



# **NRMA**

# **NSW Budget**

# **Submission**

**2020–21**

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## 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 intense bushfires, crippling droughts and unprecedented floods.

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 has become even more important today 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. 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.



### Comments and Queries

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## Priorities for the NRMA

The NRMA was built on a foundation of trust, community, discovery and safety, and we are committed to delivering on these values while ensuring sustainability. We keep communities moving by supporting the regions, investing in public transport, and investigating future mobility solutions.

### Regions

Intense bushfires, crippling droughts and unprecedented floods have created a tough period for rural and regional NSW. Tight-knit regional communities are facing unprecedented times. The NRMA wants these communities to flourish through connectivity, safer roads and tourism opportunities.

Critical services and recovery will be vital in the immediate term – beyond this, the NRMA supports a growing focus on regional tourism to underpin economic activity and investment. Our centenary gives us the opportunity to promote the great Aussie road trip while opening up more unique journeys, experiences and destinations for everyone to discover.

### Mobility

Seamless journeys can improve transport use and encourage economic activity. Recognising that motoring represents a substantial proportion of the household budget, the NRMA wants to ensure that communities have access to customer-centric transport that is efficient, reliable and affordable.

In addition to upgrading and improving road networks, investment in the land transport network is required to ensure safety and support future growth. Through leveraging data and technology to drive innovation in transport and land-use planning, improved linkages and connections between existing and new transport modes that focus on customer experience will incentivise use.

### Technology

Through technology, the world of mobility and safety is being reimaged. Electrification, connectivity and automation will increasingly offer opportunities to improve the way we move around. Positioning NSW to leverage these technologies will ensure that new opportunities provide community benefits.

In the short term, preparing for the transition to electric transport is critical – the looming convergence of the energy and transport sectors demands that we consider policy across the economy as a whole. Preparing for disruption of such magnitude necessitates a proactive approach by government and industry to realise potential benefits and mitigate negative impacts.

### Sustainability

Sustainability and environment are increasing areas of focus, and leading by example will demonstrate that we can solve big issues like climate change and congestion. The NRMA wants to ensure that communities can connect with our precious natural environment and beautiful country.

We understand our deep responsibility to protect the natural environment in which we operate, and we're continuing to look for ways to reduce our impact. We're implementing renewable energy solutions across operations, and we're rolling out one of Australia's largest electric vehicle charging networks to support the community transition to electric transport to lower harmful emissions.

# Key Recommendations

## Infrastructure & Services

1. **Commit funding to support metropolitan and regional road and transport priority projects as identified by the NRMA (pages 7 to 10).**
2. **Commit funding to progress planning and delivery of faster rail between gateway cities, including Sydney, Newcastle, Gosford, Wollongong and Canberra (ACT).**
3. **Bolster emergency response and disaster assistance funding to clean-up, repair or renew damaged infrastructure and services (public and private) caused by recent bushfires, droughts and floods.**

## Road Safety

1. **Bolster funding for road safety and associated programs and commit to the delivery of critical road infrastructure through Restart NSW, the Regional Growth Fund and the Snowy Hydro Legacy Fund.**
2. **Increase the number of driver rest stops and significantly improve the amenities offered.**
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

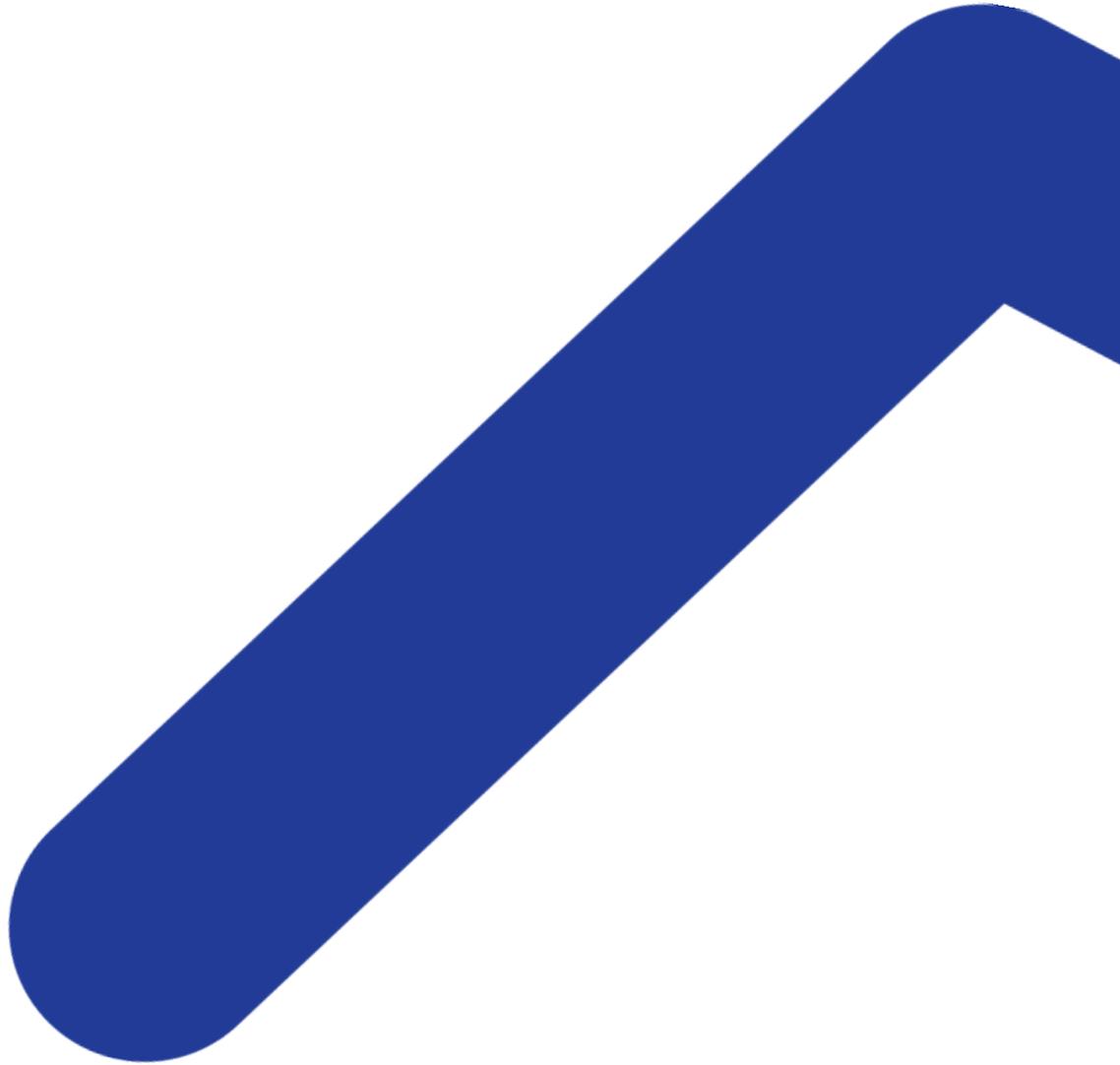
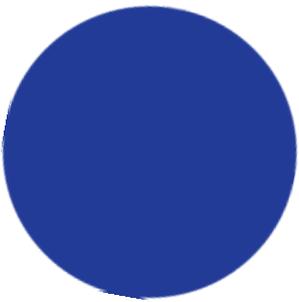
1. **Increase funding for Destination NSW by \$100 million over the next two years to support and promote regional tourism.**
2. **Provide funding of \$55 million over the next two years for tourism infrastructure projects, with a priority focus on critical visitor infrastructure in regional and rural NSW.**

## Transport Technology

1. **Provide funding to facilitate the installation of non-proprietary and open use electric vehicle charging infrastructure, particularly in regional NSW.**
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.**

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# Infrastructure & Services



## Metropolitan

The NRMA acknowledges and commends the NSW Government's record spend on transport and associated infrastructure.

Despite an enviable infrastructure pipeline, funding commitments and additional transport projects are required to meet our travel and freight needs over the coming decades. Given current economic conditions and the state's strong financial position, the NRMA supports funding and financing strategies that will lead to the continued delivery of nationally significant transport and associated infrastructure and services while maintaining the principles of the *Fiscal Responsibility Act 2012*.

The safe and efficient movement of people and goods throughout metropolitan areas and densely populated centres underpins mobility, encouraging economic activity and improved liveability.

The following identified metropolitan 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.

## 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.

*The Stacey Street and King Georges Road corridors (broadly between the M4 and M5) are consistently identified as congested road corridors. With a major M4–M5 connection a long term 2056 vision, these corridors require enhanced medium term capacity improvements.*

- M6 Motorway (funding for Stage 2 and 3 – Kogarah to Loftus).

*The M6 corridor requires accelerated planning for Stage 2 and 3 to ensure that disruption is minimised in the medium term, particularly around the Kogarah area.*

- Outer Sydney Orbital Road (M9) corridor preservation to enable future multi-modal use (motorway, freight rail line and passenger rail line).

*Growth and transformative infrastructure in Western Sydney will bring forward the requirement for the M9. While the corridor has been identified, environmental approvals and advanced planning is required to ensure the project can be delivered in the medium term.*

- Prospect Highway works package, including additional lanes and associated infrastructure, to improve capacity between the M4 Western Motorway and Wall Park Avenue, Blacktown.

*The Blacktown LGA is one area forecast to experience high population growth. Prospect Highway is a key feeder road between the M4 and the Blacktown and Seven Hills regions.*

- Sydney Gateway to advance the WestConnex to Sydney Airport/Port Botany project beyond design and planning.

*The Sydney Gateway project is a critical part of the vision for an integrated motorway network with significantly improved access to the Sydney Airport precinct. Congestion on the network in proximity to Sydney Airport is significant and creates economic and social costs.*

- Western Harbour Tunnel (WHT) and Beaches Link to advance the project beyond design and planning.

*The critical WHT and Beaches Link project is part of the vision for an integrated motorway network with improved access to the Inner West, Lower North Shore and Northern Beaches regions. While early works for WHT are due to commence late 2020, funding allocations for the full project will provide certainty and lead to the establishment of a construction schedule.*

## Transport

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

- Outer Sydney Orbital Rail (M9) corridor preservation to enable future multi-modal use (motorway, freight rail line and passenger rail line).

*The M9 corridor is largely a greenfield corridor, and current best-practice dictates that transport corridors are reserved with multiple modes in mind. The reservation of the corridor should incorporate road, as well as dual passenger and freight rail, to ensure future proofing.*

- Parramatta Light Rail Stage 2.

*Parramatta Light Rail Stage 2 is critical to unlocking the benefits of Stage 1 and improving transport network integration. Supporting emerging medium and high density communities around Melrose Park, Wentworth Point and Ermington with light rail will significantly improve the amenity of these areas and also allow residents and visitors to access Sydney Metro.*

- Port Botany rail duplication to improve line capacity from the terminal and across Sydney's freight rail network.

*Port Botany rail duplication will significantly improve the capacity of the line and ensure that rail can be relatively competitive with road transport. This will likely lead to fewer heavy vehicles on the M5, improving the safety and productivity of the road network.*

- Sydney Metro West to advance the project beyond design and planning.

*Sydney Metro West is one of the most significant public transport projects in Australia and is critical to improving access and transport efficiency across Greater Sydney, particularly around Parramatta, Sydney Olympic Park and The Bays. While planning is underway, funding allocations will provide certainty and lead to an established construction schedule.*

- Western Sydney Airport Rail (Metro) corridor preservation to enable future metro between Parramatta/Westmead and Western Sydney Airport.

*It is imperative that Western Sydney International (Nancy-Bird Walton) Airport is supported by quality public transport. A Sydney Metro connection will ensure that arriving and departing passengers have the option of utilising world-class transport to access Greater Sydney.*

- Western Sydney Freight Line corridor preservation and intermodal terminal connection.

*Rail freight in Western Sydney is currently encumbered by passenger rail and is subject to peak hour curfews. The Western Sydney Freight Line will ensure that freight can move unencumbered at all times, maximising the efficiency and productivity of the rail network.*

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## 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.**

### Connectivity to Sydney, Newcastle and Wollongong

Inland NSW connectivity improvements to Sydney, Newcastle and Wollongong will be required to support future population and freight growth and visitation to the regions.

The NRMA supports exploring both road and rail opportunities to determine a forward agenda for infrastructure works, including road upgrades, rail upgrades, safety enhancements and associated efficiency works.

Consistent with corridors identified by Transport for NSW, funding for exploratory works and planning should include the Great Western Highway, Bells Line of Road, Golden Highway, Lachlan Valley Way, Castlereagh Highway and Mid-Western Highway, as well as rail corridors Main Western, Dubbo–Newcastle, Cowra lines, and Gulgong to Maryvale.

### 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, Newcastle, Gosford, Wollongong and Canberra (ACT), 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.

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## Infrastructure Audit

The NRMA supports the commissioning of an extensive audit to identify and prioritise regional infrastructure and services renewal given the widespread damage caused by recent bushfires, droughts and floods, including road safety treatments that have been destroyed or compromised.

Ensuring that infrastructure is assessed and renewed is critical for safety and efficiency. As such, an audit is of the utmost importance for communities who directly or indirectly rely on the movement of people and goods between regional and metropolitan locations.

The NRMA commends the NSW Government for committing \$1 billion to rebuild impacted communities across NSW, and supports funding being made available for vital infrastructure, including roads, rail lines, health and educational facilities, and associated support infrastructure. In this regard, the NRMA supports the 'Build Back Better' concept to post-disaster infrastructure rebuilding and recovery to bolster community and economic resilience to future disasters.

The NRMA also commends the \$170 million NSW Drought Stimulus Package for regional NSW.

In addition to these packages, the NRMA supports bolstered disaster assistance funding through the 2020–21 Budget to facilitate the clean-up, repair or renewal of public and private infrastructure and services, including homes, businesses, community facilities and non-tangible services.

Bolstered disaster assistance funding should be made available to impacted individuals, businesses and communities, and should be in addition to the NSW Government's Disaster Relief Grants which are primarily targeted at individuals on low income.

## Roads

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

- Barton Highway Improvement Strategy to support duplication works and improve efficiency.
- Kings Highway works package to further improve the east-west corridor between the ACT and the NSW South Coast.
- Mitchell Highway works package 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, as well as a bypass for heavy vehicles at Tenterfield.
- Newell Highway works package to support safe and reliable HPV access and use, including flood mitigation works and a bypass for heavy vehicles at Coonabarabran.
- 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, particularly between Nowra and the Victorian Border into Gippsland, to improve safety, congestion and freight productivity.

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



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## Programs

In the NRMA's *Funding Local Roads* report, analysis of council financial statements for 2016–17 showed the local road infrastructure backlog increased to \$2.2 billion, with the regional council road infrastructure backlog increasing \$115 million to \$1.7 billion.

The unsatisfactory condition of road assets, along with limited asset management, highlighted an alarming trend of councils struggling to deliver acceptable road conditions.

There is a significant overrepresentation of crashes on regional and local roads. Over the period 2013–17, the regional and local road network accounted for 68.9 per cent of all fatalities and 77.6 per cent of all injuries, costing the NSW economy \$3.9 billion.

In response to *Funding Local Roads*, the NSW Government committed more than \$1 billion to help clear the council roads maintenance backlog, replace NSW's worst timber bridges, and reclaim up to 15,000 kilometres of council-owned regional roads.

While this funding will help to improve the standard of roads across the state, it should be considered a short term measure. Ultimately, more needs to be done to ensure long term sustainability to help combat fatalities and serious injuries on NSW roads.

In particular, funding and maintenance works for regional and local roads needs to be sustainable. Without an effective, long term plan, pressure on these roads will continue to intensify, jeopardising safety and asset productivity.

The development of a long term funding and maintenance plan, including the provision of road safety treatments, should include all levels of government and industry stakeholders, and acknowledge that the road funding system in its current form consists of disparate funds and grants.

In the interim, **the NRMA supports the delivery of critical road infrastructure, including road safety treatments, through Restart NSW, the Regional Growth Fund and the Snowy Hydro Legacy Fund.** Increased funding for programs such as Fixing Local Roads and Fixing Country Bridges supports road safety through improved quality infrastructure.

## Community Road Safety Fund

In November 2011, the NRMA tabled a petition of 13,500 signatures in the Parliament of NSW in support of the hypothecation of fine revenue from driving offences to fund road safety.

The Community Road Safety Fund (CRSF) was subsequently announced in June 2012 to improve road safety and make fine revenue allocations more transparent.

While the CRSF has enabled the establishment and progression of a number of important initiatives and programs since 2013, the NRMA believes its administration could be made more transparent.

The establishment of an independent committee to assist Transport for NSW consider prospective initiatives would provide a greater level of confidence in how fine revenue is allocated. Annual and openly available reporting of the CRSF's activities would further improve transparency.

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## 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.

The NRMA's *Dead Tired* report highlights expanded and improved rest stops as one key initiative to help combat driver fatigue on NSW's roads.

**The NRMA is supportive of a greater focus on driver fatigue, including the provision of additional funding to increase the number of rest stop areas and amenities offered to drivers.**

## 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, to help reduce the incidence of drink driving.**

### Roadside Fatigue Testing

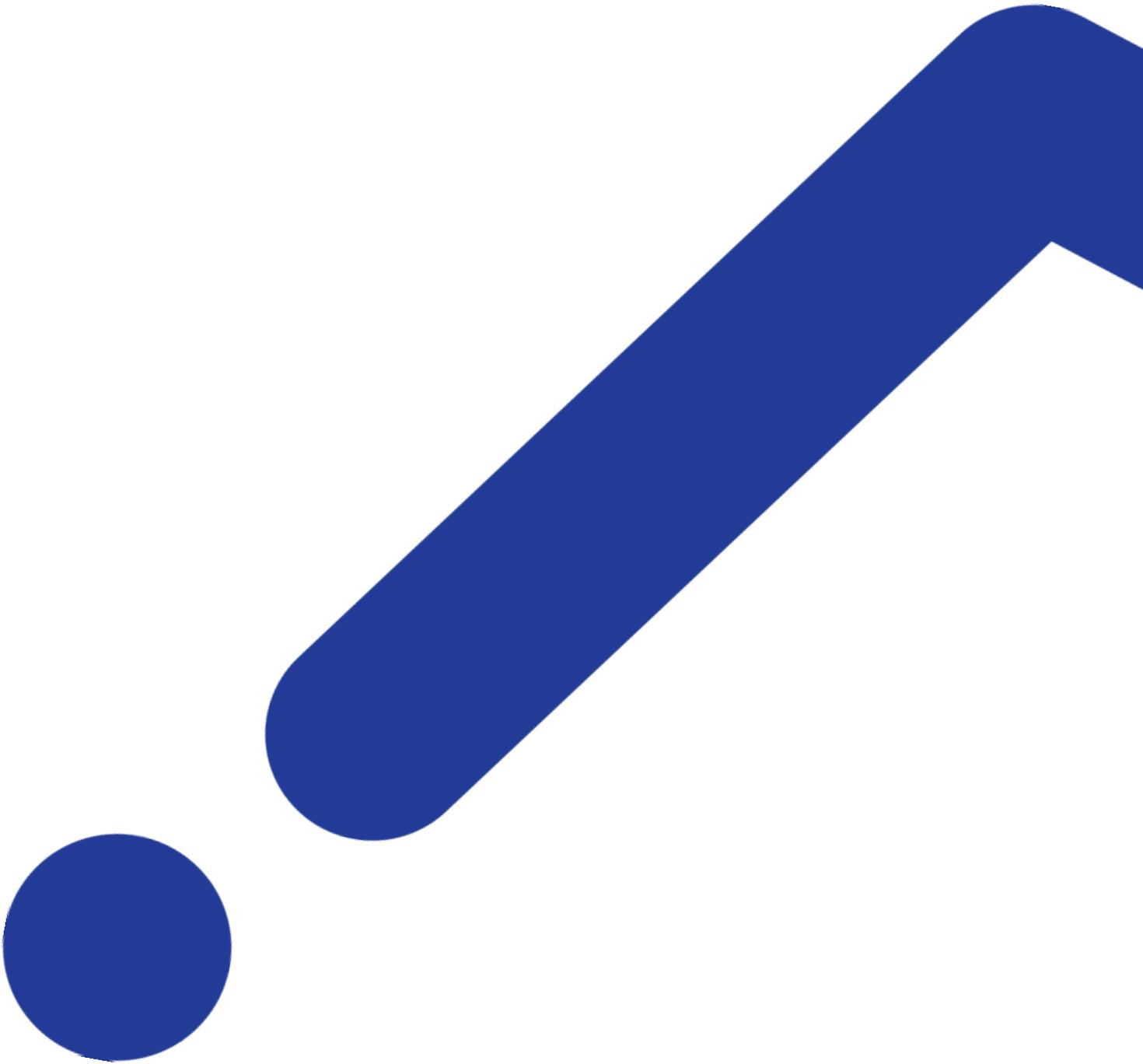
Fatigue is a significant contributing factor to the 94 per cent of road crashes caused by human error.

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



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## Are We There Yet?

Tourism contributes \$35.6 billion to Gross State Product. It employs 278,200 people directly and indirectly, and supports around 95,000 tourism businesses in regional and metropolitan NSW.

Prior to the bushfires, the state had experienced strong and stable growth in visitation and expenditure to 2017–18, with an average annual growth rate exceeding 6 per cent since 2011–12.

However, recent disasters have had a significant impact on tourism, particularly in regional NSW.

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 NSW Government's \$10 million Tourism Recovery Package to assist initial efforts is an important first step in rebuilding the industry and encouraging travel.

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 NSW and its regions, and the value of drive tourism and caravan and camping to many of the state's iconic regional destinations.

It's important to note that 83 per cent of visitors to NSW undertake travel by car, with this number increasing to 93 per cent of visitors to regional NSW. We will continue to support the sector this year through our Centenary activities, promoting and focusing on the great Australian road trip.

The NRMA believes with the right level of promotion, investment, planning and industry partnerships, that visitor nights could increase to 280 million by 2026–27, contributing \$40.1 billion in overnight visitor expenditure to the NSW economy. Of this visitor expenditure, \$15 billion could be spent in regional NSW.

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](http://www.mynrma.com.au/community/corporate-information/reports-and-submissions).

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## Destination NSW

Destination NSW and its Destination Networks play a critical role growing the visitor economy by attracting domestic and international travellers through the promotion of the state's unique places, experiences and events.

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

Through collaboration and cooperation, Destination NSW and its Destination Networks can reset the foundation by which the industry can get back on its feet and achieve the target of \$20 billion in regional overnight visitor expenditure by 2025 and \$25 billion by 2030.

Promotion of the state's regional places, experiences and events creates incentives for people to travel beyond cities 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 our regions continue to offer exceptional world-class tourism experiences despite recent challenges.

Given the importance of regional tourism to our economy and local communities, **the NRMA supports a \$100 million increase in funding for Destination NSW over the next two years.**

## Infrastructure

Visitor facilities, buildings, roads, power assets, navigational signage and other tourism infrastructure have been severely impacted by recent disasters. The NRMA, therefore, believes that tourism infrastructure funding through the NSW Budget should be delivered on a priority basis to support operators and the broader tourism workforce.

Infrastructure funding should firstly focus on rebuilding critical visitor infrastructure, particularly in priority regional areas such as the South Coast, the North Coast and the Blue Mountains.

**The NRMA supports funding of \$55 million over the next two years for tourism infrastructure projects, with a priority focus on critical visitor infrastructure in regional and rural NSW.**

In addition to critical infrastructure renewal, iconic tourism infrastructure can play a major role enticing visitors by shaping the social fabric of a destination and enhancing the visitor experience.

Sculptures by the Sea is an example of urban tourism infrastructure that has attracted hundreds of thousands of visitors from around the globe. Other less known but successful examples include the Yindyamarra Sculpture Walk in Albury, NSW, and the Silo Art Trail between Patchewollock and Rupanyup in Victoria.

These types of initiatives and installations in regional and rural locations in NSW would help to attract visitors, support road trips, and boost local economies through increased spending.

Currently, funding programs for tourism infrastructure are ad hoc, and large-scale projects can require development consent. Dedicated and recurrent funding for new and iconic tourism infrastructure should be made available, with development proposals for iconic installations fast-tracked given the potential associated economic and social benefits.

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# Transport Technology



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## 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.

### Fast Charging

The NRMA commends the NSW Government's *Electric and Hybrid Vehicle Plan*, which is an important first step in supporting electric mobility. The Plan will importantly improve access to fast charging infrastructure across the state, supporting the regions to transition to electric light vehicles.

The NSW Government's *Empowering Homes* and *Regional Community Energy* programs will also support the regions to 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.

### Destination Charging

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, particularly in regional NSW.**

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.

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## 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 NSW Government's 10 per cent target for new passenger cars being electric or hybrid from 2020–21.

The NRMA proposes that governments adopt 25 per cent fleet targets by 2025–26. In addition to these minimum targets, consideration should be given to the purchase of electric vehicles in all scenarios.

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

While government fleet targets are important, private fleets collectively represent a larger portion of the NSW vehicle fleet and can potentially have a greater impact on vehicle affordability.

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 (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 could be led by the Smart Innovation Centre and 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.



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YEARS AND ONWARDS