

**INFRASTRUCTURE FOR ELECTRIC AND ALTERNATIVE ENERGY SOURCE
VEHICLES IN NSW**

Organisation: Action for Public Transport (NSW) Inc.

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Action for Public Transport (N.S.W.) Inc.

Secretary
Committee on Transport and Infrastructure
Legislative Assembly
Parliament House
Macquarie St
Sydney 2000
Submitted via inquiry website

P O Box K606
Haymarket NSW 1240
2 May 2025

Dear Secretary,

NSW Legislative Assembly Committee on Transport and Infrastructure

Inquiry into infrastructure for electric and alternative energy source vehicles

Submission

Introduction

Action for Public Transport (NSW) Inc. is a transport advocacy group which has been active in Sydney since 1974. We promote the interests of beneficiaries of public transport - passengers and the wider community alike.

Discussion of each term of reference

a. funding and location of electric vehicle chargers or infrastructure for other potential energy fuel sources

We think there should be a policy to convert to electric traction some (perhaps half) of Sydney's bus fleet sooner rather than later. Little progress has been made in this regard. Perhaps the reluctance stems from perverse treasury policies.

b. the viability of alternative energy sources for freight, heavy vehicles and other licenced vehicles in regional communities

We point out that inter-city coaches serving rural areas need to travel so far each day that battery-powered vehicles are generally unsuitable. An indicative maximum range between charges for battery-powered buses would be 300km.

c. use of existing infrastructure and measures to ensure a competitive market, including 'ring fencing' policies

We make no comment on this matter.

d. measures to ensure the transition of workers from affected industries and industry standards; and

We make no comment on this matter.

e. any other related matters.

We are concerned that the title of this inquiry simply says "Inquiry into infrastructure for electric and alternative energy source vehicles". Whatever "other potential energy sources" or "alternative energy sources" may be, the title plainly includes electric rail vehicles. Though the inquiry might not have been intended to cover urban railways, we would like to remind the Committee that far too little infrastructure for electric rail vehicles has been built around Sydney. Even including plans that have been announced, which apparently will exhaust all available funds until the year 2040, there is a marked shortfall compared to what is needed.

The report "Long-term Strategic Plan for Rail"¹, which issued in 2002, included a map² presenting what the authors said was a minimum case rail network for Sydney in 2015. It showed about 60 additional stations and numerous new lines. Hardly any of this had been constructed by 2015 and still hasn't been. Meanwhile, the road network continues to receive strong expansion much of which is claimed to be a fix for unacceptable traffic congestion somewhere. The very pertinent point that no city has ever built enough roads to cure road congestion seems to escape our transport network designers.

We note that the 29 new long-distance passenger trains currently being delivered can be powered from overhead electric wires. Unfortunately, these wires do not extend beyond Broadmeadow, Lithgow and Macarthur. We quote from Wikipedia:³

The electrified Queensland network is the largest in Australia with over 2,000 kilometres electrified, the next biggest is New South Wales with 640 kilometres, that is served mainly as passenger operations.

Enough said.

Recommendations

We recommend that the Committee carefully consider electric urban buses, urban electric trains and long-distance electric trains and include them in its report.

Hearings

We would be pleased to appear at hearings if desired.

Footnotes

¹ [Long-term Strategic Plan for Rail \(Christie\)](#)

² [Christie figure 5.9](#)

³ https://en.wikipedia.org/wiki/Rail_electrification_in_Queensland