

BusNSW would like to thank the Portfolio Committee No. 6 - Transport and Customer Service for the opportunity to participate in the virtual hearing for the inquiry into road tolling regimes via video conference on Tuesday 28 September 2021.

During the hearing we took two questions on notice. Following is a response to the first question which was highlighted yellow in the transcript.

1. Do you know how the situation in New South Wales differs from other States that have toll roads, particularly in relation to treating buses the same as trucks when it comes to the rates of the toll? Is that the same in other States in Australia?

BusNSW contacted members of the Bus Australia Network (BAN), which are other state bus industry associations like BusNSW, and requested the information sought by the committee. As far as we have been able to determine based on the responses received from states and territories that have toll roads, there is no distinction between trucks and buses when it comes to toll charges.

Whilst not identified in the transcript as a question on notice, there was another question raised during the hearing that related to the provision of high-capacity lanes on toll roads. Please find below the relevant excerpt from the transcript and our response.

2. Because we have so many tolls in New South Wales, it is going to be a more significant burden here than elsewhere. But I am interested in that: treating buses in the same class as a truck. How many toll roads in New South Wales have bus or high occupancy dedicated lanes? Do you know?

BusNSW reviewed the provision of dedicated high occupancy lanes (bus lanes) on toll roads in NSW. As far as we can determine, the M2 Motorway and the Sydney Harbour Bridge, are the only toll roads that partially include dedicated high occupancy lanes for buses. BusNSW also sought advice from other state bus associations and whilst some of the states and territories have dedicated “busways”, they do not have high occupancy lanes (bus lanes) on toll roads.

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