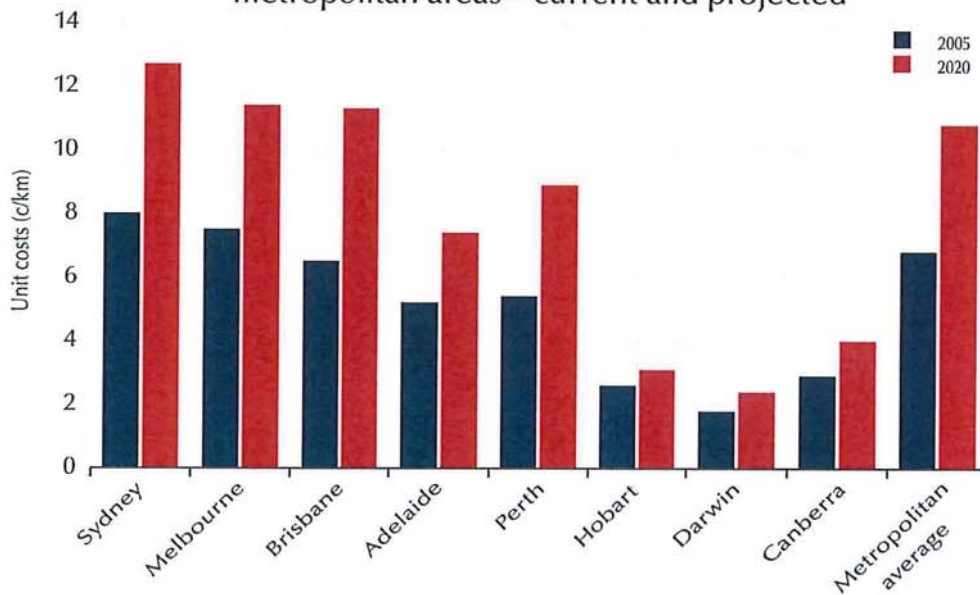


The average *unit costs of congestion* (that is, total avoidable congestion costs for metropolitan Australia divided by total VKT in PCU-km terms) are forecast to rise by around 59 per cent over this period—as average delays become longer, congestion more widespread and the proportion of freight and service vehicles increases. This is equivalent to a roughly 87 per cent increase in (metropolitan average) per capita congestion costs between 2005 and 2020. Figure S.1 displays how the unit congestion costs (cents per PCU-km) vary between the capital cities. The rightmost columns of Figure S.1 refer to weighted average values across all Australian metropolitan areas i.e., averaging the aggregate cost for the whole eight capitals across the aggregate VKT level.

Figure S.1 Average unit costs of congestion for Australian metropolitan areas—current and projected



Note: Costs here refer to avoidable social costs, and are based on the deadweight losses associated with the congestion levels. That is, these unit social costs refer to the estimated aggregate costs of delay, trip variability, vehicle operating expenses and motor vehicle emissions—associated with traffic congestion above the economic optimum level for the relevant networks—divided by the total VKT (in PCU-km) on the network.

Source: BTRE estimates.