



MEDIA RELEASE

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CASE REMAINS CLEAR FOR ROAD USER CHARGES FOR ELECTRIC VEHICLES

Today's High Court decision has provided welcome clarity in the case of Vanderstock & Anor v The State of Victoria. "The case for electric vehicles to pay for road use remains clear." said Chief Executive Adrian Dwyer.

"The case for road user charges was never on trial, it was simply about who should collect them. The policy destination remains the same. The High Court's decision simply means we need to take a detour."

"Without action, \$12 billion a year of road funds will simply evaporate as more fuel efficient and electric vehicles hit the road. Over the next few decades, that revenue is on par with how much the government plans to spend on AUKUS. On an annual basis, it's more than the Federal Government spends on housing and rent assistance".

"The ball is now in the Federal Government's court. The Federal Government may opt to implement a road user charge themselves, while another option would see them empower the states and territories to collect revenue on their behalf. Given the states have the systems to collect registration and licence fees, this is the most logical course of action. But if the Federal Government fails to act, the states and territories may be forced to find workaround solutions to raise revenue from motorists on their roads.

"The reality is most taxpayers do not care which level of government handles the charges they pay for road use. They just want good quality roads and transport services, and for every motorist to pay their fair share.

Infrastructure Partnerships Australia is the nation's industry think tank providing independent policy research focused on excellence in social and economic infrastructure.

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