

Extract from 'Consultation Regulatory Impact Statement'

1.3.4 REGISTRATION

22. In agreeing to consider a national registration scheme under Commonwealth law, the ATC identified a number of issues that emerge from that decision and established some guidance on measures that might be taken to resolve them.

1.3.4.1 REGISTRATION FEES

23. A national registration scheme established under Commonwealth law would necessarily result in registration charges being paid to the Commonwealth. Transport Ministers therefore agreed that, while jurisdictions would no longer be the direct recipients of those charges, revenues "would be distributed to jurisdictions on the current basis."

24. Nationally, jurisdictions received an estimated \$1.3 billion in 2007-08⁷ in revenue across the range of heavy vehicle fees and charges, including stamp duty, registration, licensing, fines, permits and CTPI.

25. If Option 4 were adopted and a national regulator be established, it would be funded from the registration charges revenue. The „remainder“ of the registration charges revenues would be distributed to jurisdictions on the current basis.

26. Revenue from charges being distributed on "the current basis" has been taken to mean that jurisdictions would receive the same proportion of total registration revenues as is currently received by them rather than the actual amount currently received (which would see jurisdictions' revenue decrease over time as registration charges increase).

27. The ATC also agreed in-principle that, in terms of registration charges, the „money should follow the truck“. It also agreed to ask the National Transport Commission (NTC) to provide advice on distribution methods consistent with this principle. Until the ATC has received and considered that advice, the distribution of registration revenues to jurisdictions will continue on the current basis as described. ENDS

Beginning of the end for road transport

These statements made in the 'Consultation Regulatory Impact Statement'

Are at best a worry, not only to all road transport operators but to State Governments as well, it seems that revenue from registrations will fund the new 'National Regulator' with the balance being returned to the States, it looks to me like the State Governments are about to take a massive pay cut if this goes ahead.

At the end of the day road construction and maintenance will suffer and the new bureaucracy will soak up insane amounts of money, safety is again taking a back seat to the bureaucrats building their own power base.

The trucking industry will be blamed when road infrastructure falls apart because of a lack of funds, but that will be fixed with more increased charges and more fines for petty infringements.

This is what happens when you put brainless idiots in charge of the country's finances, they think building the bureaucracy is more important than building safer roads, hospitals, schools, water infrastructure, industrial development and a host of other services that the country needs.

I encourage you to read the attach RIS files on the home page and make up your own mind about the wisdom of the people we entrust to run our country, I will make further comment as I digest the manipulated record of the consultation process.

Mick Pattel

