



NRMA Federal Budget Submission

2022–23

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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 Newcastle and Wollongong, including consideration of utilising the growth area of Western Sydney.**

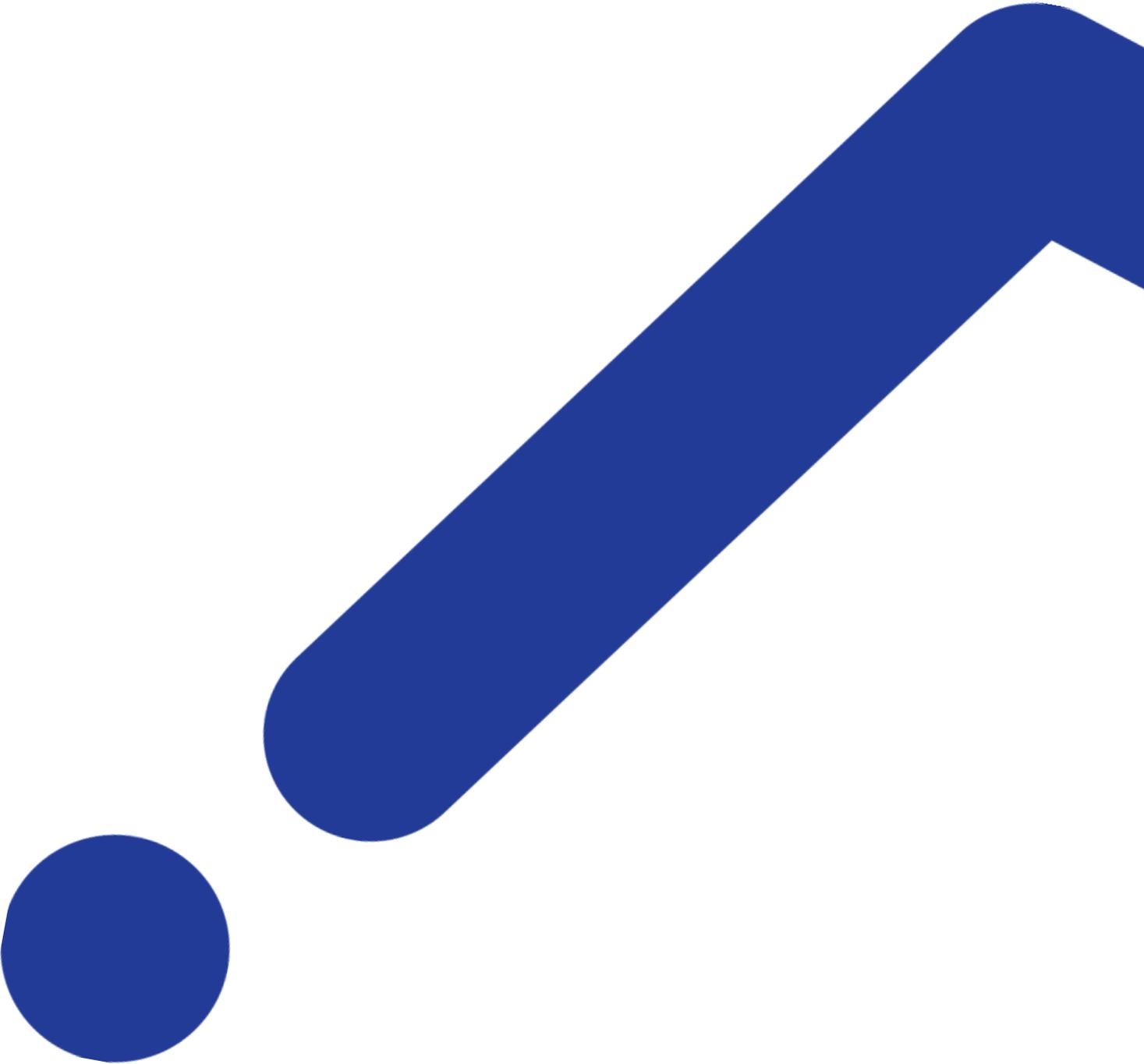
Road Safety

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 to connect Australia and underpin further private investment.**
2. **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:

- M6 Motorway (partial funding for Stage 2 and 3 – Kogarah to Loftus).
- A3/A6 works package to improve north-south corridor capacity between the Parramatta and Georges Rivers.
- 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 2B.
- Parramatta Light Rail Stage 2 funding allocation to place project on the priority list to ensure the commencement of pre-construction works.
- Fast tracking of Sydney Metro West to advance the project beyond design and planning, undertake pre-construction works and complete by 2030.
- Outer Sydney Orbital Rail (M9) corridor preservation to enable future multi-modal use (motorway, freight rail line and passenger rail line).
- 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 are recovering from natural disasters.

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.

The NRMA supports the Australian Government extending its current \$100 million beyond 2023-24 to provide greater certainty to the aviation industry to grow regional Australia.

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 and can act to support growth in regional areas, improving work-life balance and access to more affordable housing outside urban areas.

Initially, the provision of faster rail between Newcastle and Wollongong could be complemented by utilising the growth area of Western Sydney, including the new Western Sydney International (Nancy Bird Walton) Airport precinct.

Connecting this growing location with faster rail will underpin connections to the Hunter and South Coast, and also act as a base for the provision of additional future services to Regional NSW.

Roads

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

- Princes Highway Upgrade Program from Jervis Bay to the Victorian border (partial funding) to improve project business case for the NSW Government.
- Newell Highway works package to support safe and reliable HPV access and use, including Flood Mitigation works.
- New England Highway bypasses at Singleton, Muswellbrook and Tenterfield to improve passenger and freight movement through these towns.
- New England Highway works package between Wingen and Branxton to support freight movements to the Port of Newcastle.
- 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.
- Additional road funding to advance duplication of the Great Western Highway from Katoomba to Lithgow.
- Picton Road upgrade (four-lane divided highway with provision to upgrade to six lanes).

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

Electric vehicles (EVs) are in the final stages of transitioning to become a competitive rival to the mature and more established internal combustion engine (ICE) vehicle.

Within the next decade, the cost and infrastructure obstacles which have kept EVs exclusive and beyond the reach of mainstream consumers are likely to disappear.

The moment has arrived for Australia to decide what role it wants to play as a manufacturer, researcher, supplier and consumer.

Annexure 1, *EVs: Accelerating Adoption in Australia*, discusses the EV industry, outlines the benefits of transitioning, and presents the barriers and challenges that need to be overcome.

It proposes 10 recommendations to help accelerate the competitiveness and expansion of the domestic EV market.

Recommendations are grouped under the categories of private fleets, government procurement, purchasing incentives, public charging, electricity demand, research & development, regulations, and community information.

EVs covered in the annexure include passenger cars, commercial vehicles (utility vans and trucks) and buses, which fall into the categories of Battery Electric Vehicles (BEVs), Plug-in Hybrid Electric Vehicles (PHEVs) and Hybrid Electric Vehicles (HEVs).

The NRMA supports the recommendations contained within *EVs: Accelerating Adoption in Australia* and views the provision of a rationalised and equitable public fast charging network as the highest priority transport efficiency initiative.

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.

