



NRMA Federal Budget Submission

2021–22

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Key Recommendations

Infrastructure & Services Development

1. **Commit funding to support metropolitan and regional road and transport priority projects as identified by the NRMA (pages 5 to 7).**
2. **Commit funding to progress planning and delivery of faster rail between Sydney and Canberra, and explore additional faster rail connections to regional and gateway cities, including Newcastle, Gosford and Wollongong.**

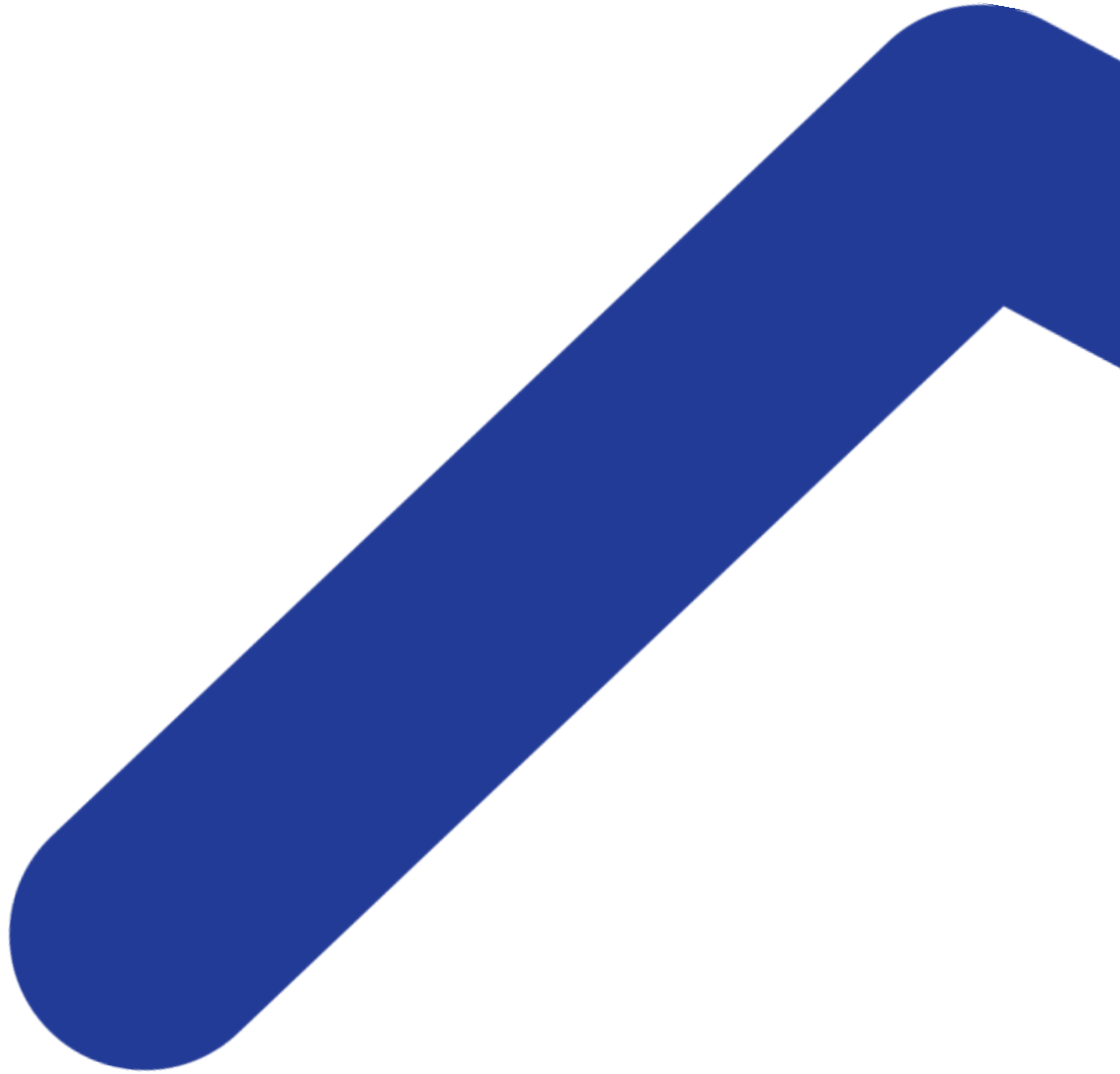
Road Safety

1. **Through the Office of Road Safety, fund the development of a national road safety data hub and support a metric for measuring serious injuries.**
2. **Provide additional funding for the National Black Spot Program and the Roads to Recovery Program over the forward estimates.**
3. **Increase the number of driver rest stops and significantly improve the amenities offered.**

Transport Technology

1. **Provide additional funding to expand the number of electric vehicle fast charging stations along the national highway network.**
2. **Establish a policy and associated fund to incentivise electric vehicle fleet purchases.**
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.**

Infrastructure & Services Development



Metropolitan

The provision of nationally significant transport and associated infrastructure and services is required to meet our increasing travel and freight needs in densely populated centres. The safe and efficient movement of people and goods throughout metropolitan areas underpins mobility, encouraging economic activity and improved liveability.

The following projects together will transform Sydney's motorway and transport networks and play a key role in combatting road congestion, which according to Infrastructure Australia's 2019 Audit, could cost Sydney more than \$15 billion per year by 2031.

In the case of Canberra Light Rail Stage 2, the project is expected to complement Stage 1 by providing residents and visitors with greater access to businesses, entertainment precincts, Australian National University and Commonwealth Park.

Roads

The NRMA has identified priority road projects for metropolitan New South Wales:

- A3/A6 works package to improve north-south corridor capacity between the Parramatta and Georges Rivers.
- M6 Motorway (partial funding for Stage 2 and 3 – Kogarah to Loftus).
- Outer Sydney Orbital Road (M9) corridor preservation to enable future multi-modal use (motorway, freight rail line and passenger rail line).
- Western Harbour Tunnel and Beaches Link (partial funding) to advance the project beyond design and planning.

Transport

The NRMA has identified priority transport projects for metropolitan New South Wales and the Australian Capital Territory:

- Canberra Light Rail Stage 2.
- Outer Sydney Orbital Rail (M9) corridor preservation to enable future multi-modal use (motorway, freight rail line and passenger rail line).
- Parramatta Light Rail Stage 2 (partial funding) to improve the project business case for the NSW Government.
- Sydney Metro West (partial funding) to advance the project beyond design and planning.
- Western Sydney Airport Rail (Metro) corridor preservation to enable future metro between Parramatta/Westmead and Western Sydney Airport.
- Western Sydney Freight Line corridor preservation and intermodal terminal connection.

Regional

Regional NSW produces around one-third of the state's gross product through agriculture, manufacturing, financial services, mining, energy, hospitality and tourism.

Despite being one of the most diverse economies in Australia, many regional NSW towns are facing declining populations, reduced visitation, and a lack of funding and investment for infrastructure and services development – all at a time when many areas battle bushfires, droughts and floods.

In the immediate term, these disasters will necessitate emergency services, drought relief and water security projects, including dams, bores and pipelines. Given associated damages, an audit is supported by the NRMA to identify and prioritise regional infrastructure and services renewal.

Beyond this period, the NRMA wants regional communities to flourish and supports the NSW Government's 20-Year Economic Vision for Regional NSW and associated funding through the Snowy Hydro Legacy Fund. In addition to this major initiative, the NRMA supports federal funding for the regions aimed at improving transport connectivity, road safety and tourism opportunities.

The NRMA supports the following regional priority projects from corridor preservation through to funding and/or financing, planning and construction.

Airports

The NRMA supports the Australian Government's Regional Aviation Policy Statement initiative, as well as funding for regional airport upgrade and enhancement programs.

Regional aviation acts as a major and critical support for regional transport, tourism, business, health and employment. A strong regional aviation policy – supported by communities, industry stakeholders and governments – will help ensure that regional aviation remains efficient, competitive and sustainable into the future.

Quality airports and airfields and associated infrastructure are needed over the long term to ensure social and economic development throughout the regions.

Faster Rail

The delivery of faster rail between major centres on the east coast will almost certainly be required to meet population growth projections and future travel demands.

In conjunction with other governments, corridor preservation, investigation and planning works for faster rail to support gateway cities, including Sydney, Canberra, Newcastle, Gosford and Wollongong, will support the potential provision of high capacity transport services between major residential and employment centres.

Faster Rail between the identified gateway cities complements the High Speed Rail Phase 2 Study, which suggests that optimal staging for east coast high speed rail commences with the delivery of Sydney–Canberra services.

Roads

The NRMA has identified priority road projects for regional New South Wales:

- Barton Highway Improvement Strategy (partial funding) to support duplication works and improve safety and efficiency.
- Kings Highway works package (partial funding) to further improve the east-west corridor between the ACT and the NSW South Coast.
- Mitchell Highway works package (partial funding) to improve safety and efficiency between Bathurst and Dubbo.
- New England Highway works package between Wingen and Branxton to support freight movements to the Port of Newcastle.
- Newell Highway works package to support safe and reliable HPV access and use.
- Pacific Highway upgrades (Coffs Harbour Bypass and extension to Raymond Terrace).
- Picton Road upgrade (four-lane divided highway with provision to upgrade to six lanes).
- Princes Highway Upgrade Program (partial funding) to improve project business cases for the NSW Government.

These significant road projects together will assist in transforming the safety and efficiency of major regional roads throughout NSW. While meaningful investments have been committed to these assets, particularly over the past decade, greater funding is required to futureproof these roads to support the safe and efficient movement of people and goods.

The NRMA supports these projects because faster, safer and more enjoyable travel between regional and metropolitan areas will be a key driver of future economic growth for the regions.

Road Safety



National Road Safety Strategy

The NRMA strives for a future where the road toll is zero, and with the National Road Safety Strategy due for review and renewal, an opportunity exists to improve governance and safety outcomes.

Our past tells us a lot about our future – data is critical in order for industry and government to determine the main causes, locations and treatments to address trends in the road toll.

Significant work has begun in NSW to improve road trauma data, with TfNSW matching data from NSW Health, the State Insurance Regulatory Authority, iCare NSW and the NSW Police Force. This provides a more holistic picture of serious injuries on NSW roads. Despite this data improvement, however, 45 per cent of crashes in NSW remain unmatched, meaning we only have half the picture.

Australia needs a national system for measuring serious road crash injuries to appropriately inform infrastructure investment and road safety initiatives, and that is why **the NRMA supports the development of a national road safety data hub and metric for measuring serious injuries**. This initiative should be a key area of focus for the newly established Office of Road Safety.

Improved data and knowledge about crashes should also be a core focus of the renewed federal safety strategy as this information will enable a more holistic and strategic approach to road safety.

Programs

The NRMA supports the Australian Government's increase in funding for the Roads of Strategic Importance Program to connect regional communities and businesses with domestic and international markets. While this is the underlying intention of the program, road and infrastructure upgrade works also support improved safety outcomes.

The National Black Spot Program and the Roads to Recovery Program are more specifically aimed at safety, and **the NRMA supports greater funding for these programs over the forward estimates**.

In NSW, more than \$1 billion was committed by the NSW Government in response to the NRMA's *Funding Local Roads* report. While this funding will help to improve the standard of roads across the state, more is needed to combat fatalities and serious injuries caused on regional NSW roads.

Rest Stops

Fatigue is one the three biggest killers on NSW roads, contributing to 19 per cent of crashes. The limited number of rest stops along our major highway corridors, particularly in regional and remote destinations, act as a barrier to encouraging driver revival and cause competition between caravans, RVs and heavy vehicles.

Many rest areas and truck stops lack important features, including showers, clean toilets, power, lighting, CCTV and Wi-Fi, making them uninviting places to stop. The amenity of these stops needs to be improved to aid discovery of our regions and encourage people to take a break from driving.

The location of these rest stops, the amenities offered, and even the ability to book spaces and receive real-time information through app-based technology could encourage greater usage.

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 vehicle fleet in Australia.

Moving from internal combustion engines to electric vehicle technology will result in nationally significant fuel and maintenance cost savings, and environmental benefits.

However, lack of access to charging stations has been identified as a key barrier to the adoption of electric 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 networks.

Other key barriers to the adoption of electric vehicles include the currently high vehicle prices, model availability, and the distance over which they can travel on a single charge.

Establishing fast charging stations on the national highway network will help to overcome consumer anxiety about range. It is expected that the distance vehicles can travel on a single charge will continue to improve with technological advancements, and that vehicle prices will reduce as production scale increases and the cost of batteries reduces.

National policies and regulation to complement the rollout of fast charging infrastructure would reduce the risk of competing standards and redundant investments, and maximise interoperability.

In addition to the greater provision of fast charging infrastructure, the NRMA supports policies that reduce the cost of electric mobility.

The Luxury Car Tax was designed to help protect domestic vehicle manufacturing and should now be removed for electric vehicles. **The NRMA also supports government funding to incentivise private fleet purchases as these act as an important feed-in to the second-hand market.**

CAV Readiness

Electric vehicles will underpin Connected and Automated Vehicle (CAV) technology. In addition to infrastructure investment, 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.

As well as charging infrastructure and skills readiness, 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 (e.g. the Hume 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 and help to prepare Australia for the future of mobility, which will increasingly be electric, connected and automated.



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YEARS AND ONWARDS