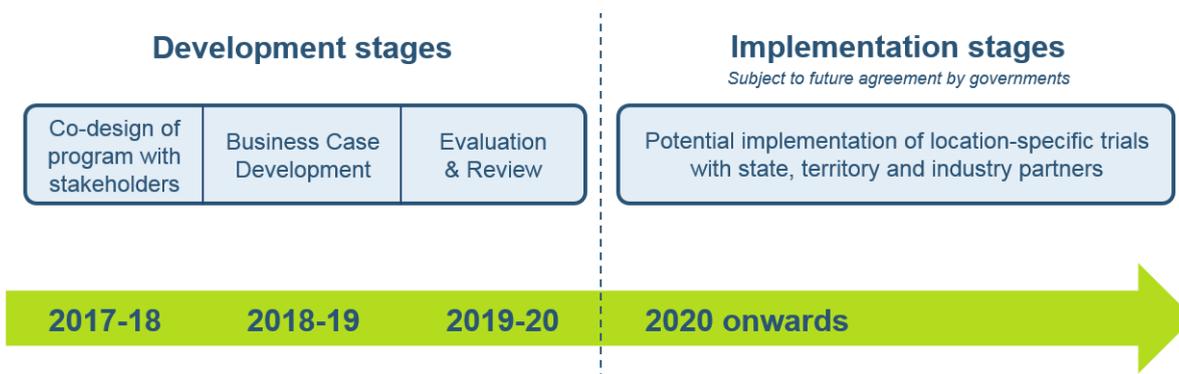


## Key features of the Trials Business Case Program

- The Trials Business Case Program will be open to a range of interested stakeholders connected to the heavy vehicle industry including heavy vehicle operators, up and downstream industry, industry bodies, regional and local organisations (including local governments). States and territories may not act as lead proponent but may demonstrate support as a member of a consortium.
- The support of the relevant state/territory transport department/road agency will be a key prerequisite for trial proposals.
- Proposals will only progress to the business case development stage if there is a strong base of stakeholder support.
- Proposals will need to demonstrate how a trial will contribute to Heavy Vehicle Road Reform [objectives](#), including how it can build local industry and community support for reform.
- Australian Government funding support for business case development does not guarantee future funding support for the operation of trials.

## Timing of the Trials Business Case Program

The Trials Business Case Program will run in the 2018-19 financial year. A proposal information kit will provide applicants with the necessary information on the process, eligibility and assessment criteria. The proposal information kit will also outline how to submit a proposal and closing date.



The Trials Business Case Program sees eligible applicants bring forward project proposals which identify a problem/s in the supply chain, the current flow-on effects the issue has on the heavy vehicle industry and how a heavy vehicle charge might resolve the issue. Project proposals that are found suitable may be selected to progress to business case development. The Minister for Urban Infrastructure and

Cities will make the final decision about which project proposals proceed to business case development.

Approved participants will join a Project Team with the Department and relevant state or territory to procure a third party consultant to develop the business case. The business case will investigate the benefits, costs and feasibility of running a trial. Once business cases are finalised program evaluation and review will commence.

### Other types of heavy vehicle trials

In addition to the Trials Business Case Program, the Australian Government is establishing a National Heavy Vehicle Charging Pilot (National Pilot). The National Pilot is a structured way to trial the replacement of the current heavy vehicle charging system (PAYGO) with a national direct user charging system.

The National Pilot will trial the feasibility of Heavy Vehicle Road Reform at the national level, complementing proposals developed under the Trials Business Case Program, which will test elements of Heavy Vehicle Road Reform at the local level.

### What happens next?

The Australian Government will seek proposals from a range of interested stakeholders connected to the heavy vehicle industry including heavy vehicle operators, industry bodies, regional and local organisations (including local governments) shortly. Proponents will be asked to provide detailed information on the scope of their proposed trial via the Proposal form.

Potential implementation of trial proposals is subject to the outcomes of the Development stages of the Trials Business Case Program and to future agreement by governments.

Register your interest in participating in the National Pilot and/or developing a business case for a location-specific trial at

[infrastructure.gov.au/roads/heavy/charging-trials/hvt-feedback.aspx](https://infrastructure.gov.au/roads/heavy/charging-trials/hvt-feedback.aspx) .



For more information on heavy vehicle charging trials, visit [infrastructure.gov.au/roads/heavy/charging-trials/index](https://infrastructure.gov.au/roads/heavy/charging-trials/index)

For more information on Heavy Vehicle Road Reform, visit [transportinfrastructurecouncil.gov.au](https://transportinfrastructurecouncil.gov.au)