



**AUSTRALIAN
AUTOMOBILE
ASSOCIATION**

AAA Members:



Australian Automobile Association

Submission to:
National Transport Commission's
Exploring the Opportunities for
Reform: Discussion Paper
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WORLD WIDE AFFILIATION THROUGH THE AIT AND FIA



The Australian Automobile Association (AAA) welcomes the opportunity to make a submission to the National Transport Commission's *Exploring the opportunities for reform: discussion paper*.

The AAA advocates the interests of Australian motorists nationally and internationally. The AAA's members include all of Australia's state and territory motoring clubs:

- National Roads and Motorists' Association (NRMA) Motoring and Services;
- Royal Automobile Club of Victoria (RACV);
- The Royal Automobile Club of Queensland (RACQ);
- Royal Automobile Association of South Australia (RAA);
- Royal Automobile Club of Western Australia (RAC WA);
- Royal Automobile Club of Tasmania (RACT);
- Automobile Association of the Northern Territory (AANT); and
- Royal Automobile Club of Australia (RACA)

Through these organisations, the AAA represents the interests of almost 7 million motorists and, indirectly, all Australian motorists at the national and international levels.

In relation to the transport funding, the AAA has long argued for greater reinvestment of fuel excise into land transport infrastructure.

In our submission to the Federal Government's Tax Forum, the AAA advocated that:

- Any reform of fuel tax and other motoring taxes, charges and fees should ensure that there is no net increase in the overall cost for the average motorist. Motorists are already heavily overtaxed, given the combination of fuel excise and the various fixed taxes imposed at the Federal and State levels; and
- All revenue from motoring taxation should be dedicated to the funding of land transport infrastructure.

Existing funding arrangements, whereby the Commonwealth collects fuel excise revenue and uses only a proportion of the revenue to fund roads, must be addressed. The issue of revenue allocation must also be resolved, as must funding responsibilities, which vary between the three levels of Government.

Recommendations

- All levels of public and private planning should recognise the critical link between land use and public and private transport activities.
- The overall taxation burden for motorists should not increase as a result of road pricing reform;
- Expenditure on infrastructure should be seen as an investment as opposed to a cost, and AAA believes that improving the inherent safety of transport can also lead to productivity gains;
- The Government should be actively promoting sustainable motoring, and eco-driving is an integral part of this;
- Alternative modes of transport must be safe, reliable, affordable and accessible;
- Demand reduction should be achieved through positive rather than punitive measures;
- Different modes of transport should not be treated as mutually exclusive. Investments in integrated transport strategies (e.g. 'park and ride') can be a cost effective method of reducing traffic congestion and improving environmental outcomes while maintaining strong levels of mobility;
- Governments and industry should continue to invest in Intelligent Transport Systems (ITS);
- The Federal and State Governments should give higher funding priority to transport infrastructure;
- The Federal Government should get more involved in transport planning, and address the current disparity between available revenue and transport responsibility of the different tiers of government should be reviewed; and
- The National Transport Commission's blueprint for exploring transport strategies and taxation reform should be adopted.

The AAA notes the policy objectives provided by the NTC in its discussion paper. The AAA’s response is structured in relation to the following table.

Table 6: Summary of some reform opportunities

Opportunity	Policy levers	Policy objective				
		A strong and smart economy	Liveable	Safe and healthy	Green and sustainable	Fair
Better infrastructure planning and investment	Coordination and planning Investment Regulation Information and influence	Yes	Yes	Yes	Yes	Yes
Road pricing reform	Pricing and charges	Yes	Yes	Yes	Yes	Yes if coupled with alternatives to the motor vehicle
Productivity measures	Coordination and planning Investment Regulation Information and influence	Yes	Neutral	Yes	Yes	Neutral
Delivering on the National Road Safety Strategy	Coordination and planning Investment Regulation Information and influence	Yes	Yes	Yes	Neutral	Neutral
Reducing transport emissions	Pricing and charges Investment Regulation Information and influence	Yes	Yes	Yes	Yes	Yes
Technology	Pricing and charges Investment Regulation Information and influence	Yes	Yes	Yes	Yes	Yes

Source: Exploring the opportunities for reform: discussion paper, 5, 56

While AAA is supportive of the policy objectives mentioned, it believes more emphasis should be made on affordability in relation to transport. A clear sentiment from the community forums highlighted in the paper, was that whatever mode of transport a person chose to use, they wanted to use it at minimal cost. This is reinforced by the fact that most participants surveyed did not have a willingness to personally pay more for improvements to the transport system.¹

Furthermore, participants preferred options that did not involve any limitation of car use, indicating a clear preference for being able to exercise personal control over travel choices.² This is in contrast to measures that may restrict or prohibit car use, such as reducing parking spots, increasing fees and preventing cars access to

¹ Exploring the opportunities for reform: discussion paper,3,38

² Exploring the opportunities for reform: discussion paper,3,38

certain areas. Therefore, the concept of flexible transport options should also be a prime consideration for policy and decision makers.

Better infrastructure planning and investment

Coordination and planning

The AAA believes there should be strong emphasis on coordination and planning. All levels of public and private planning should recognise the critical link between land use and transport activities.

Land use planning must give adequate consideration to the resultant traffic impact and aim to minimise direct conflicts between major traffic flows, localised traffic and pedestrians.

While the focus of the discussion paper is on smart transport, there is not enough emphasis on smart planning. The AAA believes government and key decision makers should place greater emphasis on urban planning strategy.

An urban planning strategy should:

- Encourage selected suburban sub-centres to develop within travel corridors, thus creating the greatest potential for employment, housing, travel reduction, leisure and energy conservation;
- Provide for the sections of the community which live in low density residential areas;
- Encourage the complementary development of commercial and retail areas;
- Increase the accessibility of employment, leisure and social activities by providing transport facilities and infrastructure which cater for both private and public transport;
- Incorporate and properly manage all necessary transport corridors and reservations required for future use.

Before implementing a raft of new transport initiatives governments should investigate urban planning. A comprehensive and adjustable transport plan forms a crucial part of a smart transport system.

All levels of public and private planning should recognise the critical link between land use and public and private transport activities.
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Investment

Roads are for the most part provided by governments out of consolidated revenue and motorists are charged for their use through a variety of mechanisms, most of which are only loosely related to their use.

There is not a direct link between revenue collected and spending on roads. At the national level, fuel excise of 38.143 cents per litre (cpl) in 2010-11 raised \$13.21 billion in revenue.³

At the state level, the major taxes impacting on motorists include registration fees and stamp duty which is applied every time the vehicle is sold. A report released by BITRE in 2010, showed State and Territory Governments collected \$5.9 billion in vehicle registration fees, stamp duty and driver licence fees in 2006-07.⁴ Motorists are currently over-taxed with excise, GST and all the fixed Federal and State taxes. At a Federal level, there is a significant discrepancy between revenue collected via fuel excise and Federal Government investment in land transport infrastructure as shown in the table below.

Fuel Excise Revenue and Land transport Expenditure forecasts

	2011-12	2012-13	2013-14	2014-15
Revenue				
Petrol excise	5,870	5,680	5,230	5,380
Diesel Excise	7,610	7850	8290	8530
<i>Total forecast for fuel excise</i>	13,480	13,530	13,520	13,910
Expenditure				
Roads	4,521	4,300	3,552	3,811
Rail	1,085	1,233	1,477	650
<i>Total forecasted expenditure</i>	5,606	5,533	5,029	4,461
Difference between revenue and expenditure	7,874	7,997	8,491	9,449

Figures obtained from Budget- Budget Strategy and Outlook. Budget Paper NO.1 2011-12, 5-35, 5-41, 6-35, 6-40. Revenue figures do not include Biodiesel excise. All figures are in millions of dollars.

Motorists pay the entire fuel excise amount of 38.143 cents per litre. Heavy vehicles receive a rebate that reduces their fuel excise to around 23 cents per litre. Miners, farmers and industry claim fuel tax credits up to the full excise amount. Motorists receive none of this fuel price relief.

The AAA advocates that all revenue from any proposed changes to motoring taxation should be dedicated to the improvement and maintenance of road and public transport infrastructure. Furthermore, governments should treat infrastructure not as a cost, but as an investment in the future.

³ Budget- Budget Strategy and Outlook 2011-12. Budget Paper NO.1 2011-12, 5-35

⁴ http://www.bitre.gov.au/publications/38/Files/IS37_RoadExpend.pdf, 12

Road Pricing Reform

The AAA believes that road users should pay the appropriate cost of their road use. However, the AAA does not offer support for a road user charging system without understanding the detailed structure of any proposals for such a system.

The introduction of a road user charging system would need to be carefully considered and the AAA would want to contribute to this discussion. Any road user charging system must include dedicating revenue back to the land transport network.

The AAA believes that any taxation method incorporating road user charging should first be implemented for heavy vehicles. The charge should accurately reflect the cost of providing, maintaining and operating roads for the use by heavy vehicles.

The purpose of road user charging is to create a system where motorists pay an appropriate price for their usage of the network and low end users are not subsidising high end users as a result of fixed costs. While the amount individual motorists pay will vary in a pricing reform, the overall revenue stream collected by governments should not increase. Governments should not use pricing reform as a means to impose additional taxation measures on motorists.

The overall taxation burden for motorists should not increase as a result of road pricing reform.

Delivering on the National Road Safety Strategy

In January, the AAA delivered an extensive response to the Australian Transport Council's National Road Safety Strategy 2011-2020 Draft for Consultation.

In relation to the investment in transport safety, the AAA made the following points:

- There is substantial opportunity for the improvement of infrastructure safety, and that this will require additional investment or reallocation or reprioritisation of resources throughout the life of the Strategy;
- Infrastructure improvements can have a major effect on reducing crashes. In many cases these interventions are relatively low cost and can provide community benefit worth many times the cost; and
- Until and unless governments ensure that safer roads are built, the target for fatality reductions will not be met and it is governments' responsibility to provide the funds necessary to build the safest possible roads.

It is mentioned in the National Road Safety Strategy 2011-20:

*Some interventions are significant and expensive, but there is opportunity to develop, trial and implement alternative low-cost measures.*⁵

The strategy also states:

*Investment decisions are informed by the estimated value of expected safety benefits. However, such estimates are influenced by the particular methods used to place and economic value on human life. Best practice in this area favours the use of a valuation method known as the willingness-to-pay approach, which tends to produce higher estimates than other, more traditional methods. There is a need for Australia's to develop and adopt suitable willingness-to-pay estimates at a national level.*⁶

The AAA supports the adoption of the willingness-to-pay model in estimating the cost of road safety to the community.

The strategy notes that total national expenditure on specific safety road works is expected to be \$506 million in 2010-11.⁷ It also states that

*"While safety-targeted spending has increased substantially over recent years, it still represents only five per cent of the total investment in Australia's road infrastructure." There may be scope to adjust the mix of general and safety-focused road funding to substantially increase road safety outcomes while still achieving other important transport objectives.*⁸

⁵ National Road Safety Strategy, 100

⁶ National Road Safety Strategy, 49

⁷ IBID

⁸ IBID

Road infrastructure has a life of 25 or more years, so the investment made today will not only save lives over the next 10 years, but will continue to save lives and avoid serious injuries well beyond the life of this strategy.⁹

The AAA believes the methods used for assessing infrastructure safety funding priorities should recognise and encourage innovative treatment types and also consider funding demonstration projects that utilise these approaches.

As noted in the strategy:

Sufficient resources will be required to meet these targets, from government, industry and the community. This will require additional investment or reallocation or reprioritisation of resources throughout the life of the strategy. Some interventions are significant and expensive, but there is opportunity to develop, trial and implement alternative low-cost measures.

Some initiatives are likely to require additional funding and options for this could include:

- *Current funding being re-prioritised to activities which are deemed more important;*
- *Additional funding being provided for specific initiatives;*
- *A partnership arrangement with stakeholders¹⁰*

Expenditure of infrastructure should be seen as an investment as opposed to a cost and the AAA believes improving the inherent safety of transport can also lead to productivity gains.

⁹ National Road Safety Strategy, 53

¹⁰ National Road Safety Strategy, 100

Reducing transport emissions

As a general principle, the AAA believes that:

- The environmental impact of motoring should be reduced, and governments, industry and individuals all have a part to play;
- Although passenger motor vehicles do make a contribution to greenhouse gas emissions, their contribution, 8 per cent of Australia's total emissions, must be kept in perspective;
- Environmental controls must be balanced with the need to maintain personal mobility and the movement of freight;
- Environmental controls must be based on well-researched scientific evidence; and
- Policy options should take into account all social, economic and environmental impacts.

The AAA released its climate change policy statement: *On the Road to Greener Motoring* in 2008 which outlined a variety of policies and strategies to reduce the ecological footprint of motor vehicles and the transport sector as a whole.

In the policy document, the AAA argued governments should use urban planning, network design and intelligent transport systems to avoid congestion and improve mobility. An example cited was Melbourne's Eastlink motorway which has enabled traffic to flow more freely through Melbourne's eastern suburbs. The motorway had reduced fuel consumption for commuters, which also translates into significant reductions in greenhouse gas emissions.¹¹

Air quality

Air quality is improving in most Australian cities due in part to cleaner vehicle technology and cleaner fuels. Many vehicle manufacturers now produce affordable vehicles that have excellent fuel economy and emit very low levels of CO₂ and particulate matter. New petrol cars sold in Australia since 2006 emit around 90 per cent less CO₂, nitrous oxide and hydrofluorochlorocarbons compared to new cars in the 1980s, reflecting the adoption of Euro 3 & 4 standards.¹² According to an OECD report, many new cars can effectively be classified as low-emission vehicles due to increasingly stringent emissions standards in the main manufacturing nations.¹³ The report highlights while low emission vehicles are not a 'silver bullet', they offer the capacity to reduce emissions even with increased transport activity. The AAA advocates the adoption of Euro 5 and 6 standards for vehicles emissions for cars in Australia. The Federal Government has recently announced that Australia will adopt these standards for new vehicles and will be phased in over the next several years.¹⁴

¹¹ Technical Note to ConnectEast for EastLink Fuel Consumption Savings-Stud Rd, 8 October, 2008, 3

¹² Organisation for economic co-operation and development. Can Cars Come Clean? Strategies for Low Emission Vehicles.

¹³ OECD: Can Cars Come Clean?, 7

¹⁴ Final Regulation Impact Statement for Review of Euro 5/6 Light Vehicle Emissions Standards, November 2010

CO₂ emissions

The AAA is currently developing a response to the Federal Government's light vehicle CO₂ emission standards paper, and is carefully considering the Government's target emissions options. The AAA notes that Australia's vehicle CO₂ emissions have been steadily declining without regulation, but further efforts are required. The AAA is mindful of additional costs that may be imposed on motorists as a result of mandatory vehicle CO₂ emission standards, some of which may be recouped through fuel savings.

Congestion Tax

The AAA notes the current costs of congestion in Australia's major urban centres, and the need for Australia to reduce its greenhouse gas emissions in the transport sector. Congestion or cordon charging has been utilised in other countries to reduce congestion in inner-city areas. This pricing system can focus charges on congestion 'black spots'.

Congestion is a significant cost and an externality in terms of economic efficiency. Any congestion pricing scheme would need to provide bypass opportunities and a concurrent reduction in other motoring taxes. The AAA opposes a congestion tax unless it is accompanied with reductions to other motoring taxes.

Behavioural change (Eco-driving)

Effective behavioural change occurs over time and through gradual measures. Improving driver behaviour through education campaigns is an easy and cheap method of making motoring more sustainable in the short term. In addition, an education campaign is unlikely to receive opposition from the community. Strategies should emphasise the mutual benefits of cost savings for motorists and reducing the car's environmental impact.

According to the FIA's *Make Cars Green* campaign ¹⁵, strategies to reduce fuel consumption and improve fuel efficiency include:

- When buying a new car, take into consideration environmental performance;
- Forward planning trips can avoid making unnecessary journeys;
- Ensuring tyres are at the correct pressure. Under-inflated tyres create more drag on the road;
- Reduce drag by removing roof racks, spot lights and antennas and other items outside the car when they are not in use;
- Not warming up the car's engine before starting on a journey;
- Using air conditioning only when necessary;
- Accelerating gently and keeping speed constant;
- Using engine braking;
- Switching off the car's engine if idling;

¹⁵ FIA Make Cars Green <http://www.makecarsgreen.com/10-points.html>

- Continual observation of traffic conditions ahead can improve braking efficiency and prevent unnecessary stopping;
- Adequate spacing between cars in front can avoid constant braking and accelerating; and
- Switching off the car's engine if idling for more than 30 seconds.

Eco-driving programs in Japan indicate that if motorists can reduce their fuel consumption by 10 per cent, their country's total CO₂ emissions would be reduced by 1 per cent.¹⁶ These strategies could also result in motorists saving hundreds of dollars each year.

The Government should be actively promoting sustainable motoring, and eco-driving is an integral part of this.

Alternative modes of transport and demand reduction

Improving car technology, transport policy and behavioural attitudes will have a significant impact in reducing the car's environmental impact. However, as Australia's population continues to grow, an increase in the availability of alternative modes of transport is essential. Research in the UK has revealed people are more likely to use alternative modes of transport if they consider them to be viable.¹⁷

Alternative modes of transport must be safe, reliable, affordable and accessible.

Increasing the viability of alternative means of transport must be not done purely by reducing the viability of cars. This approach will reduce the overall mobility of society, which, as highlighted, is a crucial component of twenty-first century living. Instead, efforts to reduce car use should be accompanied with improvements to alternative transport infrastructure and services. For example, according to a report by the National Capital Authority, employers can encourage employees to cycle to work by providing adequate facilities such as showers and secure bicycle storage areas.¹⁸

Non-variable demand reduction measures include increasing parking fees, reducing parking spaces or prohibiting vehicles from entering certain metropolitan areas. Any efforts to implement these types of demand reduction strategies should be subject to rigorous and comprehensive research, policy formation and consultation with stakeholders. Non-variable demand reduction strategies must not adversely affect the most vulnerable in society or those without access to public transport.

Demand reduction should be through positive rather than punitive measures.

¹⁶ Japan Automobile Federation Booklet- Anyone can do Eco Drive

¹⁷ Kingham. S, Dickinson. J & Copsey. S. *Travelling to work: Will people move out of their cars?*

¹⁸ Intergovernmental Committee on Parking, Discussion Paper: Parking Management in Parkes, Barton and Russell, 30

Integrating modes of transport

It is critical that policy makers do not see different modes of transport as mutually exclusive. For example, public transport may provide an adequate means of transport for 80 per cent of a person's journey, but the fact that the remaining 20 per cent of the journey is covered poorly or not at all, results in people using their car exclusively. While in this scenario the public transport system could conceivably be improved to achieve 100 per cent coverage, it may not be cost effective or would simply be impracticable. Instead, it could be more efficient to provide infrastructure that enables a person to use their car for part of their journey and public transport for the rest such as 'park and ride' facilities. The same concept could also be applied for cyclists using public transport. This approach would be viable in comparison to using a car only. If implemented effectively, it could dramatically improve traffic congestion and reduce car use while maintaining strong levels of mobility.

Different modes of transport should not be treated as mutually exclusive. Investments in integrated transport strategies (e.g. 'park and ride') can be a cost effective method of reducing traffic congestion and improving environmental outcomes whilst maintaining strong levels of mobility.

Intelligent Transport Systems

Intelligent Transport Systems (ITS) are those which use measures, often technological in nature, to improve the flow of traffic. These can include reporting via radio, variable speed limit signs, navigation systems, permanently installed traffic counters, automated highway systems and parking guidance systems.

ITS can significantly contribute to improvements in efficiency and compatibility of different forms of transport to enhance consumer choice and mobility. According to ITS Australia, the introduction of ITS has the potential to reduce vehicle kilometres travelled by 14,171 million kilometres per year and reduce greenhouse gas emissions by 6.55 million tonnes per year.¹⁹ It will help to make trips that require more than one form of transport (such as car and train), more efficient.

Governments and industry should continue to invest in Intelligent Transport Systems (ITS).

¹⁹ Forecast benefit of new ITS by 2010, Intelligent Transport Systems Australia, Annual Review, 200-05 in On the Road to Greener Motoring, Feb 2008

Public Attitudes to Mobility and Access: Social Research Report

Funding Priorities

The AAA notes that the respondents in the survey ranked transport as the third most important area for Governments to prioritise funding.²⁰ This is in contrast to actual government spending, which out of the total expenditure of \$365 billion in 2011-12, just \$6.92 billion will be spent on transport.²¹ This represents just 1.9 per cent of the total budget and does not feature as a major category of expenditure.²² This is in contrast to social security and welfare (33 per cent), defence (6 per cent) and general public services (6 per cent).²³

However, transport (specifically public transport) is predominantly the responsibility of State Governments and the Federal Government provides general revenue assistance to help the states fund transport services.

The table below shows individual state expenditure on transport. The revenue allocation ranking conveys where transport expenditure ranks in relation to other areas of expenditure (e.g. health, education) in each individual state budget.

State	Expenditure on transport capital improvements in 2011-12 state budgets	Percentage of budget	Revenue allocation ranking
NSW	6.28 billion ²⁴	11 per cent	4 th
Vic	4.7 billion ²⁵	9.8 per cent	5 th
Qld	6.6 billion ²⁶	16 per cent	3 rd
SA	1.2 billion ²⁷	7.6 per cent	5 th
WA	1.82 billion ²⁸	7 per cent	6 th
Tas	Department of Infrastructure, Energy and Resources: 345.3 million ²⁹	6.6 per cent	5 th

The table shows expenditure in monetary terms and as a percentage of the respective budgets in each state. Although Queensland in this financial year will spend the most on transport in monetary terms and as a percentage of total budget expense, it should be noted that this figure is larger than previous budgets due to infrastructure damage (particularly to roads) from natural disasters in early 2011.

Queensland aside, the Federal and State Governments do not prioritise transport as perhaps the general public would like. Assuming the NTC's survey results are

²⁰ GA Research – National Transport Commission Smart Transport for a Growing Nation: Public Attitudes to Mobility and Access Social Research Report, 17

²¹ Budget- Budget Strategy and Outlook. Budget Paper NO.1 2011-12, 6-8,6-40

²² Budget- Budget Strategy and Outlook. Budget Paper NO.1 2011-12, 6-8

²³ Budget- Budget Strategy and Outlook. Budget Paper NO.1 2011-12, 6-8

²⁴ NSW Budget Overview 2011/12 Document p3

²⁵ [http://www.budget.vic.gov.au/CA25783300199E40/WebObj/BudgetOverview2011-12/\\$File/BudgetOverview2011-12.pdf](http://www.budget.vic.gov.au/CA25783300199E40/WebObj/BudgetOverview2011-12/$File/BudgetOverview2011-12.pdf), 3

²⁶ <http://www.budget.qld.gov.au/at-a-glance/2011-12/queensland-state-budget-at-a-glance-2011-12.pdf>, 2

²⁷ http://statebudget.sa.gov.au/pdfs/BP1_Budget_Overview_2011-12.pdf, 3

²⁸ http://www.treasury.wa.gov.au/cms/uploadedFiles/State_Budget/Budget_2011_12/2011-12_fact%20sheets_complete_budget_fact_sheets_set.pdf, 6

²⁹ http://www.budget.tas.gov.au/media/pdf/publications/2011-12_BP1.pdf, 1.8

indicative of the wider Australian population, governments (in particular the Federal Government) should consider giving higher funding priority to transport and related infrastructure.

The Federal and State Government should give higher funding priority to transport and related infrastructure.

Role of Government

The AAA agrees with the sentiment of the majority of respondents who believed that local, state and federal governments should work together more to improve the transport system.³⁰ The fundamental problem is that there is a vast disparity between which tier of government has control of revenue and which tiers have responsibility for maintaining and improving the transport network. Local governments have responsibility for around 80 per cent of the road network, yet receive no direct revenue from motoring taxation. Conversely, the Federal Government receives billions of dollars in fuel excise, yet is only responsible for a small percentage of the land transport network. This disparity leads to governments shifting the blame for failed transport outcomes.

The AAA also agrees that the Federal Government needs to get more involved in transport planning. A strong strategy needs to be coordinated on a national level to ensure effective outcomes, primarily due to the funding and responsibility disparity between governments highlighted above. It would increase the chance of more consistent outcomes for transport across the major capital cities.

The AAA believes the Federal Government should get more involved in transport planning and the current disparity between available revenue and transport responsibility of the different tiers of government should be reviewed.

Sustainable Transport

The AAA notes that respondents did not have a clear consensus regarding strategies governments should adopt to create a sustainable transport system. The most common idea was put forward by 15 per cent of respondents³¹ and was to improve/spend more money on public transport.

Instead of gauging public opinion prior to developing a strategy, governments must first present a detailed transport strategy that outlines specific initiatives and timeframes for implementation, prior to engaging the community and key stakeholders. The strategy should be evidence-based, flexible and amendable if concerns are raised about particular elements of the strategy.

³⁰ GA Research- Public Attitudes to Mobility and Access Social Research Report, 77

³¹ GA Research- Public Attitudes to Mobility and Access Social Research Report, 78

The AAA agrees with the NTC's blueprint for successfully exploring road pricing namely:

- A national and independent approach;
- Policy guidance;
- A project team with the right skills, expertise and knowledge;
- Open and informed engagement with the community and business; and
- Frank and fearless advice.³²

The AAA believes this should form the basis for exploring all transport and taxation reforms, and would like to see this approach followed in transport decision-making heading into the future.

The National Transport Commission's blueprint for exploring transport strategies and taxation reform should be adopted

³² Exploring the opportunities for reform: discussion paper, 4, 48