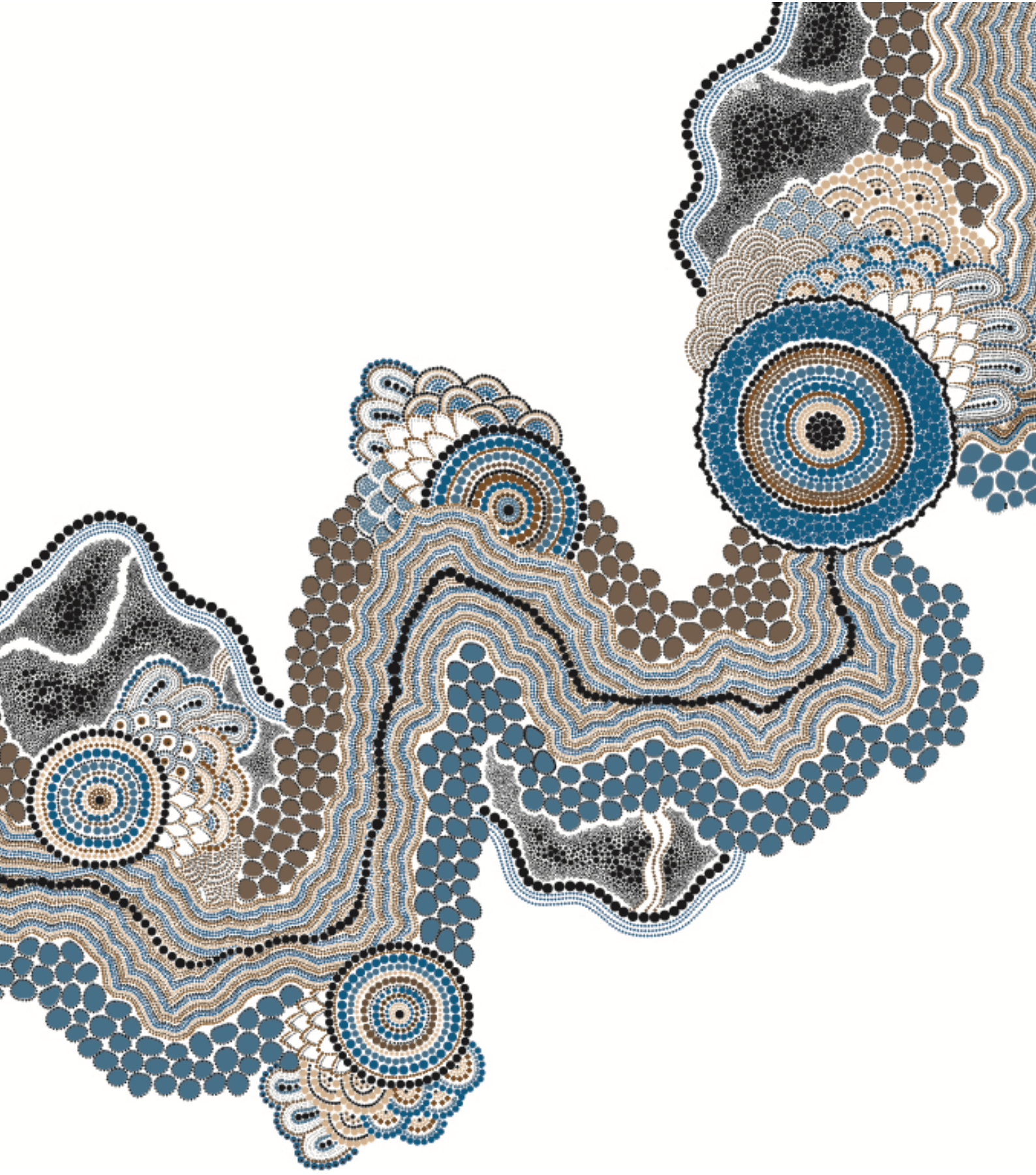
NRMA ROAD TRAVEL REWARDS

Public Policy



We acknowledge the land on which we gather, from places as widespread and diverse as the NRMA. In the presence of Elders past, present and future, we recognise all journeys and our mutual role in creating new paths together.

Table of Contents

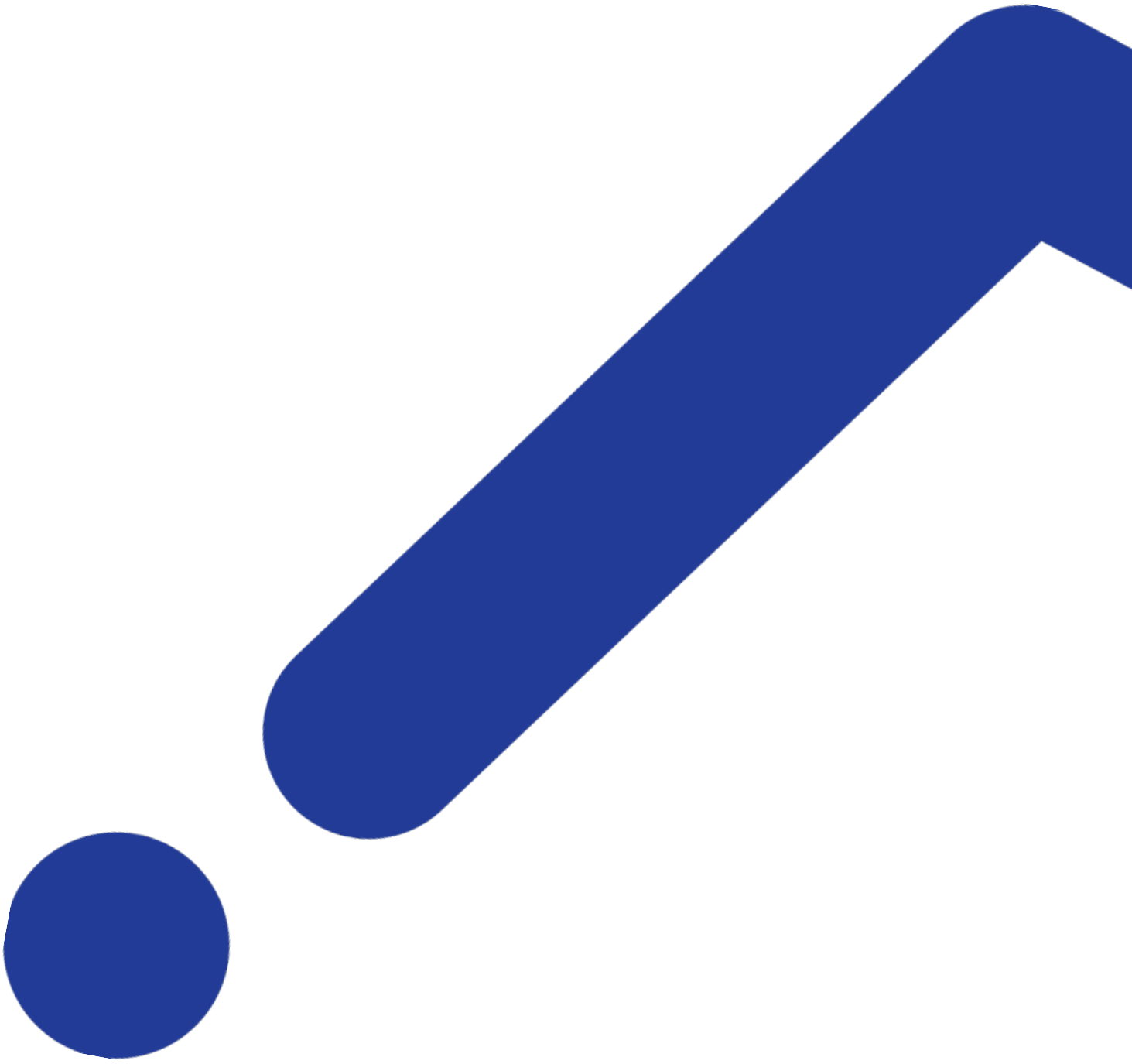
Safe Mobility **5**
Alcohol 6
Automated enforcement 6
Child restraints 6
Community Road Safety Fund 6
Drivers (novice/young) 7
Drivers (older) 7
Drug driving 7
Education (road users) 8
Education (schools) 8
Fatigue 8
Logistics and freight 8
Pedestrians 9
Police enforcement 9
Riders 9
School zones 9
Speed management 9
Infrastructure, Roads & Network Sustainability **10**
Congestion 11
Funding 11
Road User Charging 11
Roads and streets reform 11
Toll roads 12
Future Mobility & Connected Transport **13**
Accessible parking 14
Active transport (walking & cycling) 14
Advanced Driver Assistance Systems (ADAS) 14
Connected and Automated Vehicles (CAVs) 14
Connected Vehicles (data & privacy) 15
Electric Vehicles (EVs) 15
Electric Vehicles (grid integration) 15
Electric Vehicles (skills) 16
Fuel efficiency standards 16
Fuel prices 16
Fuel security and transition 16
Micromobility (e-bikes & e-scooters) 17
Parking 17
Public transport 17
Connected Communities & Regional Australia **19**
Community participation and partnerships 20
Community resilience 20
Electric Vehicles (infrastructure) 20
Planning 20
Regional airports 21
Regional public transport 21
Road conditions 21
Tourism 22
Tourism labour and skills 22
Tourism recovery 22
Tourism sustainability 23

This document sets out the NRMA's public policy positions across road safety, transport infrastructure, future mobility, regional connectivity, tourism and community outcomes.

These positions guide the NRMA's advocacy, stakeholder engagement and contribution to public policy development in NSW, the ACT and nationally.

The positions are evidence-led, member-focused, and intended to improve safety, affordability, accessibility, reliability and sustainability for the benefit of our members and communities.

Safe Mobility



Alcohol

Random Breath Testing should be conducted at a level that achieves a network-wide impact on driver and rider behaviour.

A short-term goal of at least 1.1 tests per licence holder per year is supported. A long-term goal of at least 1.5 tests per licence holder per year is supported.

Education campaigns that highlight the dangers of driving over the limit the next day should be expanded.

Automated enforcement

Evidence-based use of automated enforcement, including speed, red-light, intersection safety, mobile phone and seatbelt, is supported (case-by-case).

Average or point-to-point speed cameras are supported for heavy vehicles. A trial of this technology for light vehicles in a regional location is supported.

Data collected from automated enforcement should be protected and used only for road safety purposes.

Revenue raised from automated enforcement must be directed to a Community Road Safety Fund and reinvested in road safety initiatives.

The application of warning signs for automated enforcement should be determined by the road safety objective of the program, including whether signs are intended to address site-specific risk, improve general deterrence or increase network-wide community awareness.

Child restraints

National child restraint laws are supported.

Child restraints should be professionally installed, with families shown how to adjust restraints.

Government funding for education, free child car seats and professional installation for low-income families and Aboriginal and Torres Strait Islander families is supported.

Child car seat diversion programs should be offered to all drivers who receive an initial infringement notice for a child who is not properly restrained.

Child restraint installation should be a mandatory program for every council and should include targeted fitting days for disadvantaged community members.

Community Road Safety Fund

Revenue raised from automated enforcement must be directed to a Community Road Safety Fund (CRSF) and invested in road safety initiatives. The establishment of a CRSF in the ACT is supported.

The establishment of an independent expert committee to make recommendations on the allocation of fine revenue is supported.

CRSF revenue and expenditure, including funding for regional and local road safety initiatives and the outcomes of funded programs, should be publicly reported within six months of the end of each financial year.

Funding allocated to the CRSF should be expended in a timely manner on evidence-based road safety initiatives, with underspending identified and addressed.

Drivers (novice/young)

The current NSW and ACT graduated licensing schemes (staged progression and testing to achieve a full licence) are supported.

Restrictions on hands-free mobile phone use by Learner and Provisional drivers are supported.

Young drivers with a clean driving record should be rewarded with a free licence.

Funding to support learner driver mentoring programs for at-risk community members and Aboriginal and Torres Strait Islander learner drivers should be expanded.

Drivers (older)

Age should not determine when an older person stops driving or has licence restrictions imposed.

From 75 years of age, a medical assessment conducted annually is supported.

From 85 years of age, a medical assessment conducted annually, and an on-road driving assessment conducted every two years is supported. The option of transferring to a modified licence (distance-limited) from the age of 85 is also supported.

Information should be provided to older drivers about transport options that help maintain mobility, independence and community participation when they reduce or stop driving.

Drug driving

Roadside drug testing for impairing and illicit drugs, including cannabis, methamphetamine, cocaine and MDMA, is supported.

NSW roadside drug testing target should be increased to 400,000 tests per year.

Post-crash drug testing should be extended to serious crashes, with data publicly released.

Reforms relating to prescribed medicinal cannabis and driving should not proceed unless robust, independent evidence demonstrates that road safety outcomes will not be adversely affected.

Drug driving laws should be supported by education that clearly explains impairment risks, legal obligations and the consequences of driving after taking drugs or impairing medication.

Education (road users)

Initiatives that aim to reduce poor driving behaviour, such as education campaigns, high visible policing, and the use of technology to tackle in-car distractions, are supported.

Education campaigns to highlight the dangers of distracted walking should be expanded.

Education (schools)

Road safety education should be a compulsory part of the school curriculum.

Primary school road safety education should focus on safe road use as pedestrians, cyclists, and riders of small-wheeled mobility devices (i.e. scooters), and addressing safe places to play.

Secondary school education should be delivered across consecutive years and tailored to the changing road safety needs of young people. Programs providing practical strategies that focus on pedestrians, public transport, passengers, young drivers and car safety are supported.

Appropriate training and resources must be made available to those who deliver quality road safety education.

Government support for the delivery of practical road safety education programs in schools and communities is supported.

Fatigue

Initiatives that address driver fatigue such as education and awareness, tactile line markings, rest stops, and detection technologies are supported.

Targeted education and awareness initiatives for at-risk groups of drowsy driving, including new parents, young drivers, people with sleep disorders, and shift workers, should be prioritised.

Road infrastructure treatments, such as audio tactile markings, should be prioritised at locations with a high risk of fatigue-related crashes.

The number of rest areas for light and heavy vehicles should be expanded, with additional amenities including lighting, signposting, toilets, shade and safe access. Additional upgrades such as Wi-Fi and shower facilities are supported where appropriate.

Logistics and freight

The imbalance between road and rail freight, particularly the overreliance on heavy road transport in regional NSW, should be addressed to improve safety, road conditions and productivity.

Greater use of rail freight and intermodal freight infrastructure is supported where it improves safety, efficiency, resilience and road condition outcomes.

Measures that support off-peak deliveries and essential service provision are supported where they reduce congestion, improve freight efficiency and maintain community amenity.

Pedestrians

Infrastructure treatments that improve pedestrian safety and accessibility are supported, with a particular focus on older pedestrians, children, people with disability and high-risk locations.

Pedestrian safety should be embedded in road design, speed management, intersection planning, school precincts, town centres and public transport access.

Technology, enforcement and education should be used to reduce risks to pedestrians, including risks associated with distraction, unsafe crossings, poor visibility and conflicts with vehicles, bicycles and micromobility devices.

Police enforcement

High visibility policing paired with education and enforcement is an effective way to address poor driver behaviour.

Annual roadside drug and alcohol testing enforcement data should be made publicly available within three months of the end of each calendar year.

Riders

Enhancements to the motorcycle graduated licensing scheme to improve safety are supported.

Road design, maintenance and infrastructure treatments should consider motorcycle safety, including surface condition, barriers, line markings, roadside hazards and high-risk curves.

School zones

Road safety audits around each school need to be conducted, with a program of delivery works established. Top earning speed camera locations in school zones should be prioritised.

School zone flashing lights should be installed at every school to alert motorists to slow down when they approach a school zone.

Speed restrictions in school zones should be supported by ‘speed-based’ road design, ensuring alignment between the road environment and posted speed limit.

Speed management

Speed limits should be evidence-based, transparent and supported by the road environment. Speed limit changes should be accompanied by clear public explanations, including the safety, infrastructure, road condition or land-use factors that justify the change.

Where road condition, road geometry or infrastructure constraints contribute to safety risk, governments should consider whether infrastructure investment, maintenance or road design improvements are required, rather than relying solely on lower speed limits.

Speed management should balance safety, mobility, road function and community amenity, with particular attention to high-risk locations, school zones and town centres.

Infrastructure, Roads & Network Sustainability



Congestion

Congestion should be addressed through integrated land-use and transport planning, investment in priority road and public transport corridors, better incident management, network optimisation, and demand management measures that improve travel reliability and support economic productivity.

Infrastructure planning should prioritise corridors where congestion affects safety, freight efficiency, access to employment, health and education services, and connectivity to regional and Western Sydney growth areas.

Governments should improve transparency around congestion causes, network performance and investment priorities, including the role of road capacity, public transport, freight movement, parking, land-use planning and incident response.

Funding

Funding models that maximise investment and bring forward road and transport infrastructure delivery are supported, including Community Pays, Beneficiary Pays and User Pays models.

Funding reform should support safe, reliable, productive and sustainable transport networks, with a greater emphasis on long-term maintenance, renewal and resilience.

The use of private or institutional funding for public infrastructure is supported where it delivers value for money, protects the public interest and improves transport outcomes for members and communities.

Infrastructure funding decisions should be transparent, evidence-based and linked to safety, productivity, congestion, resilience, regional connectivity and community outcomes.

Road User Charging

Road user charging reform should be fair, transparent, sustainable and designed to support long-term road and transport infrastructure funding without discouraging EV adoption.

Revenue from road user charging should be allocated to road and transport infrastructure, maintenance and safety improvements.

Road user charging schemes should be simple to understand, efficient to administer and designed to avoid disproportionate impacts on regional, remote and lower-income motorists.

Over time, road user charging frameworks should be capable of considering factors that improve fairness and network efficiency, including location, time of day, vehicle type and road use.

Roads and streets reform

Road and street management frameworks should recognise the movement, place, safety, freight, access and community functions of roads.

Reform should support clear decision making, efficient infrastructure delivery, local government capability, network productivity, road safety and appropriate access for all road users.

Roads and streets should be planned and managed in a way that reflects their local context, including their role in supporting traffic movement, freight, public transport, walking, cycling, emergency access, local business, housing growth and community activity.

Toll roads

Tolling charges need to be fair, equitable and transparent while providing value for money.

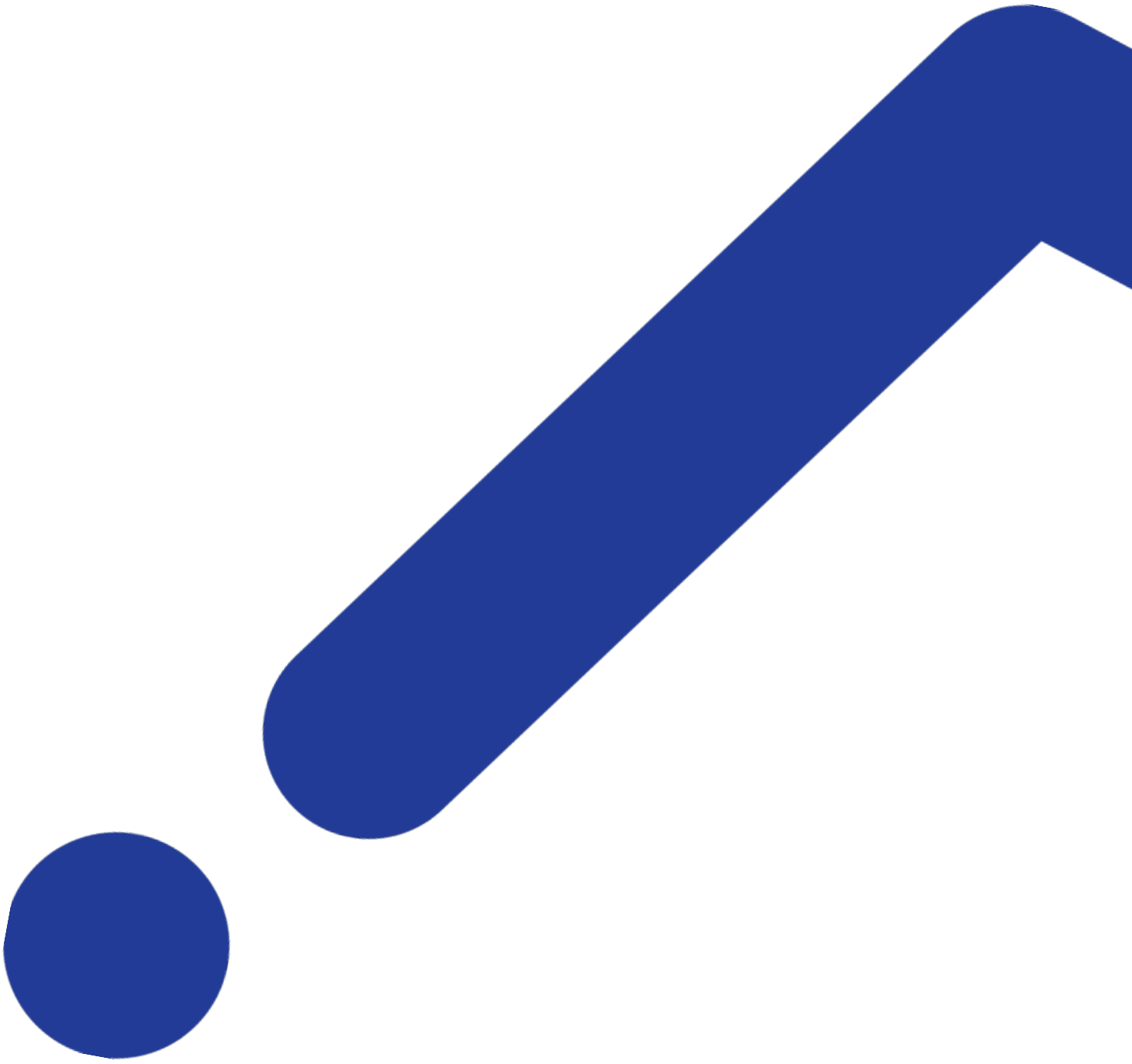
Rationalising tolling charges across Sydney's motorway network is supported.

New motorway infrastructure requiring a toll should be free for use for a period of one month upon opening to give motorists the opportunity to evaluate the potential benefits.

The application of a new tolling charge on existing motorway infrastructure is not supported, except where a major enhancement or transformational upgrade has been realised.

Toll relief and toll reform should be designed to improve affordability, transparency and fairness for motorists while maintaining long-term investment in the road network.

Future Mobility & Connected Transport



Accessible parking

An improved ratio of accessible parking spaces is supported.

Real-time data for private and council-managed accessible parking spaces is supported.

Regular audits of accessible parking spaces should be undertaken to ensure compliance with relevant design standards.

Stronger penalties for repeat offenders who misuse accessible parking spaces are supported.

Active transport (walking & cycling)

Active transport is supported as a core part of an integrated transport system, including for first- and last-mile journeys.

Walking and cycling should be embedded in transport, land-use and environmental planning.

Investment in safe, connected active transport infrastructure is supported, including safer cycling facilities and road design that protects pedestrians.

Active transport infrastructure should be planned in a way that improves safety, supports local access, integrates with public transport and recognises the needs of pedestrians, cyclists, motorists, businesses and local communities.

Advanced Driver Assistance Systems (ADAS)

The safe adoption of advanced driver assistance systems is supported, including improved consumer information, consistent safety performance standards, transparent data on system limitations, and education to help motorists understand how vehicle technologies should be used.

Governments, industry and safety bodies should work together to improve public confidence in proven vehicle safety technologies while ensuring emerging systems are introduced responsibly.

Consumers should have access to clear, practical information about the benefits, limitations and safe use of driver assistance technologies.

Connected and Automated Vehicles (CAVs)

Industry and government research, regional trials and deployment pathways for CAVs and C-ITS should be expanded, including real-world testing of V2X technologies, traffic signal integration, pedestrian detection, railway crossings and community acceptance.

Connected and automated vehicle trials should include regional and urban applications to ensure the benefits, risks and infrastructure requirements are understood across different road environments.

The national Automated Vehicle Safety Law (AVSL) should be finalised as a priority to support the safe deployment of CAVs, with consistent interoperability, cyber security, privacy and data-sharing safeguards.

Connected Vehicles (data & privacy)

Stronger privacy protections for vehicle data are supported, including clear consent, transparency over data use and storage, and consumer control over data sharing.

A consistent national cyber security framework for connected vehicles and supporting and associated systems is supported.

National incident reporting, recall pathways and remedies for vehicle cyber incidents are supported.

Targeted public education to help motorists understand connected vehicle data, privacy and cyber safety risks is supported.

Connected vehicle data should be used responsibly to improve road safety, infrastructure planning, crash reduction and consumer outcomes, while maintaining strong privacy, cyber security and consumer protections.

Electric Vehicles (EVs)

Exempting EVs from the Luxury Car Tax (LCT) is supported.

EV uptake should be supported through targeted incentives, fleet procurement policies, and improved charging access for apartments, strata, kerbside, highway and destination locations.

Public EV charging should remain market-led and competitive, with government support delivered through grants and competitive procurement. Distribution Network Service Provider (DNSP) ownership or operation of public EV charging infrastructure is not supported.

Policy reform should prioritise faster grid connections, transparent network capacity data, fit-for-purpose tariffs, reliability, open access, accessibility, transparent pricing and safeguards.

EV workforce development is supported, including accessible, regionally focused training for mechanics, technicians and small operators to meet growing EV servicing and charging infrastructure repair needs.

Electric Vehicles (grid integration)

A comprehensive infrastructure audit of Australia’s electricity grid and plan for future network investment to support the transition to EVs is supported.

Tariff reform should encourage EV charging when it supports efficient use of the grid, including periods of high renewable generation, and ensure demand charges reflect network constraints.

Distribution Network Service Providers (DNSPs) should publish transparent network capacity and site-suitability data to support efficient EV charging investment.

Government support for smart meters and bi-directional chargers that enable vehicle-to-home and vehicle-to-grid functionality is supported where it improves affordability, grid efficiency and consumer choice.

Electric Vehicles (skills)

The development of STEM programs in collaboration with TAFE colleges and universities should be expanded given EV uptake projections and the strong industry focus on developing CAV technology.

Modernisation grants and employee retraining assistance grants to assist ICE part manufacturers and workers transition to new roles are supported.

EV skills policy should support regional and small business capability, including training for vehicle servicing, charging infrastructure installation, maintenance and repair.

Fuel efficiency standards

The effective implementation of Australia's New Vehicle Efficiency Standard is supported, including settings that reduce vehicle emissions, maintain consumer choice, improve access to lower-emissions vehicles and support affordability for households and businesses.

The Standard should be reviewed periodically to ensure it remains fit-for-purpose, internationally credible, transparent, and supportive of Australia's emissions reduction objectives while recognising the needs of regional, remote, trade and light commercial vehicle users.

Consumer information should support motorists to understand vehicle efficiency, running costs and lower-emissions vehicle options.

Fuel prices

Fuel price reporting is supported. The establishment of fuel price reporting in the ACT is necessary to improve transparency. Fuel price transparency should help motorists make informed decisions and support competition in the retail fuel market.

Weekly fuel price reports that offer insights into price movements are supported.

The provision of real-time fuel price information through a digital dashboard and app is supported.

Fuel security and transition

A national fuel security and transport energy transition plan is supported to ensure motorists, freight operators, regional communities and essential services have reliable, affordable and resilient access to transport energy during the transition to lower-emissions vehicles.

Planning should consider liquid fuel supply resilience, EV charging availability, electricity network readiness, regional and remote access, emergency response requirements, and the needs of households and businesses that cannot transition immediately.

Fuel security and transport energy transition planning should recognise that different communities, industries and vehicle users will transition at different speeds.

Micromobility (e-bikes & e-scooters)

The regulated and safe use of micromobility devices is supported on a case-by-case basis, subject to appropriate safety standards, road rules and enforcement.

The minimum age for unsupervised e-bike riding should be 16. Children aged 12 to 15 should only be permitted to ride under the supervision of a person aged 16 or above. Riders under 16 should not be permitted to carry passengers.

A proportionate insurance and identification framework is supported for e-bikes and e-scooters, including light-touch device identification and third-party cover where appropriate.

Micromobility integration into the transport system should include safe charging and battery handling, rider education, speed and power limits, device compliance, and enforcement measures addressing unsafe footpath behaviour, distraction and impairment.

Regulation should preserve access to low risk micromobility while improving safety, accountability and compensation pathways for pedestrians and other road users.

Parking

Improved use of private off-street parking through app-based technology is supported where feasible, alongside transport and on-street pricing that reflects the value of land provision.

A unified and interoperable parking platform is supported, integrating government and private parking apps with real-time information on availability, pricing, restrictions, accessible spaces and EV charging.

Price reporting for major commercial and public parking facilities is supported to improve transparency.

Excessive CBD parking fee increases should be capped to protect access and support local business activity.

State, council and private parking fee policies should be reviewed and reformed, including consideration of the Parking Space Levy.

Additional parking capacity is supported in CBDs and at key locations such as hospitals and public transport nodes where demand, access and community need justify investment.

Investment in digital wayfinding and smart parking systems is supported to reduce congestion, improve utilisation and make CBD parking easier to navigate.

Public transport

Public transport should be efficient, reliable, safe, accessible and affordable.

Transport infrastructure delivery plans should have a long-term horizon to encourage private investment in projects and associated infrastructure and service opportunities.

Transport infrastructure delivery plans should be developed alongside and integrated with broader planning, housing, environmental and economic development frameworks.

The decarbonisation of public transport is supported, particularly the transition to zero-emissions buses in the shortest practical timeframe where reliability, service quality and infrastructure readiness can be maintained.

Corridor preservation, investigation and planning works for fast and faster rail connecting major cities and regional centres are supported.

Connected Communities & Regional Australia



Community participation and partnerships

Partnerships between government, community organisations, local councils, businesses and not-for-profit organisations are supported where they improve community outcomes.

Place-based initiatives should be designed to reflect local needs and priorities. Partnerships should leverage the strengths of local communities and organisations to improve outcomes and long-term impact.

Programs that strengthen community participation, inclusion and resilience should be encouraged, particularly in regional and underserved communities.

Community resilience

Investment in community resilience, disaster preparedness and recovery capability is supported, particularly in regional and disaster-prone communities.

Governments should support place-based partnerships that strengthen local preparedness, maintain mobility during emergencies, improve access to reliable information, and help communities recover from natural disasters and major disruptions.

Electric Vehicles (infrastructure)

Australia should maintain, at a minimum, a ratio of DC fast chargers to EVs of 1:130, with a potential target of 1:100.

A community-centric, data-driven approach to the planning and rollout of non-proprietary public EV charging infrastructure is supported. An inter-governmental working group should be established to develop a national plan and work with energy suppliers to manage network capacity.

The Australian Government should support enabling works and/or the provision of low interest loans for the installation of highway and destination EV charging infrastructure.

Regional, remote and tourism destinations should be prioritised where charging gaps limit mobility, visitor access or economic opportunity.

The identification and planning of infrastructure investment to facilitate the charging of heavy vehicles and emerging mobility technology, specifically micro-mobility, is supported.

Planning

Wide-ranging, community-led public consultation with landholders and stakeholders is critical when major infrastructure is proposed in or through regional towns.

Long-term regional economic planning that supports sustainable growth, connectivity, resilience and liveability is supported.

Increased investment in tourism and community-based infrastructure to enhance the economic prosperity of regional communities is supported.

A greater focus on common user infrastructure, digital connectivity, education and skills, tourism, and major place-based investments is supported.

Connectivity improvements to Sydney, Newcastle, Wollongong and Canberra to cater for future population growth, freight growth and increased visitation to the regions are supported.

Planning decisions should recognise the transport, tourism, freight, housing, energy and community needs of regional Australia.

Regional airports

The Australian Government's Regional Aviation Policy Statement and funding for regional airport upgrade and enhancement programs are supported.

Regional airports should be recognised as essential economic and community infrastructure, supporting tourism, freight, health access, emergency response and regional connectivity.

Investment in regional airport safety, resilience and accessibility infrastructure is supported.

Regional public transport

Regional public transport should be efficient, reliable, accessible and affordable.

A hub-and-spoke transport model is supported to improve intra- and inter-regional mobility.

Regional public transport planning should improve access to health, education, employment, essential services, tourism destinations and major regional centres.

Regional transport services should be integrated with broader land-use, housing, community infrastructure and economic development planning.

The decarbonisation of regional public transport is supported where it is practical, reliable and supported by appropriate energy and charging infrastructure.

Road conditions

Sustainable funding is necessary to address the regional council road infrastructure backlog and support long-term maintenance.

A full audit and measurement of the condition of the local road network is required following heavy rainfall and flooding to ensure funding is targeted and allocated efficiently.

The imbalance between road and rail transport, especially in regional NSW, should be corrected.

The provision of real-time traffic information on the local road network, particularly during emergencies such as bushfires or floods, is supported.

The Australian Government's Roads of Strategic Importance program to connect regional communities and businesses with domestic and international markets should be expanded.

Governments should improve transparency around road condition data, maintenance priorities and infrastructure investment decisions.

Tourism

Additional funding for tourism marketing agencies such as Destination NSW is supported.

Raising awareness and intention to travel to Australia by international visitors through marketing and partnership activities of Tourism Australia is supported.

Improving the connectivity of tourism regions through road, rail and aviation infrastructure investment is supported.

Investment in drive tourism, destination EV charging, First Nations tourism experiences, and affordable and accessible travel options is supported to strengthen regional visitor economies.

Investment in roads, visitor infrastructure, rest areas and destination access improvements that support drive tourism is supported.

Reform of the Coastal Trading Act is supported to create a fairer operating environment for Australian expedition cruise operators and protect regional tourism economies.

Tourism policy should recognise the importance of transport connectivity, visitor infrastructure, regional workforce capability and resilient local communities.

Tourism labour and skills

Training, incentive and employment programs that encourage a greater number of cohorts of the workforce to consider a job in tourism, including Aboriginal and Torres Strait Islander people, mature-aged workers, people with a disability, welfare recipients, school leavers and working holiday makers, should be increased.

Investigating variations to payroll tax for tourism and hospitality operators, whereby savings are used to incentivise work in hospitality, should be considered.

Incentives for hiring and providing on-the-job training for apprentices in tourism and hospitality roles are supported.

Tourism workforce policy should support regional labour supply, career pathways, skills development and workforce retention.

Tourism recovery

Tourism revitalisation funding should be prioritised for areas affected by natural disasters.

Improving the resilience of tourism regions through investment in emergency response frameworks, digital technology, training and smart infrastructure is supported.

Tourism revitalisation funding to incentivise the upgrade and refurbishment of tired regional product should be expanded, particularly where investment has been postponed or cancelled because of economic disruption, workforce shortages or natural disasters.

The provision of incentives, low-interest loans, and resourcing to expedite infrastructure projects by the private sector or councils is supported.

Tourism recovery policy should support local businesses, regional employment, visitor confidence and long-term destination resilience.

Tourism sustainability

Increased funding for state and federal national park agencies to allow them to effectively conserve natural areas, mitigate natural disasters and invasive species, and provide suitable visitor infrastructure to manage visitor numbers is supported.

The use of digital technology and user pays systems to manage the impact of visitation on natural areas is supported.

Investigating opportunities for private sector involvement in the delivery of conservation projects, visitor experiences and infrastructure in the natural environment is supported.

Sustainable tourism policy should balance visitor access, environmental protection, regional economic development, cultural heritage and community expectations.



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