

From: [REDACTED]
To: [Tollroads](#)
Subject: Toll Road Operations Inquiry
Date: Sunday, 5 August 2018 5:53:16 PM
Attachments: [REDACTED]

Committee Secretary
Transport and Public Works Committee
Parliament House
George Street
BRISBANE QLD 4000

Dear Secretary,

With respect to the request for submissions to the Toll Roads Operations Inquiry, I would like to table the attached letter regarding Tolling Alternatives that was sent to BrisConnections on the 8th of September 2012.

This letter outlines some ideas for consideration to reduce the toll cost to road users and improve the patronage of not only the AirportLink toll road, but for any one of the toll roads in the transport network that adopts the alternative funding mechanism.

Regards,

[REDACTED]



Saturday, 8th September 2012

BrisConnections Management Company Limited
Level 1, Airportlink Operations Centre
Cnr Stafford and Clarence Roads
KEDRON QLD 4031

Attention: Dr Raymond Wilson

RE: Tolling Alternatives for AirportLinkM7

Dear Dr Wilson, Firstly I would like to congratulate you and your team on delivering an excellent facility (AirportLinkM7) that has the capacity to reduce congestion on our roads.

As a frequent user of this new infrastructure (including Clem7) it has led me to contemplate how the patronage of this facility can be sustained and continue to deliver a growing benefit once the full tolls are in place.

One thought I had was to put the tolling rights out to tender and allow a corporate entity to bid for the access to the tunnel patrons in turn for FREE tolls for the tunnel patrons who subscribe. The likely bidders would be Coles or Woolworths who in turn for paying you your current forecast revenue could offer patrons a discount smartcard that could be used at their fuel outlets. This would mean the successful bidder would secure the fuel purchases of all subscribed tunnel users. This amount may possibly be less than what they are currently paying to advertise and connect with these patrons. This revenue model could also be expanded to other toll roads to improve usage by reducing costs to motorists.

Such a system would involve interested patrons subscribing to the service and linking their discount smartcard with their E-Toll transponder account. The information systems interface between the E-tolling provider and the tolling sponsor would need to be developed by the tunnel operator and offered to the successful bidder.

A further benefit of having a major entity such as Coles or Woolworths as the Tolling Sponsor would be that they would naturally promote subscription to the discount smartcard system in their marketing efforts and in turn promote usage of the facility.

Another way of approaching the tunnel revenue model would be to allow people to subscribe to a membership for between \$100 and \$200 per annum which entitled them to unlimited use of the tunnel. This could be promoted through an industry body such as the RACQ with an existing membership base of over 1 million members and would bring the cost of a two way journey each day down from \$5 to about 50 cents.

I hope these ideas are of some use and welcome you to contact me to discuss in more detail if they are of any interest or if any of the points I raise need clarification or elucidation.

Regards,

