# Commission Meeting

## 6 November 2025

## Canberra

## Agenda

s 22 (1)(a)(ii)

[redacted]

## 4. General updates

### 4.1 Significant activities: Chair and Commissioners *(9.15-9.30)*

s 22 (1)(a)(ii) [redacted]

## 5. Inquiries, Commissioned work and PC initiated research

[redacted]

### 5.7 Heavy Vehicle Reform ToR discussion – *Martin Stokie (14.15-14.35)* [p]

[redacted]

[o] oral
[p] papers provided
^ circulated separately
* Paper to be circulated at meeting
** Paper available on request
# paper expected

# 4. General

## 4.1 Significant activities: Chair and Commissioners

s 22 (1)(a)(ii) [redacted]

Martin Stokie reported that he had given a presentation to the Victorian State Tolling Authority on road user charging and productivity. He observed that road user charging is a state responsibility and that it may take time to be adopted.

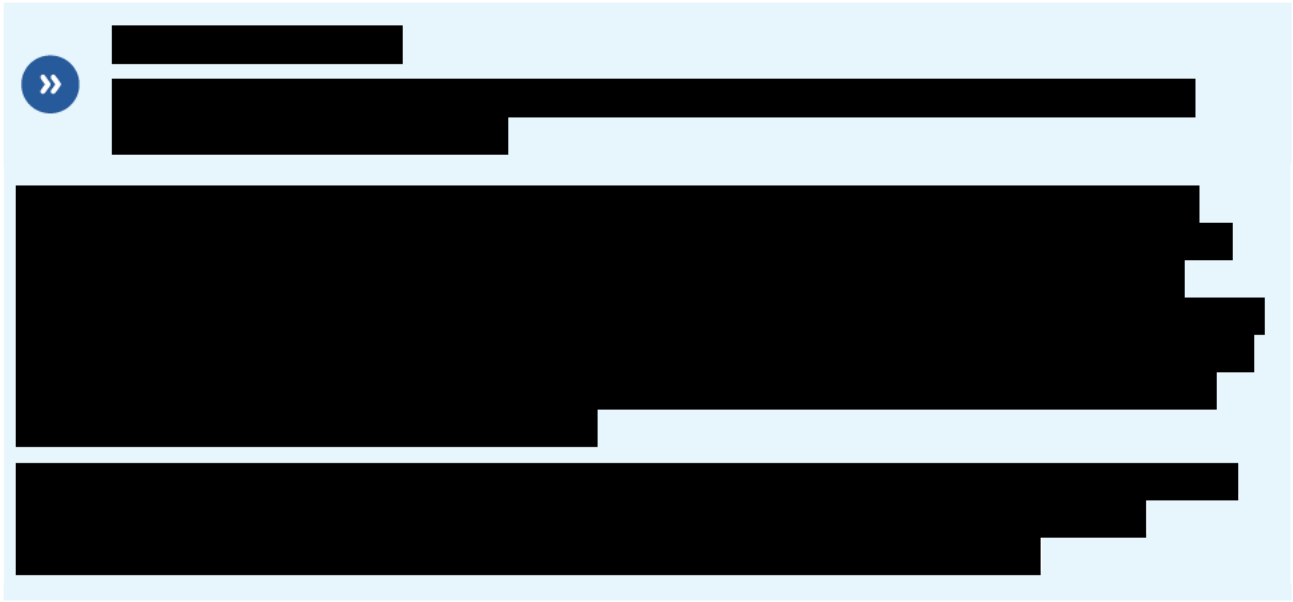
s 22 (1)(a)(ii) [redacted]

## T1: Reducing the cost of meeting emissions targets

s 22 (1)(a)(ii)

s 22 (1)(a)(ii) [redacted]

s 22 (1)(a)(ii)



## Recommendation 1.3 – Transport

s 22 (1)(a)(ii) [redacted]

- We are minded to include in our final recommendation some commentary covering the potential to reform the fuel excise system in light of road user charging reforms, and note some 'guardrails' for other policies targeting heavy vehicle emissions reduction. s 22 (1)(a)(ii) [redacted]

[redacted]

**Final report**

**Phase out partial fuel tax credits for road transport users not subject to the Safeguard Mechanism; review electric vehicle subsidies in the 2026 review of the NVES**

s 22 (1)(a)(ii) [redacted]

The Commission welcomes recent momentum to reform road user charging. As that work progresses governments should ensure road users face an emissions-reduction incentive which reflects the emissions associated with fossil fuels.

s 22 (1)(a)(ii) [redacted]

# Impact of a heavy vehicle reform program – TOR discussion paper

s 22 (1)(a)(ii)

## 1.1 Increasing heavy vehicle road access

s 22 (1)(a)(ii)

[redacted]

s 22 (1)(a)(ii)

[redacted]

## Likely policy issues

- Additional cost of road wear and infrastructure maintenance. This is likely to be the main cost associated with a reduction in heavy vehicle access restrictions and will need to be estimated before we can provide an estimate of the net benefit of any reform. This could include the intersection with future potential road user charging schemes, particularly charging approaches for electric vehicles. The main problem here will likely be that BITRE and similar estimates appear to use average road maintenance costs, not the full cost of new roads (including higher-quality roads for heavy vehicles). s 22 (1)(a)(ii)