

Submission to the Committee of Review of Roads

I object to any further imposts on the domestic driving community for the following reasons:

1. (The fuel excise levy already provides sufficient funding to renew every road in the country every five years.
2. (This contradicts Professor Harper's contention that we travel for free on the country's roads.
3. (Not only that but our taxes pay for the roads in the first place.
4. (We already pay tolls on some roads and most tunnels that are, substantially, retained by private companies and not returned to the public purse.
5. (Additionally, we pay very high registration fees and compulsory third party insurance.
6. (Domestic diesel users pay, on average an additional 10 cents per litre (sometimes as high as 20 cents per litre) on diesel fuel that is offset against the Commercial Diesel Rebate given to trucks that cause most of the road damage. This rebate should be discontinued and a super tax applied to road trains and 'B'-doubles weighing more than 20 tonnes GVM. (This was put to the ACCC who, by silent consent, did not disagree).
7. (A general road use tax would disadvantage the 'poor people' (that Joe Hockey thinks don't drive cars) more than anyone else. It also would impact on all public transport and taxi-cabs which the 'poor people' who don't drive cars would have to pay.
8. (There are much more efficient methods of raising income to close the gap on the budget deficit such as the Financial Withdrawals and Transfers Tax which could replace ALL other taxes when levied at less than 1% of all transactions, no exemptions and uncapped.

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