



## PARLIAMENTARY BUDGET OFFICE

NSW Parliament • Parliament House, Macquarie Street Sydney 2000

**Referred by:** Australian Labor Party  
**Date Referred:** 12 March 2023  
**Proposal Title:** Truckies deserve a rest  
**Cluster:** Transport

**Proposal No:** C1649  
**Date Published:** 20/03/2023

### General Government Sector Impacts

	2022-23 \$'000	2023-24 \$'000	2024-25 \$'000	2025-26 \$'000	4 year Total \$'000
Expenses (ex. depreciation)	-	-	-	-	-
Depreciation	-	-	-	-	-
Less: Offsets	-	-	-	-	-
Revenue	-	-	-	-	-
<b>Net Operating Balance:</b>	-	-	-	-	-

Capital Expenditure	-	-	-	-	-
Capital Offsets					
<b>Net Capital Expenditure:</b>	-	-	-	-	-

<b>Net Lending/(Borrowing):</b>	-	-	-	-	-
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### Total State Sector Impacts

<b>Net Lending/(Borrowing):</b>	-	-	-	-	-
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### Notes and costing assumptions:

This policy proposes to establish a rest stop in Greater Sydney, for truck drivers to rest, park, shower and access services.

The policy states:

- the rest stop should be positioned to address a lack of truck stops between Pheasant's Nest and Wyong
- costs should be offset using the unallocated funds from Restart NSW.

The PBO estimates that this policy can be delivered for a total \$30 million build cost. The policy assumes that funding will come from Restart NSW Funds for capital expenditure, which have previously been recognised in existing State Budget estimates. Therefore, the spending drawn from Restart NSW will have a nil impact on forecast net lending results, provided that the total number of other policies funded from Restart NSW does not exceed the balance available.

#### Assumptions

Based on advice from Transport for NSW, the PBO assumes the truck stop would comprise of:

## Notes and costing assumptions continued:

- a four-hectare service station, consisting of food tenancies, dining areas, amenities and play areas
- a hard stand with parking for cars, A Double and B Double Trucks
- truck and car refuelling canopies and bowzers.

Based on these assumptions, Transport for NSW advised an estimated cost to delivery of \$30 million.

### Caveats

This cost estimate includes the build cost of the facility but does not include any land acquisition costs and other site costs that may be required (remediation of contamination etc). These estimates are also subject to cost escalation in the event of delivery being deferred to a later date, or if site selection and land acquisition does not occur within the next 12 months.

Any utility upgrade work to facilitate EV charging will be costed once a specific site has been identified and has been excluded from the costing.

This cost estimate does not include any operation and maintenance commitment on the part of NSW Government agencies, as it is assumed operational costs will be the responsibility of private operators under commercial arrangements. If a decision is taken by Government for Transport to directly operate and maintain the proposed service centre, then additional funding would need to be made available.

### Timelines

Based on advice from Transport for NSW, the following timelines are expected:

- 21 months for site selection and land acquisition
- 6 to 9 months for development approval
- 9 to 12 months for construction.

The PBO notes any requirements to complete in shorter timeframes would likely increase costs.

### Restart NSW

Restart NSW Fund (the Fund) was established by the NSW Government under the [Restart NSW Fund Act 2011](#) for the purpose of setting aside funding for and securing the delivery of major infrastructure projects and other necessary infrastructure. The purpose of the Fund is to improve economic growth and productivity in NSW through funding infrastructure projects, such as roads, public transport, health facilities and workplaces for providing public services, among others.

Under the Act, Infrastructure NSW is responsible for assessing and recommending Restart NSW projects, and the Treasurer is responsible for approving funding for all or part of any projects.