



ACT Election Platform

2020

Centenary of the NRMA

For 100 years, the NRMA has kept people moving. We've adapted to the rapidly changing world around us in order to better serve our Members and the community. As we celebrate our centenary in 2020, we're looking to new horizons in order to continue our legacy and to keep giving back.

From road safety to transport access, inclusion, cost of living and more, the NRMA has always strived to lead positive change. And considering the challenges that lie before us, our focus today is on taking action towards reconciliation and promoting diversity and inclusion within our business, and building a strong and sustainable future for those that we serve externally – now and for generations to come.

As the population growth in our cities continues to rise, pollution, affordability issues and congestion become bigger challenges. Even more worrying is the struggle some parts of regional Australia face with declining populations, reduced visitation and a lack of funding and investment – all at a time when many areas battle with disasters and the impacts of COVID-19.

The NRMA has always encouraged and supported people to enjoy the freedom of the open road. We see road trips as a great way to reconnect with loved ones and to discover all that this amazing country of ours has to offer. And this pastime will become even more important now than it was generations ago.

Tourism is a lifeline for regional communities. It provides much needed income and investment to help communities survive and thrive. Eco and cultural tourism have begun nurturing a greater appreciation and respect for our remarkable country. Not only that, it's actually good for the tourist – we all need a break and we can all benefit from reconnecting to nature and to each other.

We're reimagining the Aussie road trip and are committed to supporting visitation – especially once travel begins to resume after the restrictions caused by COVID-19. Giving people more reasons to explore this great land of ours, and to enjoy some amazing experiences while they're at it. And in leading this charge, we can help deliver tangible outcomes for communities that need it.

Our centenary gives us the opportunity to start a movement for a better future for all Australians. We'll provoke forward thinking conversation. We'll invest in regional communities and sustainable initiatives. And we'll open the gates to more unique journeys, experiences and destinations for everyone to discover.

Priority Initiatives

Fuel Pricing & Infrastructure

1. Consistent with Recommendation 3 of the Select Committee's Report on ACT Fuel Pricing, the NRMA supports FuelCheck or an alternative real-time fuel pricing scheme being implemented in the ACT to improve transparency and put downward pressure on fuel prices.
2. Fund and develop a sustainable solution to address road and associated asset maintenance across the ACT.
3. Commit funding to support road and transport priority projects as identified by the NRMA (page 7).

Road Safety

1. Hypothecate fine revenue for road safety initiatives through the establishment of a community road safety fund.
2. Fund and develop a learner driver mentoring program focused on Indigenous youth and at-risk communities.
3. Commit funding to technology-based road safety trials which aim to detect drivers under the influence of alcohol or those who are fatigued.

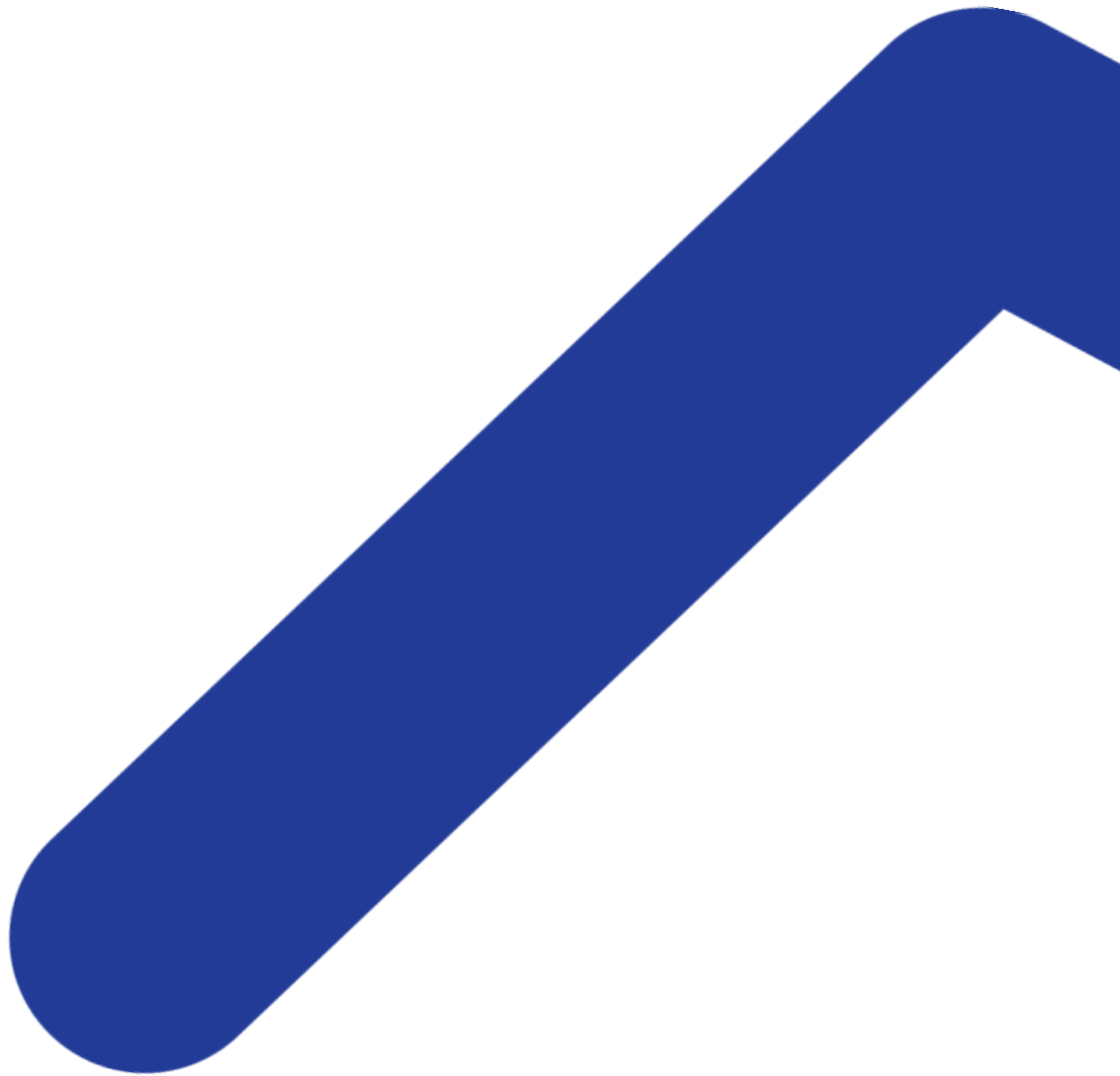
Tourism

1. Fund and develop a new tourism strategy for the ACT that includes a focus on visitation and overnight visitor expenditure targets.
2. Increase funding for VisitCanberra by \$6.5 million over the next two years to support and promote tourism.
3. Commit funding to infrastructure projects as outlined in the Stromlo Forest Park Master Plan, including accommodation and new recreational facilities.

Transport Technology

1. Provide funding to facilitate the installation of non-proprietary and open use electric vehicle charging infrastructure on public and private land.
2. Establish a fund to incentivise private fleets to transition to electric vehicles.
3. In collaboration with industry and academia, trial 5G along a major highway to enable vehicle-to-vehicle and vehicle-to-communications testing in a real-world setting.

Fuel Pricing & Infrastructure



Fuel Pricing Transparency

The NRMA has been a strong advocate for full pricing transparency in the retail fuel market and campaigned successfully for the introduction of real time pricing in NSW.

FuelCheck was introduced by the NSW Government in August 2016.

Fuel pricing transparency plays a major role in ensuring that motorists are able to make informed decisions about purchasing fuel based on price and location. The success of FuelCheck and the NRMA's fuel app is the result of real-time fuel pricing information being readily available to motorists.

Availability of real time pricing can act as a catalyst to encourage greater price competition in the retail fuel market, putting downward pressure on prices for motorists.

In the years following the introduction of FuelCheck in NSW, the reportable average difference for regular unleaded in Sydney fell 2.2 cents per litre compared with other major cities.

The NRMA made a submission to the ACT Legislative Assembly Inquiry into Fuel Pricing in March 2019 and welcomed the ACT Government's subsequent response to the committee's final report recommending the implementation of a real time fuel pricing scheme.

Fuel prices in the ACT market have been a major source of frustration for ACT motorists. In a comprehensive survey of NRMA Members in the ACT and surrounding NSW towns, 67 per cent of respondents identified rising fuel prices as their most significant motoring concern, and 94 per cent support the introduction of FuelCheck or real-time fuel pricing.

Consistent with Recommendation 3 of the Select Committee's Report on ACT Fuel Pricing, the NRMA supports FuelCheck or an alternative real-time fuel pricing scheme being implemented in the ACT to improve transparency and put downward pressure on fuel prices.

Monthly Canberra regular unleaded price differential compared with Sydney (cents per litre)



Road Maintenance

Maintaining the territory's 3,300 kilometres of roadways to an acceptable standard is critical for network safety and efficiency. In particular, funding and maintenance works for roads needs to be sustainable. Without an effective, long term plan, pressure on roads will intensify, jeopardising safety and asset productivity.

According to the ACT Auditor-General's report, *Maintenance of Selected Road Infrastructure Assets (Report No. 5/2017)*, there is a significant maintenance backlog for road pavement. This backlog has increased by more than 400 per cent since 2010–11, with Roads ACT estimating required maintenance would cost \$53 million in 2015–16 (increasing to \$71 million in 2019–20).

With the release of new land corridors and an expanding road network, the development of a long term funding and maintenance plan, including the provision of road safety treatments, is required.

The ACT's commendable road resurfacing program, which runs annually and is aimed at maintaining roadways across the ACT, should continue and be considered an important component of a broader road network funding and maintenance plan.

While it may not be feasible to address the maintenance backlog in the short term, appropriate road allocations based on life cycle costings in all future budgets will help to ensure that acceptable road conditions exist across the network over the long term.

The NRMA supports the funding and development of a sustainable solution to address road and associated asset maintenance in the ACT.

Road & Transport Infrastructure

Funding commitments and additional road and transport projects will be required to meet increasing travel and freight needs over the coming decades.

The safe and efficient movement of people and goods underpins mobility, encouraging economic activity and improved liveability.

The NRMA has identified priority road and transport projects for the ACT:

- Athllon Drive duplication works to further improve capacity, efficiency and safety between Greenway and Woden Valley.

Further duplication works to Athllon Drive, particularly in Kambah between Drakeford Drive and Sulwood Drive are required to provide additional efficiency and safety benefits.

- Canberra Light Rail Stage 2A and 2B, including the investigation of potential 'Park and Ride' facilities to incentivise use.

Canberra Light Rail Stage 2 is critical to unlocking the benefits of Stage 1 and improving transport network integration and use. The extension to Woden will significantly improve the amenity of areas along the route and allow residents and visitors to better access the city.

- Molonglo Valley road and transport planning to support increasing population density and people movements.

The growing Molonglo Valley region is in close proximity to the Canberra CBD and is expected to accommodate a growing number of residents. Future proofing this region requires the appropriate inclusion of road and transport infrastructure in land use planning.

- Pialligo Avenue and Yass Road duplication works to improve capacity and efficiency between the NSW Border and Canberra Airport.

Projected increases in passenger numbers through Canberra Airport will drive the need for improved travel time reliability along Pialligo Avenue and Yass Road.

- William Hovell Drive duplication works to improve capacity and efficiency between Coppins Crossing Road (John Gorton Drive) and Drake-Brockman Drive.

Fully duplicating William Hovell Drive will support increasing traffic volumes as new suburbs develop, as well as connectivity between Molonglo Valley and Belconnen.

Road Safety



Community Road Safety Fund

In 2018, \$176.8 million from speed and red-light camera fines was collected and allocated to the NSW Community Road Safety Fund, which was established in 2013. The Fund is used for road safety initiatives, including engineering works, public education campaigns, community grants and increased police enforcement.

The NRMA would like to see a similar initiative established in the ACT based on the concept of hypothecation of fine revenue to fund road safety.

A community road safety fund in the ACT would enable the establishment and progression of a number of important road safety initiatives and programs. To underpin public confidence in such a fund, its administration should be made fully transparent and supported by the appointment of an independent committee to assist in the consideration of prospective initiatives.

Learner Driver Mentoring

Learner driver mentoring is designed to assist learner drivers gain the tools and experience needed to obtain a licence. The NRMA supports learner driver mentoring programs for Indigenous and disadvantaged learner drivers and is actively supporting such programs.

As highlighted in the NRMA's submission to the ACT Government's *Reviewing the Process from L Plates to No Plates* discussion paper, support programs for Indigenous and disadvantaged learner drivers are vital to improving driver safety and supporting access to jobs, education and social activities.

Given the changes to the ACT Licensing Scheme for learner and provisional drivers which came into effect on 1 January 2020, including the requirement for learners to complete a minimum number of supervised hours, learner driver mentoring in the ACT is now more important than ever.

The NRMA supports funding for establishing a learner driver mentoring program in the ACT for Indigenous and disadvantaged communities, with a particular focus given to Indigenous youth and at-risk communities.

Detection Trials

Alco-gates

As seen with the introduction of random breath testing and alcohol interlocks, investment in innovative technological solutions can support further prevention of crashes caused by drink driving.

Sweden successfully trialled 'alco-gates' in the Port of Gothenburg to tackle drink driving in 2013, with car park boom gates activated upon a successful breath test by a vehicle's driver. Ports in Sweden are high risk environments for drink driving with a rate of three times the national average.

As highlighted in the NRMA's *Still Smashed?* report, **the NRMA supports a trial of alco-gates in high risk drink driving environments, including car parks near major sporting stadiums, festivals and events in the ACT, to help reduce the incidence of drink driving.**

Roadside Fatigue Testing

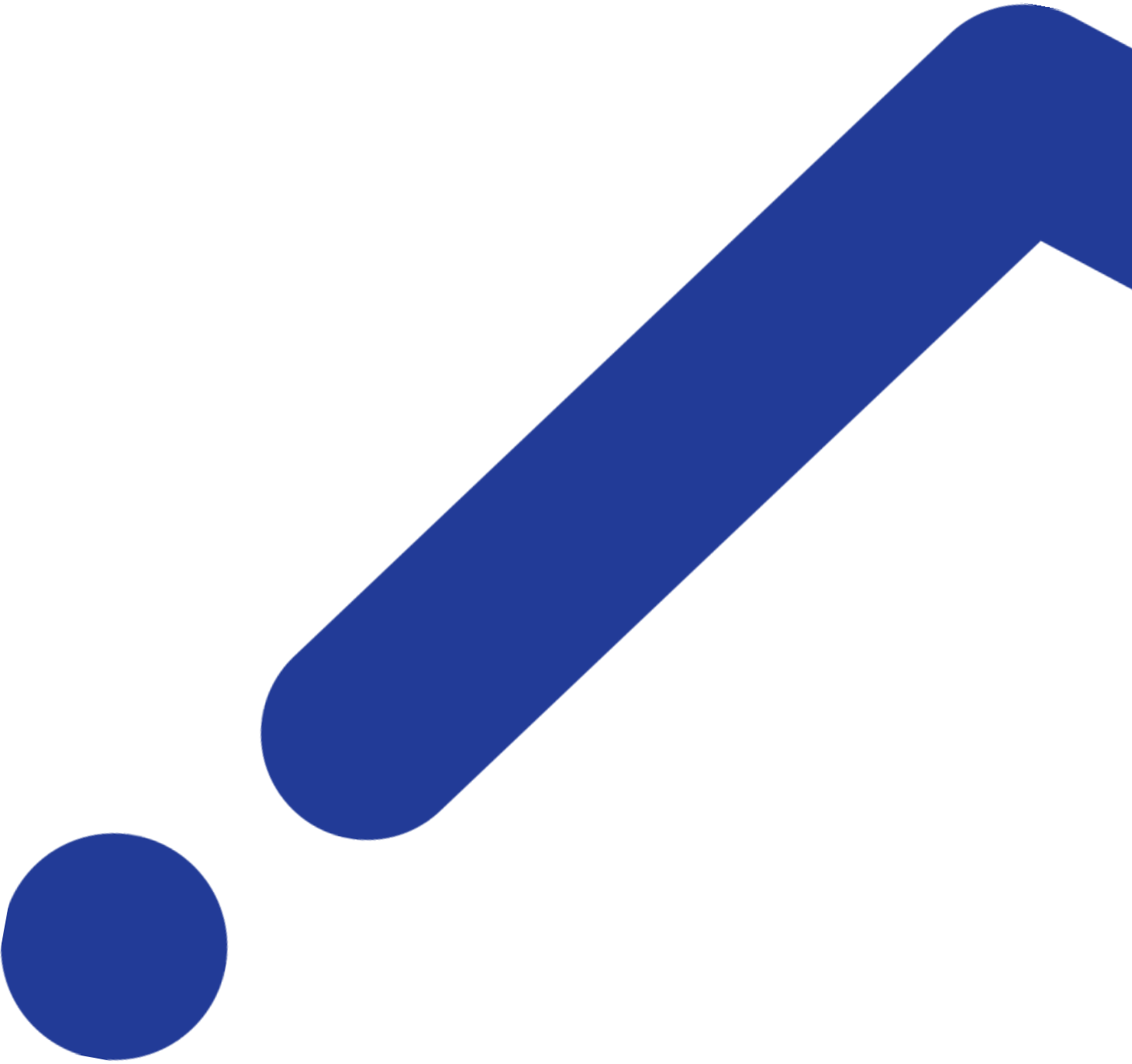
Fatigue is a significant contributing factor to road crashes.

In Victoria, a test is being developed that will allow police to measure the tiredness levels of drivers by the roadside. Researchers from Austin Health have tested 'smart glasses' technology in laboratories and off-road driving simulations to track human eye movements and measure blinks to determine fatigue levels.

Researchers are now working on developing a one-size-fits-all test that police can use to detect tired drivers by the roadside.

As highlighted in the NRMA's *Dead Tired* report, **the NRMA supports undertaking additional research to explore the potential benefits of roadside fatigue testing.**

Tourism



Are We There Yet?

Tourism contributes \$2.4 billion to Gross State Product and employs 19,300 people directly and indirectly.

Prior to the bushfires, the ACT had experienced strong and stable growth in visitation and expenditure to 2017–18, with an average annual growth rate exceeding 9 per cent since 2011–12.

However, recent disasters have had a significant impact on tourism.

Cancellation rates over the 2019 Christmas holiday period have been reported at more than 60 per cent, including in areas unaffected by bushfires, droughts and floods. The vast majority of these cancellations were from domestic tourists who chose to forego travel given environmental conditions that were primarily caused by bushfires and the associated smoke.

In addition, the progressive spread of COVID-19 (coronavirus) is compounding this impact, and could lead to an unprecedented travel and tourism downturn over the coming year(s).

The promotion of communities and destinations will be necessary to encourage and lure back domestic and international visitors.

The NRMA has always encouraged and supported people to enjoy the freedom of the open road. The NRMA's 2018 *Are We There Yet?* paper highlights the importance of tourism to the ACT, as well as the value of drive tourism and caravan and camping.

It's important to note that 77 per cent of visitors to the ACT undertake travel by car and contribute 50 per cent of visitor expenditure. Further, caravan and camping generated \$24 million in visitor expenditure in 2016–17, equating to a growth rate of 7 per cent each year from 2011–12.

The NRMA believes with the right level of promotion, investment, planning and industry partnerships, that visitor nights could increase to 16.5 million by 2026–27, contributing \$3.15 billion in overnight visitor expenditure to the ACT economy.

The NRMA's tourism roadmap, *Are We There Yet?*, and complementary state-based reports can be accessed at www.mynrma.com.au/community/corporate-information/reports-and-submissions.

Tourism Strategy

Growing the visitor economy and supporting the ACT's unique, places, experiences and events is vital for local jobs and the economy.

As a tourism destination, the ACT offers domestic and international visitors an increasing array of exceptional experiences. The NRMA wants to see the ACT continue to prosper as a tourism destination by continuing to showcase its unique and desirable assets to a growing global audience.

With the current ACT Tourism Strategy (2014–20) due for renewal, it is imperative that a review and subsequent detailed roadmap be developed in consultation with industry to support an increasing focus on domestic and international visitation. The ACT has a unique opportunity to further drive tourism growth with a bold vision and roadmap that supports an expanding tourism infrastructure asset base and increased global promotion.

The NRMA supports the funding and development of a new and robust tourism strategy for the ACT that includes a focus on visitation and overnight visitor expenditure targets.

VisitCanberra

VisitCanberra plays a critical role growing the visitor economy by attracting domestic and international travellers through the promotion of the ACT's unique places, experiences and events.

It is more important now than ever to support tourism. The NRMA believes that additional funding dedicated to sustaining tourism is critical given the impacts of recent disasters and the progressive spread of COVID-19.

Promotion of the ACT's places, experiences and events creates incentives for people to travel and can extend travel periods outside of the peak holiday seasons. A greater and immediate focus on promotion will assist in showcasing the fact that the ACT continues to offer exceptional world-class tourism experiences despite recent challenges.

Given the importance of tourism to the economy, **the NRMA supports a \$6.5 million increase in funding for VisitCanberra over the next two years.**

Stromlo Forest Park

Stromlo Forest Park has developed into a burgeoning recreational and sporting hub, attracting a growing number of local residents and visitors.

While Stromlo Forest Park's new leisure centre will support the precinct and provide further incentive for visitation, additional infrastructure projects are needed to support the bold vision of the Stromlo Forest Park Master Plan and increasing visitor demand.

Stromlo Forest Park has the potential to be a unique, world-class recreation and sporting precinct – a destination in its own right – that will underpin increased visitation and support the local economy.

The NRMA supports funding in the short term for infrastructure projects as outlined in the Stromlo Forest Park Master Plan, including accommodation and new recreational facilities.

Transport Technology



Electric Vehicles

By 2040, electric vehicles are projected to account for 70 per cent of new vehicle sales and 30 per cent of the fleet. Currently, there are approximately 12,500 electric vehicles on Australian roads.

Moving from internal combustion engines to electric vehicle technology will result in nationally significant fuel and maintenance cost savings, and environmental benefits. The NRMA supports the transition to electric mobility and has developed policies aimed at accelerating vehicle adoption.

Some of the key barriers that currently exist include access to charging infrastructure, high vehicle purchase prices, model availability, and the distance vehicles can travel on a single charge.

It is expected that the distance vehicles can travel will improve with technological advancements, and that vehicle prices will reduce as production scale increases and the cost of batteries reduces.

Charging

The NRMA commends the ACT Government's *Transition to Zero Emissions Vehicles Action Plan*, which is an important step in supporting electric mobility. The Plan will importantly improve access to charging infrastructure to support the transition to electric light vehicles.

The ACT Government's *Next Generation Energy Storage* and *Solar for Low Income* programs will also support the transition to zero to low emissions vehicles.

The NRMA is doing its part to support electric mobility and has committed a minimum of \$10 million to build one of Australia's largest electric vehicle fast charging networks.

In addition to 'fast' charging, which is primarily designed as a mid-journey charge, 'home' and 'destination' charging is required to support motorists at the end of their journey.

Destination charging is particularly important as the prospect of off-street charging is not practical for people that live in accommodation with no parking. In order for electric vehicles to be useable in all scenarios, the establishment of charging infrastructure on public assets should be considered.

In the first instance, government buildings representing end-of-journey destinations such as car parks, offices, hospitals and transport hubs will require direct government investment in charging.

In addition to government buildings, **the NRMA supports the establishment of grant funding to facilitate the installation of privately-funded, non-proprietary and open use electric vehicle charging infrastructure on public and private land.**

Public charging infrastructure is often desirable but not feasible. As an example, retail high streets often rely on on-street parking to service customers, and while large establishments can invest in charging infrastructure, this type of initiative is simply out of reach for many small businesses.

Using third party installations as a model, governments should develop consistent, transparent and effective processes for assessing proposals for privately-funded charging infrastructure.

Fleets

Government and private vehicle fleets can have a meaningful impact on the provision of more affordable electric vehicles to the second-hand market.

The NRMA acknowledges the ACT Government's commitment to all newly leased passenger fleet vehicles being zero emissions from 2020–21 (where fit for purpose).

Aside from government fleet targets, **the NRMA supports policies and government funding to incentivise private fleet purchases.**

Business Members of the NRMA have shown strong interest in transitioning private vehicle fleets to electric or hybrid, however the current high purchase prices have a significant impact on feasibility.

Government funding and incentives to encourage the transition of private vehicle fleets in the short term will result in more opportunities for organisations to genuinely consider the purchase of electric vehicles.

CAV Readiness

Electric vehicles will underpin Connected and Automated Vehicle (CAV) technology, which has the potential to significantly improve road safety.

With an unacceptable road toll, we need to identify the 'seatbelt' of the future. We need to test and trial new technology, including CAVs, to understand their application and impact.

Not too long ago, seatbelts were considered a major technological advancement. Today, the seatbelt is joined by the likes of anti-lock brakes, airbags, electronic stability control, lane change assist, adaptive cruise control and autonomous emergency braking.

In addition to electric vehicle charging infrastructure, 5G connectivity, improved signage and clearer road markings will be necessary for the proper use of CAVs, particularly in remote areas.

In collaboration with industry and academia, **the NRMA supports a trial of 5G along a major highway to enable car manufacturers, self-driving technology companies, start-ups and other private and public organisations to test vehicle-to-vehicle (V2V) and vehicle-to-communications (V2X) in a real-world setting.**

This type of trial would provide important learnings to help prepare for future mobility, which will increasingly be electric, connected and automated.

In addition to physical infrastructure and technology trials, a workforce with the appropriate skills to meet our mobility needs of the future will be critical. The development of STEM programs in collaboration with TAFE colleges and universities should be a priority given future electric vehicle uptake projections and the unwavering focus of industry to progress CAV technology and use.



The NRMA

PO Box 1026
Strathfield NSW 2135
Public.Policy@mynrma.com.au

mynrma.com.au

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