

## New road management laws in Victoria

Laws instituting a new road management system for Victorian councils have been passed by State Parliament. However an unexpected procedural glitch in their passage means the government will have to table further amendments in order to make the new laws legally enforceable.

The Road Management Bill ushers in a new framework for good practice local government road management that councils will need to adhere to in order to be protected from legal claims.

The laws are expected to serve as a national benchmark for similar reforms in other states.

Despite the glitch during the passing of the legislation, councils' road management plans are still expected to be legally recognisable from July 1 this year in preparation for when the new road management laws take effect on January 1, 2005.

Due to the Road Management Bill being passed by a majority but not an 'absolute majority' due to the unexpected absence of one MP from the parliamentary chambers, some of the sections of the Bill, including its civil liability reforms, have no legal effect.

But legislative amendments that would make all components of the *Road Management Act* legally binding are expected to be tabled in parliament this week, enabling the Act to be fully in force by the July 1 implementation date for road management plans.

## Taskforce to develop proposal for peak body

A task force is reviewing proposals for the creation of a peak national body for Australia's road transport sector.

The creation of the task force was a key outcome of the recent Australian Roads Summit and is an initiative of the Australian Roads Federation (ARF). Conference attendees resolved to establish the peak body, with the task force of ARF members to spend the next 12 months developing a proposal for an umbrella organisation for Australia's roads.

The peak body is expected to serve as an industry forum for all stakeholders in the road transport sector.

ARF President, Ray Fisher, told the summit that a single national stakeholder body is required to address the variety of

significant challenges the nation's roads sector is expected to face over the next 20 years. The task force is due to present its final report to the roads industry at the Australian Roads Summit to be held in Queensland in 2005.

For more information about the ARF visit <http://www.arooad.com.au> or email [admin@arooad.com.au](mailto:admin@arooad.com.au).

## Bank to launch community infrastructure fund

Macquarie Bank is launching a new wholesale fund to finance billions of dollars worth of infrastructure projects, including road projects, that are being negotiated with local governments.

The bank has revealed it is presently involved in negotiations over seven potential projects spread across Victoria, Queensland and Tasmania that would involve about \$3 billion worth of community infrastructure development.

Macquarie's Community Partnerships division is expected to reveal details of the first of the projects within the next month. The bank says it has been discouraged from developing projects in NSW due to the state government not having in place clear rules and regulations on the operation of public-private partnerships.

Macquarie is presently securing cornerstone investors for the new fund, with the bank initially targeting to raise capital of about \$250 million.

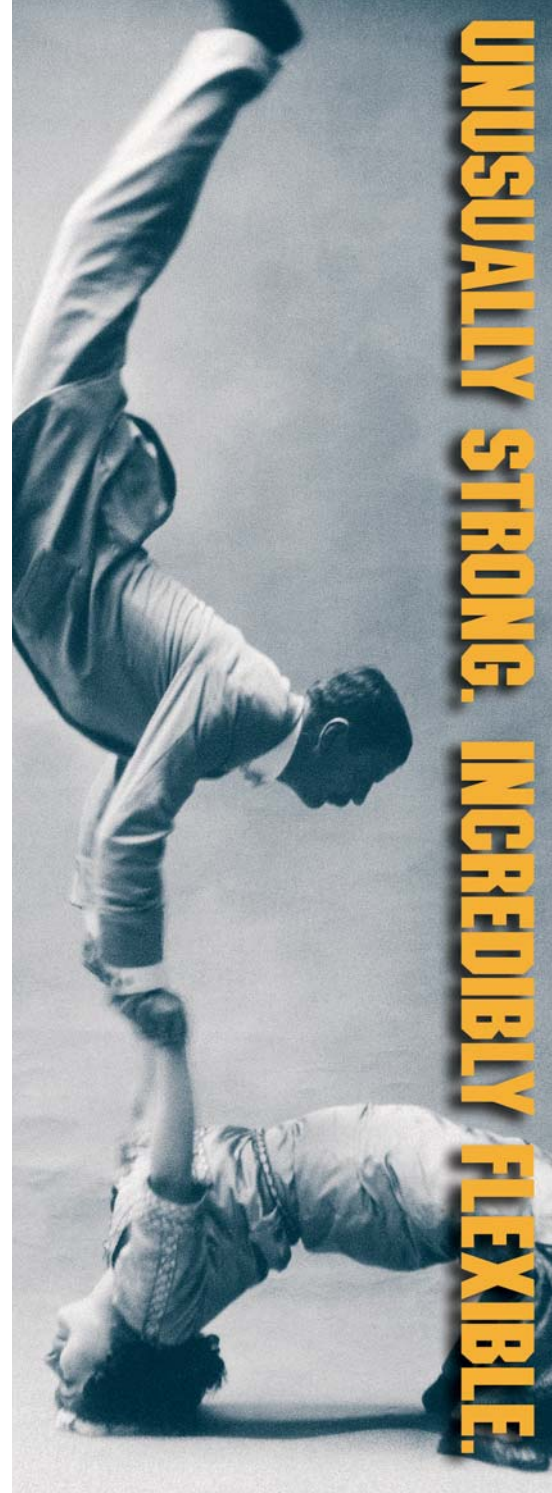
To contact Macquarie Community Partnerships phone (02) 8232 3333.

## New head for Roads to Recovery program

Federal Department of Transport and Regional Services executive, Diana Williams, has been appointed the new head of the *Roads to Recovery* program. Ms Williams has replaced Leo Kennedy as the program's director.

The present *Roads to Recovery* program will continue until mid-2005 when it will be replaced by the recently-announced four-year, \$1.2 billion extension of the program.

Local governments are likely to be notified in early June as to how they can apply for roads funding through the new \$100 million region-based funding component of *Roads to Recovery* Mark 2, as well as the extent to which councils will be able to access the new AusLink national transport infrastructure fund.



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# A NATIONAL UMBRELLA ORGANISATION FOR ROAD TRANSPORT

*A summit of industry leaders from 67 companies and associations agreed in February to work towards setting up a national umbrella organisation for road transport in Australia. ROADS MAGAZINE has been designated as the official publication for the Australian Road Federation and each issue of the magazine will include an update from the Australian Road Federation - ARF Road News. The update will include news from the task force which is developing the new national organisation and articles about current issues in road transport. Further details about the proposed new organisation can be found on [www.roadf.com.au](http://www.roadf.com.au).*

## A VOICE FOR AUSTRALIA'S GREATEST ASSET

*Interview with Ray Fisher. Ray Chairs the industry Task Force which will develop proposals for the new national body. He is also President of the Australian Road Federation and a member of the World Executive Board of the International Road Federation.*

### What are you trying to do?

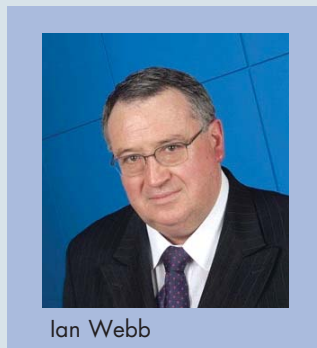
We aim to bring parties with a significant stake in Australia's road sector together in an umbrella organisation which has similar stature to peak bodies in other industries of critical national importance.

### Why do we need a National Umbrella Body for Road Transport?

Our road transport system is fundamental to the economic and social fabric of our nation. It is the most valuable asset on the national balance sheet - \$135 billion. I believe its importance is comparable with our health system, our building industry and our air services. Yet no identifiable peak body embraces the broad community of interests within the road transport sector. No single reference point exists for policy development, networking or public discussion. This affects the public priority accorded to road transport and the industry's ability to define a national strategy.

### What issues will the new body address?

We need to confront a wide range of significant challenges (and opportunities) - including increasing congestion, issue fatigue on safety, the sheer cost of infrastructure renewal, new technology,



Ian Webb

and integrated linkages with other transport systems, to name but a few.

### What sort of activities will be involved?

Basically policy formulation and networking. Most of our liaison and networking activity will be conducted at state level. Breakfasts and lunches for industry leaders in each state, typically at CEO level, will play an important part in this.

### Where does the Australian Road Federation come in?

The Australian Road Federation is the Australian affiliate of the International Road Federation. The ARF is well placed to serve as the embryo for the new umbrella organisation, but it has no axe to grind. It is simply a vehicle for delivering the new umbrella body.

### How will the new organisation be delivered?

Over the next twelve months, the National Council of the ARF will constitute an industry task force to develop proposals for the new organisation. The task force will present its

report at the Australian Roads Summit to be held in Queensland in 2005.

### Who is on the Task Force?

The Task Force is a significant industry grouping in its own right. At present it comprises: Boral Resources, Caterpillar Australia, ARRB Research, the NRMA, Emoleum, Macquarie Infrastructure Group, Mobil Oil Australia, Pioneer Road Services, Queensland Main Roads, Readymix, RTA-NSW, Shell Company of Australia, Transfield and Transurban.

We expect to update this list shortly to include further organisations whose membership is awaiting formal ratification by their governing councils. We would also like to hear from other companies and organisations who would like to join.

## NATIONAL ROADS SUMMIT SETS THE AGENDA

In February, the ARF convened an industry summit in at Darling Harbour in Sydney.

### The National Umbrella Body Initiative

The most important outcome was the decision to establish a task force which will develop proposals for an umbrella organisation for Australia's roads over the next twelve months.

The summit adopted a resolution which provides a clear industry mandate for the initiative.

### Speakers at the Summit

The rollcall of speakers read like a 'Who's Who' of the Australian Road Transport Sector. The papers which they delivered

are available on the ARF website - [www.roadf.com.au](http://www.roadf.com.au). Speakers included Senator Ian Campbell (Federal Minister), Ross Turnbull (President NRMA), Stephen Allen (CEO Macquarie Infrastructure Group), Mike Almond (Chairman, ATA), David Anderson (CEO VicRoads), Martin Ferguson (Shadow Minister), Paul Forward (CEO RTA), Stephen Golding (D-G Main Roads Qld), Henno Menneveld (Commr, Main Roads WA) and Mike Montgomery (President, ALGA)

The speakers at the Summit were reinforced by 145 delegates, representing 67 companies, agencies and associations.

### SaferRoads Initiative

The keynote speaker for the conference, President of the NRMA, Ross Turnbull, launched the SaferRoads campaign at the summit. Ross Turnbull highlighted the catastrophic and continuing death toll on Australia's roads and the need for action, particularly in relation to improved infrastructure. His speech may be found on the ARF website.

The ARF was pleased that the Australian Road Summit was the occasion for such a significant announcement. The future national umbrella organisation will be a forum for major initiatives of this kind.

### John Shaw Award

The summit dinner was attended by 165 guests and was oversubscribed.

The guest speaker was the Federal Minister for Local Government, Territories and Roads, Senator the Hon Ian Campbell. He addressed the guests on the Government's road agenda and



ARF Road Summit Conference in Sydney, February 2004.

announced a time table for further announcements in May.

The John Shaw Award for 2003 was presented at the dinner to the Deputy Chief Executive of VicRoads, Peter Balfe in recognition of his long and significant contribution to the road transport industry. Peter joins an impressive list of industry leaders who have received the award in recent years.

The conference dinner also provided the occasion to recognise the outgoing Executive Director of the ARF, Kay Thorne for her many years of dedicated service to the Federation. Kay was awarded a Life Membership of the ARF following a citation by ARF Vice President, Neil Doyle.



The John Shaw Award Dinner.



ARF President, Ray Fisher, and Senator, the Honourable Ian Campbell, Minister for Local Government, Territories and Roads, presenting the John Shaw Award to Peter Balfe, Deputy Chief Executive of VicRoads.

# FULL ELECTRONIC TOLLING COMES TO SYDNEY

By Lisa Hunt, Transurban General Manager (NSW and QLD)

Sydney's \$2.23 billion Westlink M7 project will feature Sydney's first distance-based fully electronic tolling system. All tolls will be collected electronically. There will be no toll booths or boom gates and motorists will not need to slow down to pay tolls.

As motorists pass underneath an overhead gantry cars will be identified by either an electronic tag or licence plate number. The toll will be calculated automatically and deducted from the motorist's account.



Construction under way on Westlink M7.

The M7 is located in Western Sydney the third largest economy in Australia - and the fastest growing. It will connect three existing motorways - the M2, M4 and the M5.

The electronic tolling and customer service system will be operated by Transurban which has a 40 percent equity stake in the M7 project. Transurban also owns and operates Melbourne's CityLink, one of only three fully electronic toll roads worldwide and the only one in Australia.

## Comparison with traditional tolling methods

The key advantage of full electronic tolling is that it maximises road capacity. Full electronic toll roads can operate at capacity even in peak periods.

Just one full electronic toll lane does the job of at least three manual toll lanes.

A fully electronic lane can handle approximately 2,200 vehicles per hour on a straight flat road. Compare this to a cash only lane which can only handle 350-600 vehicles per hour or a mixed cash and electronic lane which can handle only 500-700 vehicles per hour.



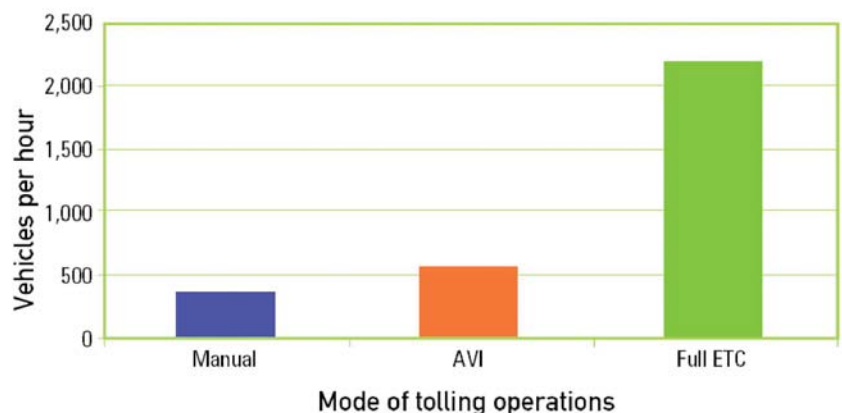
A fully electronic tolling gantry.

On automatic vehicle identification (AVI) lanes, cars have tags but they must slow down as they approach and wait for a boom gate to open before proceeding through the toll booths.

Benefits for motorists, business and the community:

- no need to stop or slow down to pay tolls;
- shorter travel times;
- noise and air pollution in residential areas is decreased;
- substantial fuel savings and less vehicle wear and tear;

## Estimated toll booth/lane capacity



- improved road safety as accidents associated with diverging and merging at toll plazas and collisions with toll booths are avoided.

## The trend towards full electronic tolling

The nature of tolling along the eastern seaboard of Australia is changing. Melbourne's CityLink project has been a major catalyst for this change.

Victoria's next toll road project, the Mitcham Frankston Freeway, will be fully electronic. In Queensland the Brisbane City Council wants the proposed North South Bypass Tunnel to be a full electronic toll road.

In NSW the Government has decided that all new toll roads in Sydney will be fully electronic. This includes Westlink M7, the Cross City Tunnel and Lane Cove Tunnel, all under development, and the proposed M4 East.

Sydney motorists will experience a huge cultural change as the city moves to the new full electronic tolling model over the next three years.

By 2007 Sydney will have three fully electronic toll roads and six constrained electronic lanes and cash roads. Unless a seamless change to full electronic tolling can be achieved across the whole toll road network, road users may face a disaggregated network that is complex to manage and difficult to use.

That's why Transurban has joined with Macquarie Infrastructure Group, a major



Touch-screen technology for CityLink.

shareholder in Sydney's existing toll roads, to set up a scalable Sydney Tolling Joint Venture to facilitate the smooth introduction of full electronic tolling in Sydney. The tolling joint venture will use Transurban's expertise in full electronic tolling.

## The challenge ahead

A fully electronic toll road operates very differently to a road with constrained

electronic lanes and cash booths. Because there are no cash booths, motorists need to purchase a pass or open an account to use the road.

On a fully electronic toll road motorists come in more regular contact with the toll road operator and a customer relationship is formed. Customers expect accessible and efficient communication channels and payment options that are easy to use.

Effective enforcement is also critical on fully electronic toll roads because there are no physical barriers to prevent unpaid use. This requires roadside systems which can accurately capture trip information and process it efficiently and transparently.

Australia is a leader in this area - the leakage rate on Melbourne's CityLink network is approximately 1 per cent - the lowest in the world.

CityLink has the largest customer base in Australia with over 950,000 tags in the market, 650,000 account customers and 2.5 million casual (tag less) users. The engine behind all of this, Transurban's GATe central system, is proven, reliable and efficiently integrates the key risk activities of account management, enforcement and infrequent users.

Sydney motorists will reap the benefits of Transurban's experience operating Melbourne's CityLink. The M7 is expected to open in 2006.



The Bolte Bridge, CityLink.