

From: [REDACTED]
To: [Tollroads](#)
Subject: SUBMISSION TO INQUIRY INTO OPERATIONS OF TOLL ROADS IN QLD
Date: Thursday, 12 July 2018 10:34:33 AM

To the Committee

Having noted the TOR for the Committee, I make the following submission for consideration.

The operations of toll roads in Queensland have increased in size and scope to the extent that major road infrastructure developments seem to automatically result in tolls. While this may make sense from a public/private partnership policy perspective, the resulting tolls are a high cost per usage. I do not believe that all tolls are rejected by Queenslanders; excessive tolls certainly are.

The existing tolls in Queensland that result from government negotiation with construction companies are prohibitively high, and are not in the best interest of Queenslanders. While there may be a range of reasons for this, it suggests that the state government should do much better in the public/private negotiation process.

High tolls are a barrier for small businesses and for the travelling public and rarely, if at all, contribute to incentivising the use of public transport. The airport toll road is a case in point: the alternative rail service is infrequent and costly.

Recent revelations of huge cumulative fines for non-payment, and allegations of frequent excessive billing of admin charges by toll companies, are indicative of the profit margin usurping the public utility purpose of the roads - the core objective of the negotiation for construction of the infrastructure. Clearly a failure of the government procurement process.

Government, through the report of this Committee, must be energised to re-gain control of the public/private infrastructure development process so that tolls are far less expensive to the motorist.

Sincerely
Clint Ferndale

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