

## INQUIRY INTO ROAD TOLLING REGIMES

**Organisation:** National Road Transport Association

**Date Received:** 17 June 2021

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NATIONAL ROAD TRANSPORT ASSOCIATION

**Supplementary Submission to the Transport and  
Customer Service Committee, NSW Legislative  
Council**

**Inquiry into Road Tolling Regimes**

**17 June 2021**

## Introduction

1. This supplementary submission provides additional information to the Committee relating to its inquiry into tolling regimes for roads in New South Wales (NSW). It follows on from the initial submission dated 23 May 2021. We apologise that it is out-of-time. But the information has been derived from two members who have provided illustrative diagrams to show via representative images the way in which tolls affect their day-to-day operations. Hence, we supplement our earlier submission dated 23 May 2021 with this short submission.
2. NatRoad is Australia's largest national representative road freight transport operators' association. NatRoad represents road freight operators, from owner-drivers to large fleet operators, general freight, road trains, livestock, tippers, car carriers, as well as tankers and refrigerated freight operators.

## The diagrams

3. There are 5 attachments to this supplementary submission, all images labelled respectively A to E.
4. Images A and B show the tolls incurred when the member leaves Sydney airport on route to Brisbane and the tolls incurred when the return leg of the journey occurs respectively. The member has calculated the cost of tolls as a percentage of the revenue from each journey: they exceed 3%.
5. Images C, D and E are different. They are visual representations of three trips showing an out and back pick up and delivery trip across various Sydney routes in order to provide examples of the cost of these deliveries. Tolls as a percentage of the total cost of local transport would be significantly higher than the examples in A and B which include a large number of un-tolled roads.
6. C, D and E also show estimated times for the company taking tolled and untolled routes. Whilst there is additional time associated with the untolled routes, the company often uses those routes to save the direct expense of tolls. This reinforces the point made in NatRoad's earlier submission to the inquiry that members are often motivated to take untolled routes to avoid tolled roads because of the large imposition associated with tolled routes.

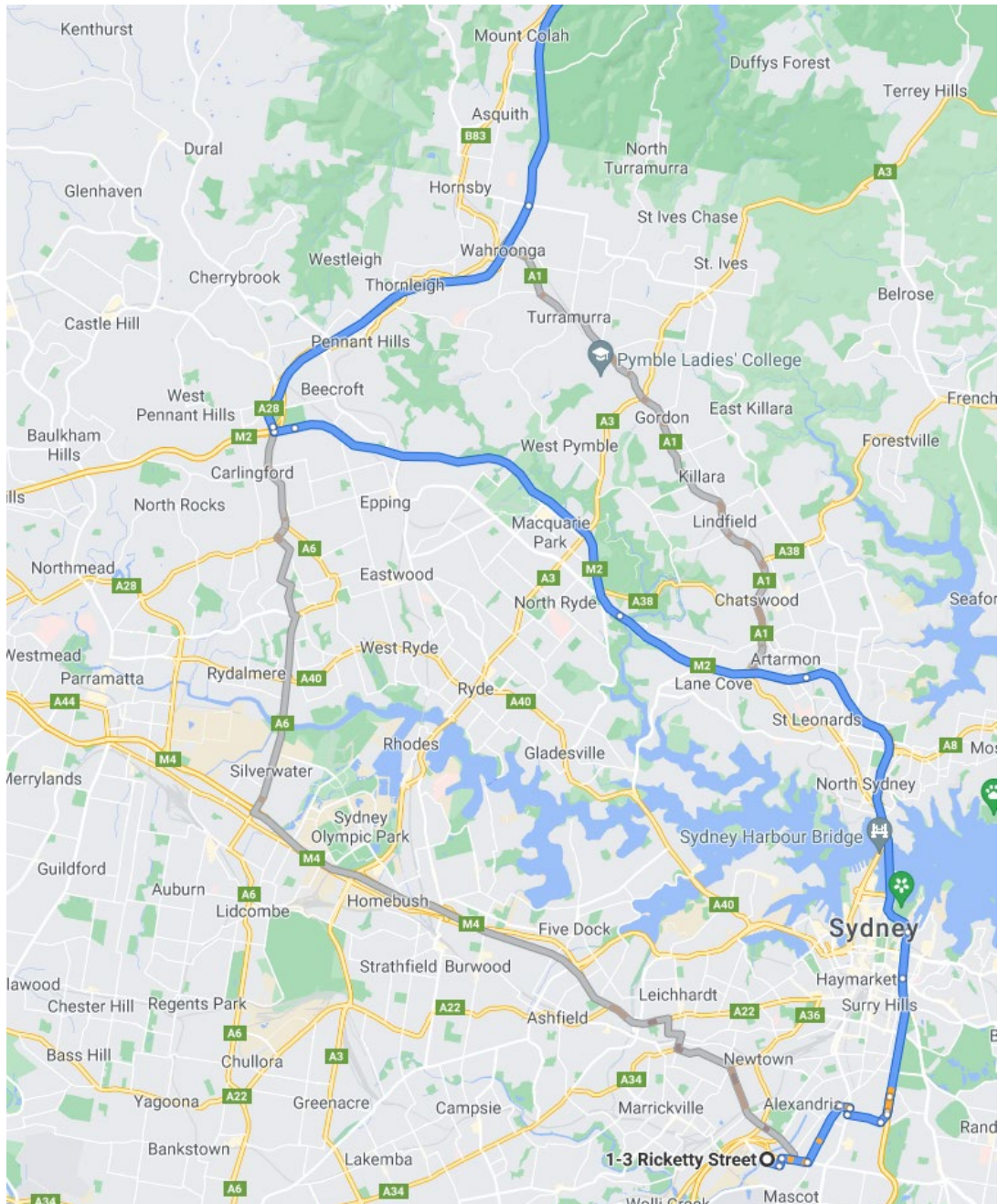
## Diagram A

Routing of heavy vehicles

SYD Airport enroute to BNE

Total Tolls \$77.27

Percentage of Revenues ~3.7%





## Diagram B

Routing of heavy vehicles

BNE enroute to SYD Airport

Total Tolls \$64.69

Percentage of Revenues ~3.8%

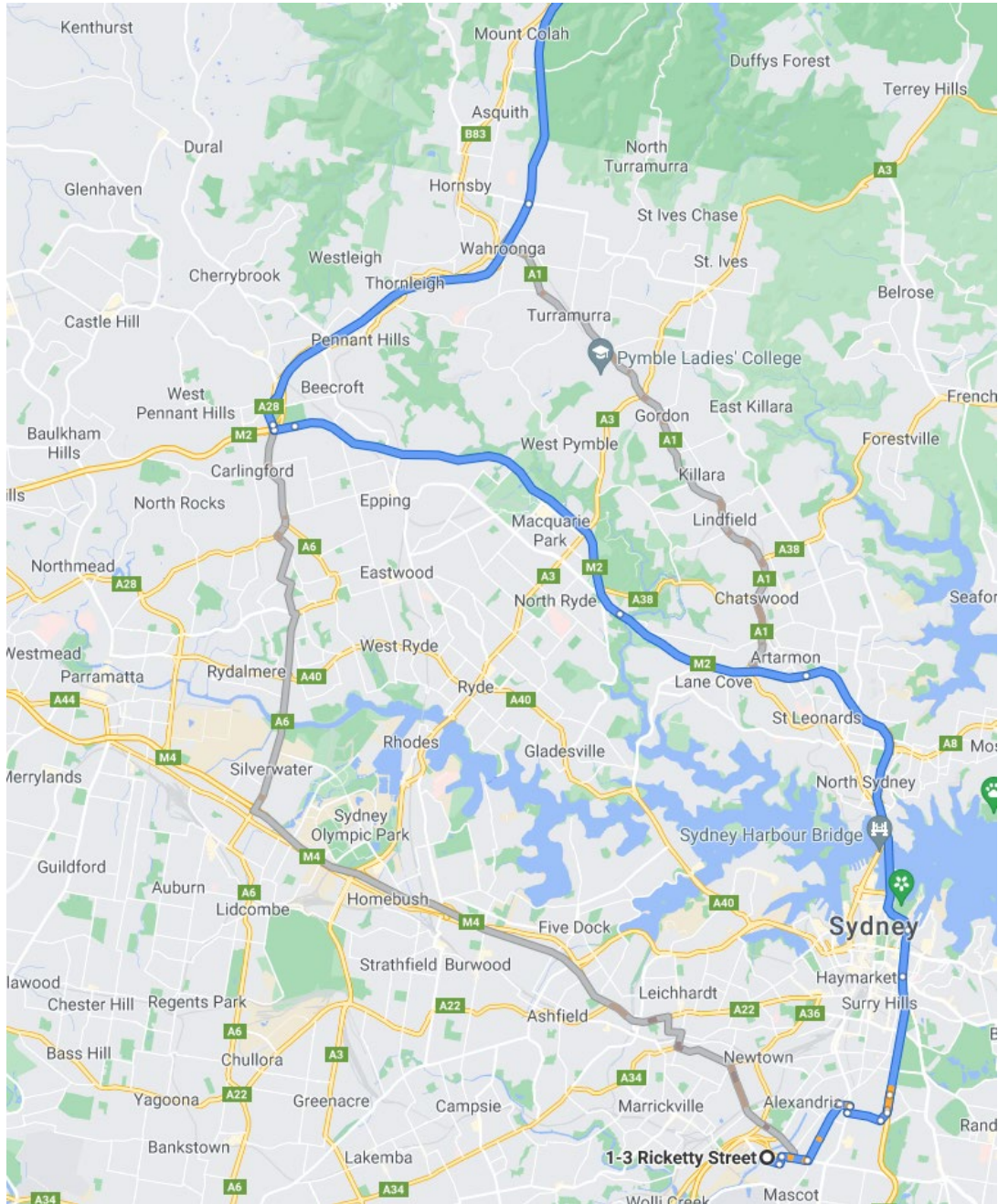


Diagram C

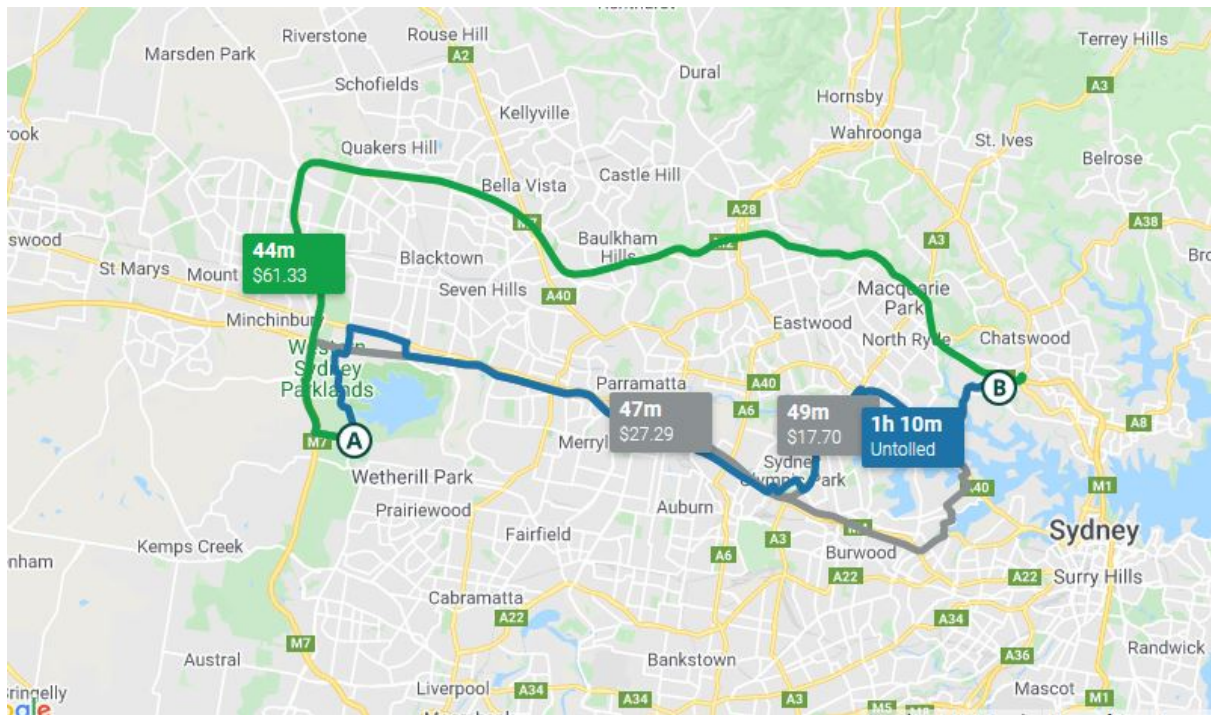


Diagram D

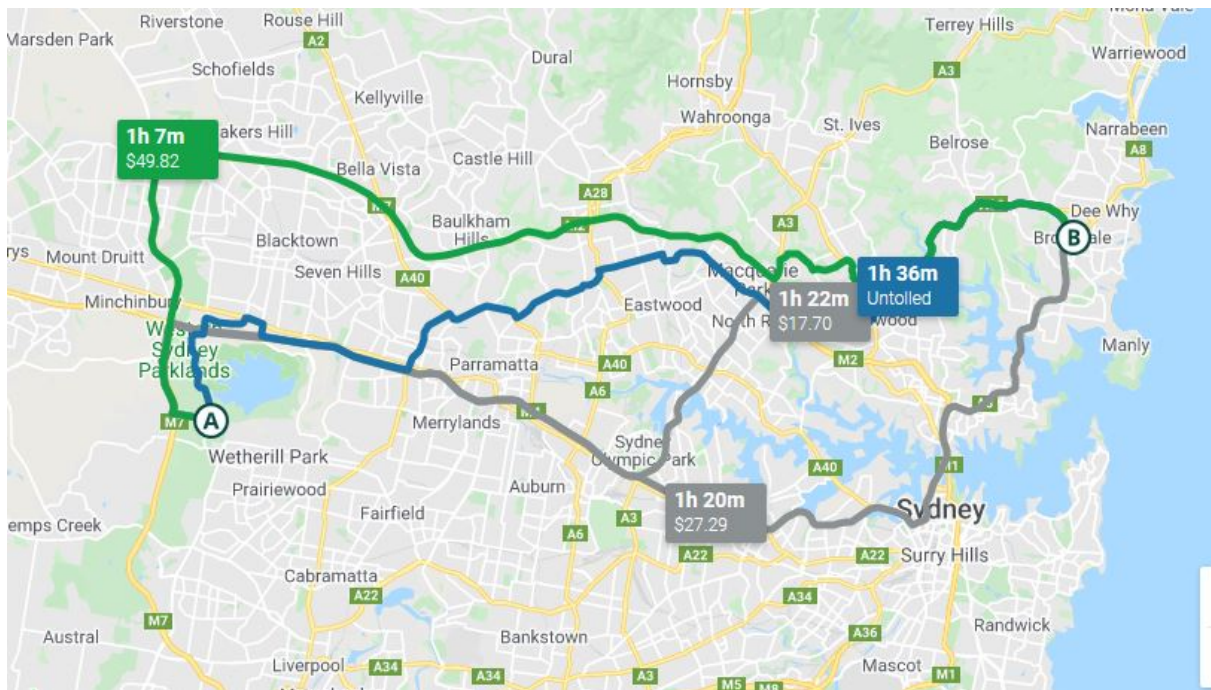




Diagram E

