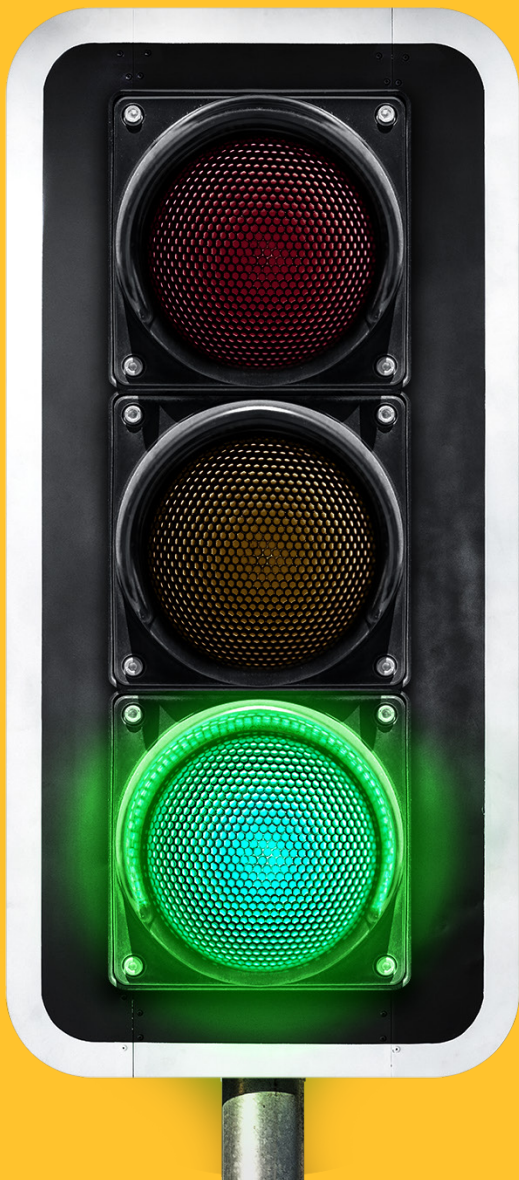
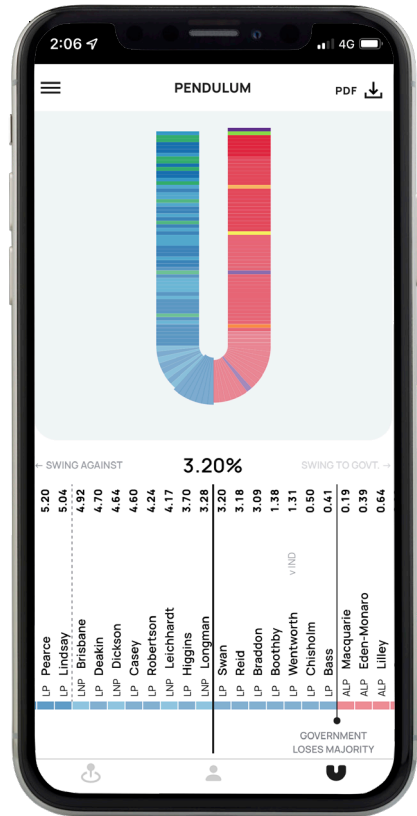
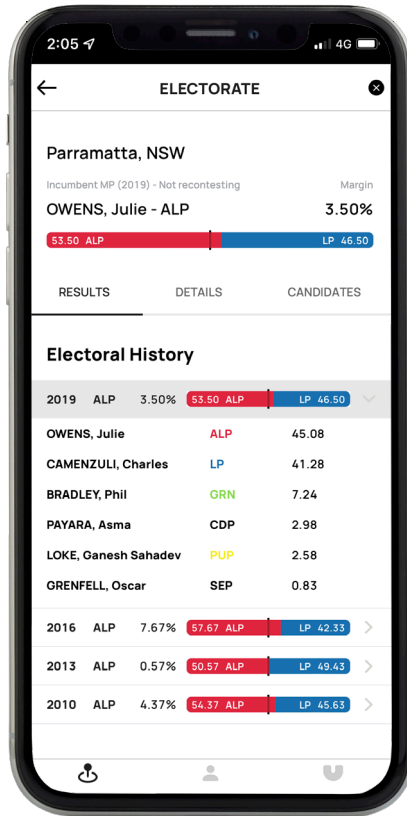
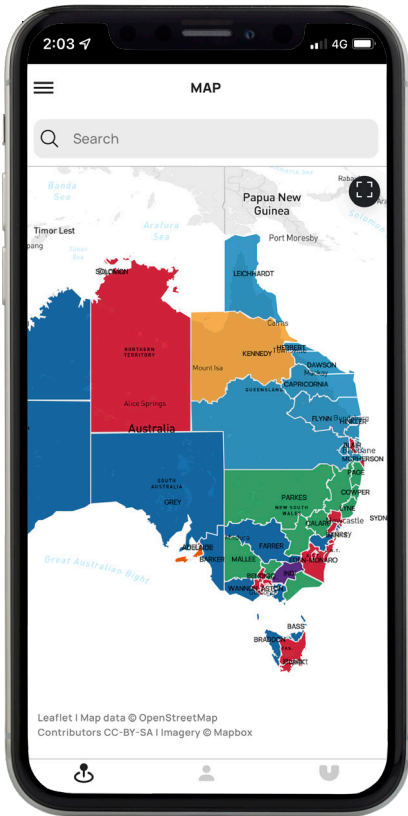




POLICY PRIORITIES FEDERAL ELECTION 2022



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A plan to Greenlight Australia's Recovery

The COVID pandemic has dramatically disrupted the way Australians live, work, and travel.

On behalf of our clubs and their 8.7 million members, the Australian Automobile Association (AAA) presents this plan to Greenlight Australia's Recovery, and to get Australia moving again.

The proposals presented will keep Australians safe, generate economic stimulus, while improving productivity, creating jobs, and reconnecting communities. They will also take the steps we need to begin modernising our transport infrastructure and the motoring-related elements of our tax system.

Included is a list of priority transport projects put together by the country's trusted mobility clubs, which will create more than half a million new jobs, save lives, improve our commutes, and modernise our transport network.

In addition to funding these transport projects, to Greenlight Australia's recovery, the AAA is also calling on the next Federal Government to:

- re-invest 100% of fuel excise into land transport projects to improve road safety outcomes and support economic growth
- establish a road safety leadership role for the Commonwealth that leverages its transport funding to incentivise improved road safety outcomes
- implement a real-world vehicle emissions test program to improve consumer information regarding vehicle fuel consumption and national emissions performance, which will save motorists and businesses money, while also helping the environment
- support technology transition for light vehicles by developing an integrated plan to address the interrelated issues of greenhouse gas emissions; Australia's fuel quality; transport noxious emissions; consumer information, electric vehicle infrastructure and grid readiness; energy security; and motoring taxation.



See the full AAA election policy platform
www.aaa.asn.au/greenlightrecovery

LAND TRANSPORT INFRASTRUCTURE INVESTMENT

Investment of 100% of net fuel excise into land transport infrastructure.

Australian motorists pay fuel excise of 44.2 cents per litre and the Australian Government collects more than \$13 billion per year in net revenue from fuel excise. Fuels used for purposes other than road transport, such as mining and agriculture, are not subject to fuel excise.

As fuel excise is a “user pays” system, or a road user charge, our plan calls for 100% of excise revenue from road transport to be re-invested into Australia’s land transport network. In the 2021-22 Federal Budget, over the forward estimates, 93 per cent of net fuel excise will be spent on land transport infrastructure. However, between 2011 and 2021 only 53.7% of fuel excise was spent on land transport infrastructure. Land transport is an essential enabler of Australia’s economic growth and pandemic recovery, and this level of investment needs to be increased and maintained at 100% of net fuel excise.

Committing 100% of fuel excise to land transport infrastructure is how Australia can pay for the projects needed to Greenlight Australia’s Recovery.

ROAD SAFETY

As part of our plan to Greenlight Australia’s Recovery and in line with recommendations of several recent inquiries and reviews, we are calling for the Commonwealth to urgently improve data collection and reporting.

Road crashes kill more than 1,000 and seriously injure approximately 40,000 people every year, costing the Australian economy \$29 billion per annum. These deaths and injuries are preventable and more needs to be done to keep Australians safe on our roads.

COVID has seen an increase in drive tourism (and decreases in use of aviation and public transport), meaning private car use is representing a greater proportion of the transport task.

Many road safety actions are the responsibility of state and territory authorities (such as vehicle registration and roadworthiness, driver licensing, road rules and enforcement, road maintenance, emergency services, hospitals, and treatment of crash victims).

We believe the Commonwealth urgently needs to build transparency and accountability into Australia’s road safety management system through improved data collection and reporting.

It is not acceptable that in 2022, COVID data is published daily regarding infection numbers, vaccination rates, and the gender, age, and location of hospitalisations, yet data failings prevent us from knowing how many Australians are injured in car crashes each year.

The 2021-22 Federal Budget shows the Commonwealth will allocate \$38 billion to state governments for road infrastructure over the coming four years.

The AAA wants this considerable funding leveraged to incentivise jurisdictions to harmonise and share road safety data reporting, which is critical to assessing progress, and improving practices.

The Commonwealth should adopt a leadership role, setting clear targets, assigning responsibilities, measuring results, and reporting on progress at a national level. This helps monitor delivery of actions by state and territory authorities, as well as report on the effectiveness of the actions and identify road safety gaps in need of targeted action in a timely manner.

Linking Commonwealth land transport infrastructure funding to the provision of road safety data by state and territory authorities.

Australians deserve to know that funding is being spent on the areas that need it most.

In the 2020-21 Federal Budget, the Government established the \$2 billion Road Safety Program that required states and territories to provide road safety data as a key condition of funding. The Road Safety Program has since been increased to \$3 billion.

This funding model signifies a major step forward for road safety in Australia and establishes a significant new role for the Commonwealth in road safety data collection and reporting. It has the potential to deliver a clearer understanding of the risk profile of our land transport network, the crashes that are occurring, and how they are to be prevented. Consistent data reporting will also enable the Commonwealth to hold all jurisdictions to account for road trauma reduction targets, facilitating a clear leadership role in road safety for the Commonwealth.

To enhance safety and reduce the impact of road trauma on the health budget, the principles of the Road Safety Program should be extended to all federally funded land transport infrastructure programs.

The AAA wants Australia’s next Parliament to commit to annually increasing the proportion of land transport funding allocated to state governments with road safety reporting conditions attached.

TECHNOLOGY TRANSITION

To Greenlight Australia's Recovery needs an integrated plan for technology transition for light vehicles is needed that deals with inter-related issues:

- Greenhouse gas emissions
- Fuel quality standards
- Noxious emissions
- Consumer information
- Electric vehicles, supporting infrastructure and grid readiness
- Energy security (including liquid fuel security)
- Motoring taxation

Australia's light vehicle fleet is undergoing a technology transition to alternative energy sources and to ultra-low fuel consumption vehicles that reduce transport emissions. This transition needs to be supported and managed to ensure it is successful, sustainable, and delivered at least cost to consumers. Inaction or actions that do not consider inter-related issues risk delivering poor outcomes for Australians.

Introduce an economy-wide emissions trading scheme.

The AAA has since 2007 supported the introduction of an economy-wide emissions trading scheme as the most economically efficient mechanism to reduce greenhouse gas emissions. The AAA has advocated that this policy response will allow the market to determine which sectors of the economy are best able to make emissions reductions and at least cost.

Adopt a technology-neutral approach to vehicle technology transition.

For the transport sector, the Greenlight Australia's Recovery Plan advocates a technology-neutral, market-based approach (see below section re CO2 standards) to vehicle technology transition that provides flexibility for vehicle manufacturers and choice for consumers.

We strongly believe Australia needs a whole-of-government approach with an integrated package of policy measures that addresses all the various inter-related issues relating to reducing vehicle emissions, including diversification of energy sources, energy security, fuel quality, tax revenue impacts, and noxious emissions.

Introduce a CO2 Standard, improved fuel quality standards and Euro 6 noxious emissions standards

New vehicle models with improved fuel consumption, lower tailpipe emissions, and those utilising alternative energy sources are not currently being prioritised for the Australian market.

A CO2 standard designed for the Australian market, along with improved fuel quality standards to facilitate the introduction of the current international noxious emission regulation (Euro 6), would provide an incentive for vehicle manufacturers to offer models with the latest engine technologies that are more fuel efficient and produce less tailpipe emissions.

The AAA wants Australia's next Parliament to introduce a CO2 standard for new light vehicles that achieves genuine environmental benefits while recognising Australian motorists' unique needs and preferences. This standard must be implemented as part of a package of measures also addressing noxious emissions (Euro 6 standards) and fuel quality.

Australia's CO2 standard must be:

- Designed specifically for the Australian light vehicle fleet
- Introduced at the earliest opportunity with targets specified over a timeframe and in a manner that avoids restriction of vehicle choice and disproportionate costs to consumers
- Flexible, with options available to manufacturers in achieving targets
- Reviewed during its operation to ensure chosen targets remain appropriate.

Australia's new light vehicle importers have introduced a voluntary CO2 standard for Australian new light vehicles which is coordinated by the Federal Chamber of Automotive Industries (FCAI). This industry-initiated voluntary standard and knowledge gained from international experience should be the starting point for Australia's next Parliament in developing a mandatory CO2 standard designed for the Australian market.

Introduce a Real-World Vehicle Emissions Test Program

Transport costs are rising, and Australia's transport emissions need to come down.

The limitations of laboratory testing for vehicle emissions and fuel consumption are well-known and were exemplified by the Volkswagen scandal of 2015. This has been further demonstrated more recently by the ruling from the Supreme Court of Victoria against Mitsubishi, which upheld the finding that the figures published on a Mitsubishi Triton's government mandated laboratory based fuel consumption label were "misleading and deceptive".

Emissions policy and a CO2 standard must be supported by a real-world vehicle emissions test program in Australia to provide independent information to consumers and ensure benefits in the lab translate into benefits in the real world. The benefits of a real-world vehicle emissions test program are not contingent on the adoption of noxious emissions or CO2 standards.

To help consumer choice, the AAA wants Australia's next Parliament to fund the operation of an independent real world vehicle emission test program at the rate of \$3.5M per annum. This test should be based on the existing real driving emissions test procedure in international noxious emissions regulation.

Measuring the emissions performance and fuel consumption of new vehicles in real-world conditions and publishing the results will enable private and fleet vehicle buyers to make vehicle purchasing decisions based on more realistic and reliable information.

Over time, as manufacturers respond, such a program can reduce the divergence between laboratory and real-world performance and inform future emissions policy development based on real-world data.

Support and manage the take-up of electric vehicles

Electric vehicles will be an important part of vehicle technology transition, and government must support and manage their take-up. This includes through the provision of recharging infrastructure.

Infrastructure is a key enabler for new vehicle technologies and our plan advocates for a holistic approach to ensure Australia's successful transition to new technology and greener mobility.

For electric vehicle recharging infrastructure, this requires national coordination and management of infrastructure rollout and electricity grid readiness to deliver an integrated

network of recharging solutions. This must provide consumers with confidence that reliable recharging options are available to them.

As part of its plan to Greenlight Australia's recovery we want Australia's next Parliament to:

- pursue interoperability initiatives with EV recharging stations, encouraging convergence of recharging plug standards, ensuring open access to all recharging infrastructure, and single identification/payment methods (This will ensure recharging compatibility across all EVs and maximise the availability of recharging stations.)
- establish an intergovernmental working group to develop a national plan for the rollout of recharging infrastructure and work with energy suppliers to support a coordinated roll-out of infrastructure in locations where it is needed, and manage network capacity issues
- support consumers to adopt technology that will ease congestion on the electricity grid by offering financial incentives or subsidies for technologies that offer network benefits, such as smart EV recharging
- work with states and territories to streamline building approvals for EV recharging infrastructure to ensure easy installation of home recharging in apartments and in rental homes, as well as in car parks and other public locations
- support enabling works and/or provision of low interest loans for installation of highway and destination EV recharging infrastructure to support private investment in recharging stations
- offer financial support for operators to overcome technical and commercial barriers facing EV recharging infrastructure, such as co-investment in network augmentation and other grid-readiness upgrades.

Deliver Energy Security as part of a package of technology transition measures that minimises cost to consumers

Essential services, such as supplies of food, medicines, emergency services, medical treatment, and defence, depend on transport to be able to deliver their benefits to the Australian community. The risk of disruption or interruption to the supply of energy sources required to maintain the delivery of these services needs to be appropriately managed.

There are several energy security policy options available for the land transport sector including greater domestic self-sufficiency for the production of liquid fuels, increased stockholding of fuels/energy, diversification of energy sources, alternative fuels and reducing fuel/energy consumption of vehicles. Each of these has an associated cost and offers different benefits and risks.

The AAA wants Australia's next Parliament to introduce a CO₂ standard for new light vehicles and develop an energy security plan that considers all the available policy options and optimises each to maximise energy security benefits as part of a package of technology transition measures that minimises costs to consumers.

In addition to offering environmental benefits, a CO₂ standard designed for the Australian market (as outlined above) offers benefits to energy security by reducing fuel consumption of new vehicles as well as encouraging diversification of energy sources in new vehicles. A CO₂ standard for new vehicles will help reduce our dependence on imported liquid fuels.

Reform Motoring Taxation to ensure sustainable funding for the land transport network

Australian motorists pay fuel excise of 44.2 cents per litre and the Australian Government collects more than \$13 billion per year in net revenue from fuel excise. Reduced fuel consumption of newer vehicles and a shift to alternative energy sources including electricity is reducing the revenue available for re-investment in the land transport network.

Electric vehicles are not subject to a usage-based tax in the same way as internal combustion engine vehicles and as the take-up of electric vehicles accelerates, the revenue problem will become more urgent and acute.

The AAA wants Australia's next Parliament to lead the reform of motoring taxation and build a sustainable revenue model to fund land transport infrastructure into the future. This model needs to be nationally consistent, technology-neutral and independent of the energy sources used in the transport fleet. The AAA advocates the introduction of a distance-based charge to replace fuel excise, and ultimately to apply to all light vehicles. The first step in this reform is to bring into the road use tax system those vehicles that are currently outside this system, and then subsequently apply tax reform across the wider light vehicle fleet.

The immediate focus is on bringing ultra-low fuel consumption vehicles (ULFCVs)¹ into Australia's road user charging system by introducing a framework that applies a distance-based charge, but initially at a rate that does not disincentivise the uptake of such vehicles. It is important to do this while ULFCVs remain a small minority of the vehicle fleet, as applying a new tax to a larger cohort will be much more politically challenging.

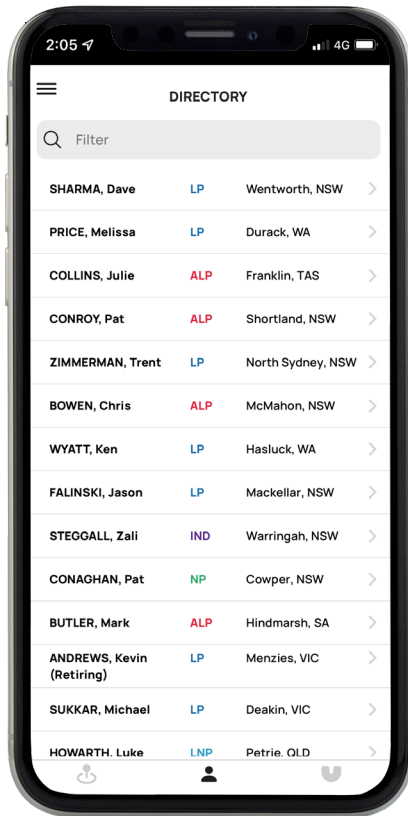
Revenue from the road user charge should be hypothecated directly to a land transport infrastructure fund.

The reform of motoring taxes should also take the opportunity to streamline and simplify the system, abolishing myriad separate, inefficient taxes such as luxury car tax, import tariffs, vehicle registration and motor vehicle stamp duty. These multiple taxes create administrative cost burdens that can be replaced with a single tax to be collected more efficiently.

Collecting sufficient revenue whilst addressing equity issues and considerations of the sectors of the community that are least able to pay, as well as the holistic impact of road use and managing demand are all important considerations for motoring taxation reform.

The AAA understands a rigorous cost-benefit analysis of the social, economic, and environmental impacts of any potential road user charge will need to be undertaken before implementing changes.

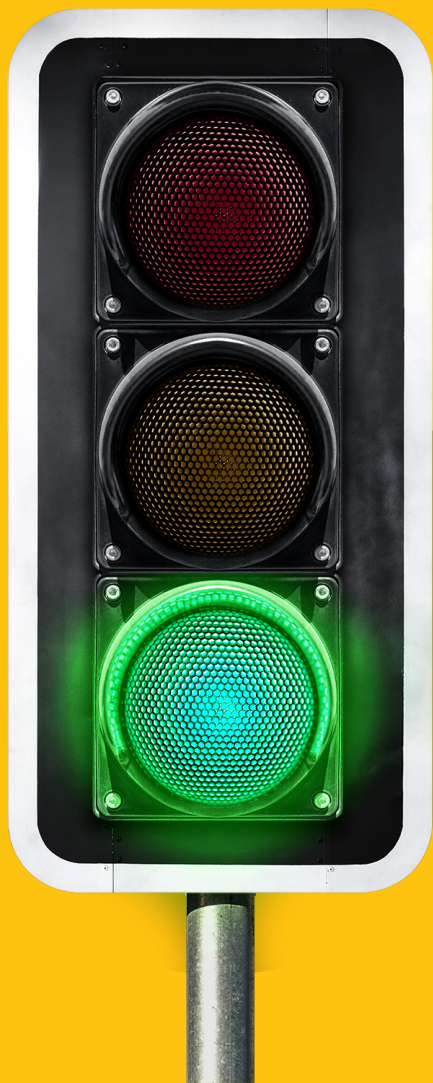
¹ Ultra-low fuel consumption vehicles are those that have a manufacturer-rated 'combined' consumption of excisable liquid fuel of less than 2 litres per 100 km. This definition is technology-agnostic.



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**MOTORING
CLUB PRIORITY
PROJECTS TO
GREENLIGHT
AUSTRALIA'S
RECOVERY**

ROAD AND LAND TRANSPORT INFRASTRUCTURE PRIORITIES



New South Wales

M6 Motorway	M6 Motorway extensions - Stages 2 and 3 from Kogarah to Loftus plus road upgrades to Sydney Airport and Port Botany.	\$10,000
Princes Highway	Road safety and capacity upgrades from Nowra to the Victorian border.	\$7,000
Parramatta Light Rail	Secure partial funding for Stage 2 connection from Parramatta CBD to Sydney Olympic Park.	\$1,500
Local Council Road Maintenance Backlog	Increase Roads to Recovery funding to address local road funding shortfalls.	\$2,000
Northern Beaches Transport Corridor	1). Western Harbour Tunnel: third road crossing Rozelle (north extension of Westconnex) across Sydney Harbour to North Sydney. 2) Northern Beaches Link: Potential road, bus and rail options to improve connection to the Northern Beaches.	\$10,000
Regional Highway Upgrade Package	Newell, Mitchell, Great Western, New England, Barton and Kings Highway Upgrades - major safety upgrades including duplication, overtaking lanes, bypasses, flood mitigation on the Newell Highway and other safety enhancements.	\$8,000
Passenger Rail Upgrades	a) Western Line Rail Capacity Improvements: connectivity between Parramatta and Sydney CBD, access to Western Sydney airport. b) Sydney Metro: Rail connections from Chatswood to Bankstown and possible extensions to South West Sydney c) Newcastle- Sydney and Wollongong rail line upgrades: faster rail connections between Newcastle, Wollongong and Sydney CBD.	\$25,000
Western Sydney Rail Freight Line and Intermodal Terminal Access	Build a dedicated rail freight line connecting Western Sydney to the Sydney Metropolitan Freight Network securing better access to major Intermodal Terminals.	TBA
Total (\$millions)		\$63,500

Australian Capital Territory

Canberra CBD to North corridor	Upgrade Canberra CBD to North corridor to reduce congestion.	TBA
Canberra Public Transport	Improve public transport capacity - indicative bus transit corridors Canberra CBD to Belconnen and Capital Hill to Queanbeyan.	TBA
Commonwealth Avenue Bridge Upgrade	Renewal of transport infrastructure in Canberra to boost road capacity and expand the active transport corridor.	TBA
Total (Millions \$)		TBA

Road Upgrades - Bruce Highway, Warrego Highway and Pacific Motorway / Coomera Connector	Commit additional yearly funding (+50%) to fast track all Bruce Highway Upgrade Program (15 year) and Bruce Highway Trust - safety, capacity and flooding projects (From \$800 million/year to \$1.2 billion/year Federal contribution).	\$1,200 per annum
	Commit funding to fast-track Warrego Highway additional lanes, safety improvements, interchange upgrades and service road improvements between Ipswich and Toowoomba.	\$1,200
	Commit funding for planning and design of Stage 2 of the Coomera Connector (Coomera to Logan Mwy) as a multi-modal corridor to relieve pressure on the M1, and funding for comprehensive interchange upgrades (e.g., Exit 38, 45) and Smarter Motorways projects (e.g., ramp metering, variable speed limits) along existing M1 from Brisbane to NSW Border.	\$150
Urban Motorway upgrades - Centenary Motorway, Ipswich Motorway, Gateway Motorway and Mount Lindesay Highway	Centenary Motorway Capacity project - commit funding for additional lanes/widening, interchange and safety upgrades between Ipswich Motorway and Toowong/Legacy Way tunnel.	\$800
	Ipswich Motorway - remaining sections (Rocklea to Darra) - commit to completion of Stage 2 Ipswich Motorway, Rocklea to Darra, and planning/design of future capacity upgrades from Riverview to Gailes.	\$850
	Accelerate planning and delivery of a continuous rollout of all projects listed under the Gateway Motorway and Bruce Highway Upgrades, North Brisbane to Moreton Bay Region project, beginning with bringing forward funding for early delivery of the Gateway Motorway North (Bracken Ridge to Bruce Hwy) project and staging delivery of Bruce Highway improvements to Dohles Rocks Road, Gympie Arterial Road and North South Urban Arterial (Moreton Connector) to relieve congestion and provide consistent capacity.	\$800
	Continue investment and provide additional funding for fast tracking delivery of capacity, safety and flooding upgrades identified in the Mount Lindesay Highway 10-year forward plan (2018-2028).	\$500
Rail Infrastructure and Railway Level Crossing Upgrade Program	Commit funding for planning and investment in future rail corridor and capacity projects - Springfield to Ripley/Ipswich Rail Extension, Manly to Cleveland Rail duplication, Salisbury to Beaudesert Rail and faster rail opportunities to the Sunshine Coast (e.g., Beerwah to Maroochydore to Sunshine Coast Airport passenger rail extension and North West Multi-modal Transport Corridor).	\$150
	Commit additional funding to fully complete Beerburrum to Nambour Rail Upgrade (\$160 million) to take pressure off the Bruce Highway and provide additional investment in construction of the Gold Coast Faster Rail project (Beenleigh to Kuraby).	\$340
	Commit to working with Council and State Government and funding a rolling Railway Level Crossing Upgrade Program (SEQ Level Crossing project on Infrastructure Priority List) to grade separate at least one open level crossing per year (~\$80m/yr.), e.g., Boundary Road (Coopers Plains), South Pine Road, Cavendish Road, Warrigal Road, Lindum Road and Wacol Station Road.	\$320
Cycling and active transport including Brisbane Green Bridges	Commit to funding projects on the Principal Cycle Network (\$50m/yr.) and assist Brisbane City Council in delivering Green Bridge proposals (\$50m/yr.).	\$400

Queensland (Cont.)

Inland Highway and Regional road safety, productivity and maintenance funding improvements	Accelerate delivery of the Inland Highway (Inland Freight Route) project by bringing forward budget contributions and prepare for future investment of another \$400 million to complete upgrades from Charters Towers to Mungindi (\$800 million total Federal investment to match Qld Government \$200 million). Increase other funding for regional road productivity improvements in QLD as prioritised and delivered through multiple programs such as ROSI, Inland QLD Road Network Strategy, TransIT, Roads to Recovery, Regional Economic Enablement Fund (REEF) and Northern Australia Roads.	\$800+
	Increase maintenance funding agreements with the Queensland Government to more adequately maintain as well as rehabilitate and strengthen National Land Transport Network roads under betterment initiatives, reducing the maintenance backlog in Queensland and improving resilience to future damage.	\$400
Future Fuels: National electric vehicle fast-charging network	Federal investment to assist Queensland expand the national electric vehicle fast-charging network and progress the public access EV fast charger network as identified in Infrastructure Australia's Infrastructure Priority List.	\$100
	Continue to provide ARENA funding to support and trial emerging charging, fuel, energy storage and energy production technology and networks (e.g., solar, hydrogen, community batteries, micro-grids).	\$200 per annum
Total (Millions \$)	(over 4 years)	\$12,410

Victoria

Regional Road Safety Program	Commit \$300 million each year over 10 years to fund regional road maintenance and upgrades, with safety as a priority.	\$3,000
Regional EV charging stations	Guarantee Victoria receives funding to accelerate and complete the installation of regional highway ultra-rapid EV chargers and regional destination EV charging points.	\$20
Cycling Infrastructure Projects	Improve cycling infrastructure within and leading to inner city Melbourne and regional centres of Geelong, Ballarat and Bendigo, including the 17 key metropolitan strategic cycling corridors recommended by RACV, increased physical separation and protected intersections on principal cycling routes.	\$200
Suburban Rail Loop	Commit funding to the Suburban Rail Loop project.	\$12,000
Metropolitan Intersection Program	Commit funding to upgrade high-risk intersections in metropolitan Melbourne, including funding for raised safety platforms, roundabouts and grade separation.	\$350
Speed reduction program	Funding to make local streets safer, including speed reductions in high pedestrian zones and investment in chicanes and traffic calming safety infrastructure.	\$250
Melbourne Outer Metropolitan Ring Road	Commit \$2.3 billion over five years for corridor preservation to plan for the Melbourne Outer Metropolitan Ring Road/E6.	\$2,300
Total (Millions \$)		\$18,120



Western Australia

Regional Road Safety Program	Commit funding in full for the WA State Government-backed strategic program to deliver low-cost treatments across 17,000km of WA's regional road network to save thousands of lives and serious injuries and create significant job and training opportunities.	\$900 (\$231 outstanding)
Metropolitan intersection safety improvements	Commit funding towards the WA State Government-backed strategic program to deliver lower cost, network-wide treatments to address common challenges at different intersection types to create a safer road network across metropolitan Perth.	ongoing program cost of at least \$10 million each year - \$40m over 2022-23 and forward estimates
	Continue to commit funding towards the rolling program of intersection grade separations and upgrades to improve safety, as well as efficiency, on strategically important corridors, such as WA's major highways to bring these up to freeway standard.	\$250
Cycling infrastructure projects	Commit funding towards accelerating delivery of the Long Term Cycle Network for WA (including completion of Perth's Principal Shared Path (PSP) network), to provide continuous and safe cycling infrastructure to / from the Perth city centre and strategically important connectors to activity centres and green bridges.	\$80
	Commit funding for green bridges to address severance issues and increase cycling catchments for the Perth city centre and major activity centres, delivering safety, health and productivity benefits.	\$250
Smart and clean transport technology solutions to optimise and future proof the transport system	Commit funding to accelerate the transition to clean (public and private) transport, including the wider roll out of charging infrastructure in WA and exploring tax incentives and subsidies, to reduce harmful vehicle emissions and the impacts on human health and the environment.	TBA
	Commit funding to prepare for a future with automated and connected vehicles, helping to position WA and the nation to capitalise on advancements in technology and future proof new infrastructure.	\$50
	Commit funding to implement a program of measures to optimise Perth's heavy rail system (including lengthening of remaining platforms on the Midland/Fremantle/Armadale lines to accommodate 6-car train operations) to make the best use of existing rail assets and cater for increasing demands.	\$500
Public Transport Infrastructure	Commit funding towards a rolling program of road/rail grade separations and other solutions to remove level crossings. This should prioritise William Street and Kelvin Road on the Armadale Line, Collier Road and Meadow Street on the Midland Line, and Victoria Street and Jarrad Street on the Fremantle Line) and deliver associated urban realm enhancements, improving safety, road, and public transport efficiency and amenity.	\$1,100
	Commit funding towards planning and delivery of a mid-tier rapid transit network, prioritising connections between UWA/QEII and Canning Bridge (via the CBD and Bentley/Curtin), and also between Scarborough Beach/Stirling to Glendalough and onto the Perth CBD, to enhance access to strategically important centres for employment, retail and tourism.	\$2,000
Total (Millions \$)		\$4,501

National Highway duplication	Complete the duplication of the Augusta Highway and commit to a staged duplication of the Sturt and Dukes Highway to support upgrades of the Hills Freight Bypass and reduce heavy vehicle traffic on the South Eastern Freeway.	\$6,000
Road maintenance fund	Establish a four-year road maintenance fund with a minimum value of \$600 million to improve road safety and address the backlog of road maintenance across South Australia's road network, prioritising key regional roads including Old Sturt Highway, Horrocks Highway, Owen Road, and Thiele Highway.	\$600
Metropolitan road upgrades	City to Adelaide Hills: complete planning and undertake detailed consultation on improving public transport links between the city and the Adelaide Hills, commit to a third lane on the South-Eastern Freeway between Stirling and Hahndorf and install a third safety ramp at the bottom of the freeway descent.	\$120
	Marion Road upgrade: before major works commence on the North South Corridor, remove the tram level crossing on Marion Road between the Cross Road and Anzac Highway intersections to reduce congestion, improve safety and enhance access for motorists, cyclists, pedestrians and tram users.	\$200
	Northern Suburbs east-west links: commit to a package of works to improve east-west connections in Adelaide's northern suburbs, including on Curtis Road, Waterloo Corner Road, Kings Road and Elder Smith Road.	\$500
	Cross Road – Waite Road intersection upgrade: install a signalised pedestrian crossing treatment on Cross Road, near the intersection with Waite Road.	TBA
Regional road upgrades	Victor Harbor Road: implement RAA's recommended road safety improvements along Victor Harbor Road, which includes a roundabout at the intersection of Goolwa Road and new overtaking lanes south of Mount Compass.	\$85
	Main Road, McLaren Vale: upgrade this popular tourist road including intersection upgrades to improve safety and support increasing tourism in the region.	\$12
	Overtaking lane package: commit to installing additional overtaking lanes on busy roads and highways across the South Australian regional road network, including on Alexandrina Road, Riddoch Highway, and Copper Coast Highway.	\$112
Total (Millions \$)		\$7,629



Tasmania

10 Year Bass Highway Plan	Increase highway to a minimum AusRAP 3-star rating with a fully committed ten-year upgrade plan between Deloraine and Marrawah (\$200M in co-funding committed). This includes Christmas Hills, Parramatta Creek, Wynyard to Marrawah, Burnie to Smithton and Latrobe to Deloraine improvements.	\$500
10-year Huon Highway Plan	Upgrade highway to a category 2 major regional road between Huonville and Dover and from category 4 to category 3 from Dover to Southport. The corridor from Kingston to Southport is currently the subject of a study, including public consultation, so there are no costings as yet. There is currently no state budget allocation specifically for the highway. It is included in Southern Roads Upgrades where \$25.8m has been allocated in the forward estimates to 2024-25. Currently there is no federal funding commitment to what is a corridor of growing economic importance for the region in terms of agriculture, aquaculture and tourism. State currently estimates the upgrade will be done over 30 years.	\$50
Tasman Highway 10-year plan.	Tasmania's longest highway, the Tasman highway, is a major tourism route and needs a 10-year plan for the entire corridor (this is an existing RACT state election ask). There is a Tasmanian Government commitment to develop a corridor plan for the entire highway and \$30m in the State Budget over the forward estimates to 2024-25 for several upgrades to small sections. Federal funding will be required to support the 10-year plan.	\$500m over 10 years.
Channel Highway 10-year plan	Corridor study completed. Federal funding committed to two sections near Kingston (Algona roundabout and duplication of the Kingston bypass), but completion has been pushed out to 2027. State Government committed to a 10-year plan at the May state election to support State and Federal funding mix. RACT wants this project fast-tracked as part of the Greater Hobart plan to ease congestion.	\$60m for current projects over the next five years without 10-year plan.
Total (Millions \$)		\$660



Northern Territory

Future Fuels and Vehicle Strategy	Commit funding for electric vehicle charging infrastructure where it is needed, to assist the Northern Territory to provide EV fast charging stations that link with Queensland's, Western Australia's and South Australia's networks and proposed networks.	\$60
Stuart Highway	Commit funding to Stuart Highway from Darwin to Pine Creek for major upgrade works, including additional overtaking lanes, strengthening and widening of pavements, guardrail installations, signage and intersection works that achieve minimum AusRAP 3-star rating.	\$198
Tiger Brennan/Berrimah Road	Accelerate delivery of the Tiger Brennan/Berrimah road overpass.	\$60
Total (Millions \$)		\$318

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