

DRIVING THE AGENDA

2013 FEDERAL ELECTION

DEMAND
BETTER ROADS
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7 MILLION MEMBERS... ONE VOICE

In this federal election year, the Australian Automobile Association (AAA) urges all Australians to demand better funding for land transport infrastructure and have their voice heard.

The AAA wants a commitment from all major political parties to implement road funding reforms, because we believe stronger investment in infrastructure is the only solution. It's time Australia made road safety a national priority, reducing the cost of road crashes on the community and ensuring our national highways are safer for everyone.

The AAA is the peak organisation representing Australia's motoring clubs, with a combined membership of seven million Australians.

For more information, or to join the campaign visit demandbetterroads.com.au or follow us on twitter #betterroads



WHAT MOTORISTS **WANT**



A recent major survey conducted by the AAA identified that motorists and other road users are concerned about the state of our national infrastructure; the safety of our roads; congestion in our cities; and the cost of motoring.

In this document Australia's motoring clubs respond to these concerns setting out a policy agenda addressing three key priority areas:

- 1. SOLUTIONS FOR BETTER INFRASTRUCTURE**

- 2. ACTION FOR ROAD SAFETY**

- 3. PROTECTING MOTORISTS RIGHTS**

2013 FEDERAL ELECTION **COMMITMENT TO ACTION**



In this election year, the AAA wants the political parties to commit to taking action on the following issues for the benefit of the seven million motoring club members across Australia, and for the wider community.

① STRONGER INVESTMENT IN INFRASTRUCTURE.

Implement funding of priority land transport infrastructure projects with a better, long-term strategic plan to ensure this is delivered. The Australian motoring clubs have identified key projects across Australia, entailing a total investment of almost \$100 billion over ten years.

② NEW APPROACHES TO ROAD FUNDING.

Deliver more cost effective investment in road infrastructure by linking future funding to improved safety outcomes.

③ INCREASED FOCUS ON ROAD SAFETY.

Upgrade all existing sections of National Highway by 2020 to a minimum AusRAP safety rating of 3-stars. Newly constructed sections should achieve a safety rating of no less than 4-stars.

4 SAFEGUARD CONSUMER CHOICE IN RELATION TO VEHICLE SERVICE AND REPAIR.

Take action to protect consumer ownership of, and access to, vehicle data through the *Competition and Consumer Act 2010*.

5 CLEAR AND ACCURATE FUEL PRICE ADVERTISING.

Implement a National Information Standard for fuel price boards to ensure that consumers are not misled.

6 PROMOTE CONSUMER AWARENESS ABOUT SAFER VEHICLES.

Extend funding arrangements for ANCAP for a further five years.

7 SUPPORT FOR SAFER ROADS IN THE ASIA PACIFIC REGION.

Commit to increased support for projects which deliver tangible improvements in road safety as part of Australia's future international aid budget.



SOLUTIONS FOR BETTER INFRASTRUCTURE

STRONGER INVESTMENT IN INFRASTRUCTURE

To drive growth, improve productivity and generate additional economic benefits for future generations, we need to take action now, through stronger investment in road and land transport infrastructure.

Key land transport infrastructure projects to build a better economy, reduce urban congestion and deliver improved road safety are a priority. The Australian motoring clubs have identified key projects across Australia which will contribute to these outcomes. Combined, these projects entail a total investment of almost \$100 billion over ten years. A detailed list of these projects is provided (see Appendix).

The AAA also believes the role of Infrastructure Australia should be strengthened to oversee the development of a coordinated, long-term national strategy for infrastructure planning and investment over the next ten years and beyond.

NEW APPROACHES TO INFRASTRUCTURE FUNDING

There is a significant gap between our growing demand for new road and transport infrastructure and existing approaches to funding.

In particular, we must overcome the short-term approach of the existing government budget processes and we must do more to encourage stronger private sector investment in infrastructure.

It is essential that we utilise all options to fund critical land transport infrastructure, including better use of the revenue from motoring taxes; appropriate user charging; and re-investment of the proceeds from the sale of existing assets.

Other mechanisms, such as utilising the increased land value from the provision of infrastructure projects can also provide a potential source of funding.

We must strengthen the risk assessment of new Public Private Partnerships and ensure that private sector investors are not unnecessarily discouraged by the difficulties encountered with some recent projects.

The AAA believes that a new approach to road funding needs to be implemented to better quantify the benefits of reduced road trauma and to ensure that this can be taken into account when determining how to fund new investment for crucial new road projects.

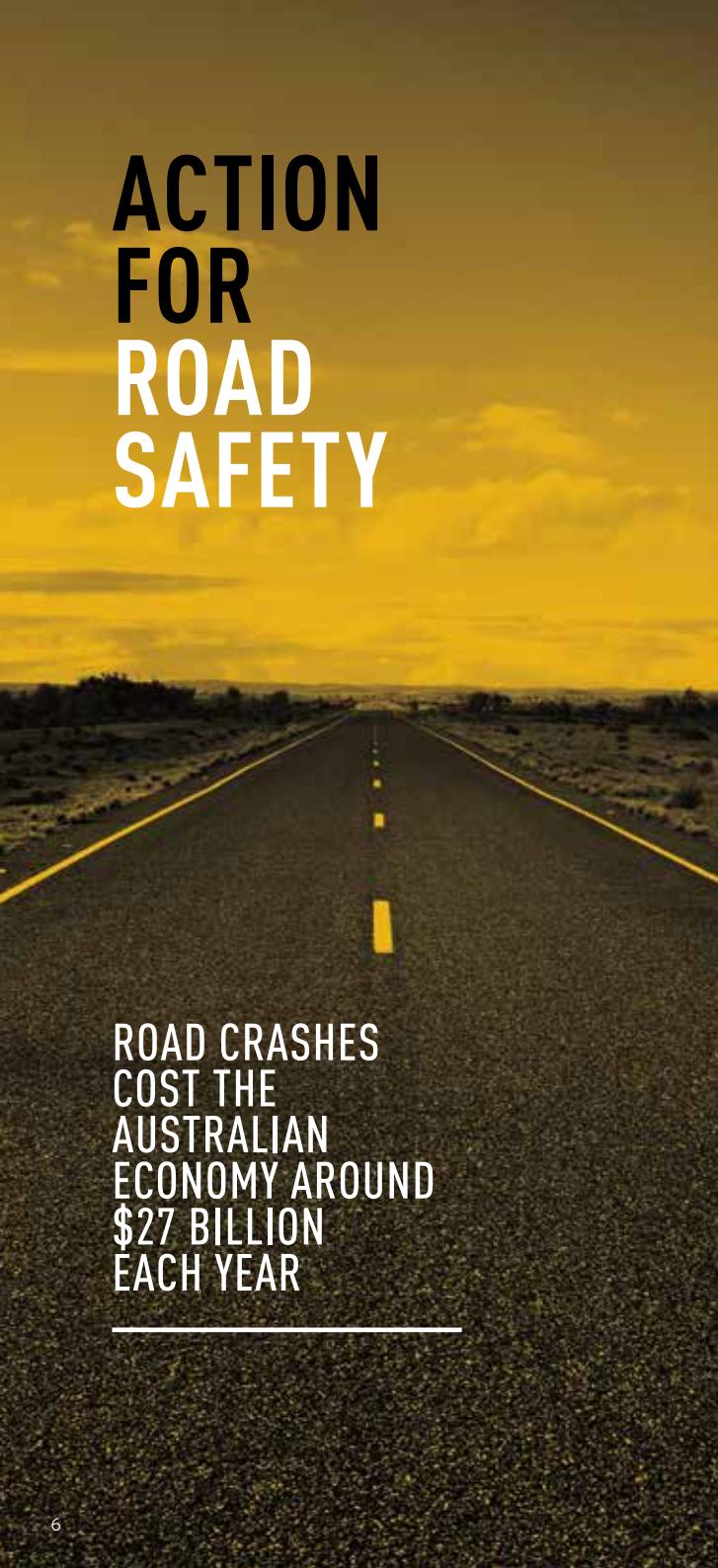
The AAA also welcomes proposals to introduce new arrangements for infrastructure bonds in Australia.

THE CASE FOR CHANGE

The current method of road funding is flawed: there is no direct link between the revenue raised through fuel excise and the expenditure by governments on land transport infrastructure.

		Fuel Excise raised	Federal Expenditure on Land Transport
①	2010-11	\$13.3 BILLION	\$3.5 BILLION
②	2011-12	\$14.2 BILLION	\$7.4 BILLION
③	2012-13	\$14.6 BILLION	\$3.6 BILLION
④	2013-14	\$15.1 BILLION	\$4.9 BILLION
⑤	2014-15	\$15.0 BILLION	\$5.0 BILLION
⑥	2015-16	\$15.5 BILLION	\$3.5 BILLION

Source: Federal Budget Papers 2012-13



ACTION FOR ROAD SAFETY

ROAD CRASHES
COST THE
AUSTRALIAN
ECONOMY AROUND
\$27 BILLION
EACH YEAR

UPGRADING OUR NATIONAL HIGHWAY NETWORK



Road crashes cost the Australian economy around \$27 billion each year. A key way to reduce this ongoing cost is to improve the quality and safety of our roads.

The Australian Road Assessment Program (AusRAP), an AAA initiative, analyses the road safety risk of the National Highway Network based on real-life traffic, death and serious injury statistics, as well as surveying the condition of the road. AusRAP can assist in determining road funding priorities and also to inform motorists of the potential dangers of any given section of highway.

Upgrading our national highways to eliminate 1 and 2-star sections of a highway, using the AusRAP rating system, would result in a significant reduction in the number of people who die or are seriously injured on Australian roads each year. Simple, but very effective, measures can be taken to upgrade a road to a minimum of 3-stars (out of a total of five). For every star improvement of a highway, the costs associated with road crashes are halved.

The AAA wants all political parties to make a commitment to ensure that existing sections of the National Highway Network are upgraded by 2020 to achieve a minimum AusRAP safety rating of 3-stars. Newly constructed sections of highway should achieve a safety rating of no less than 4-stars.

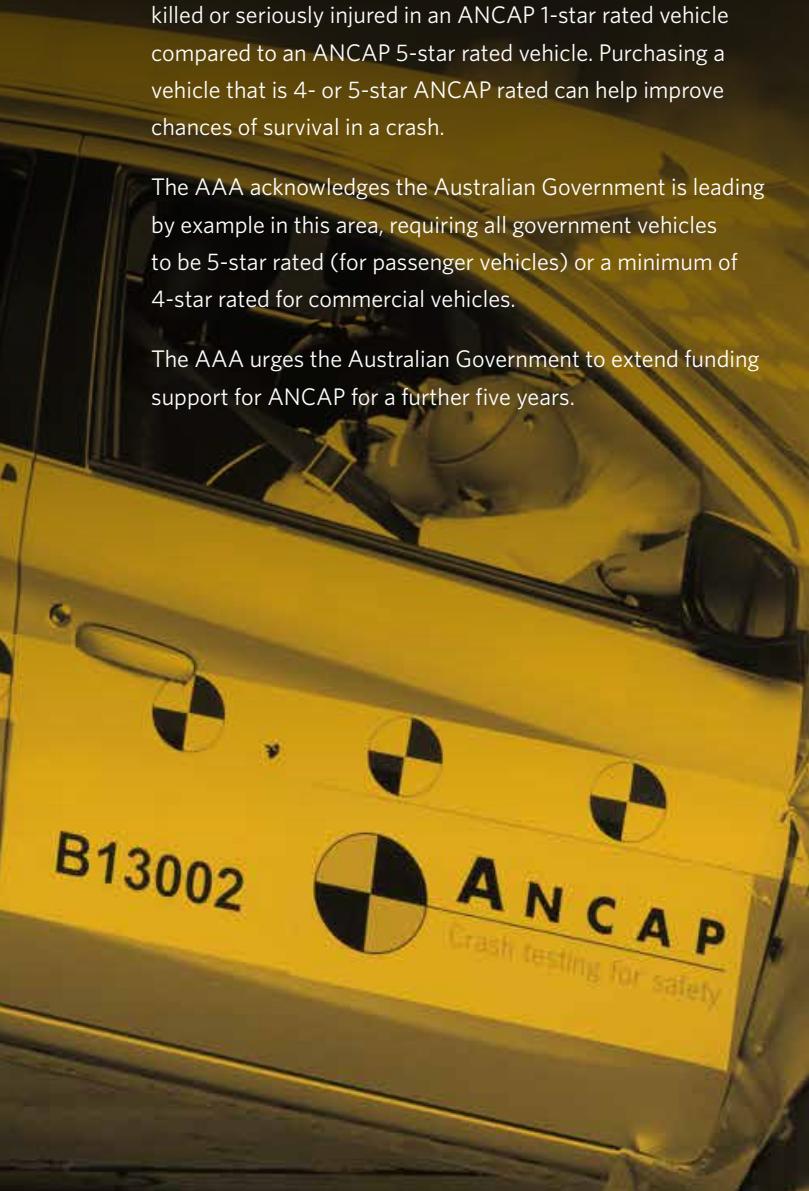
SAFER VEHICLES ON OUR ROADS



We can all do our bit to make travelling on our roads safer. Drivers and passengers have twice the chance of being killed or seriously injured in an ANCAP 1-star rated vehicle compared to an ANCAP 5-star rated vehicle. Purchasing a vehicle that is 4- or 5-star ANCAP rated can help improve chances of survival in a crash.

The AAA acknowledges the Australian Government is leading by example in this area, requiring all government vehicles to be 5-star rated (for passenger vehicles) or a minimum of 4-star rated for commercial vehicles.

The AAA urges the Australian Government to extend funding support for ANCAP for a further five years.



PROTECTING VULNERABLE ROADS USERS

The challenge of improving road safety has never been more important, with the AAA's analysis of the reported statistics against the National Road Safety Strategy (NRSS) targets showing a worrying increase in the road toll.

We are seeing an increasing number of pedestrian deaths, and more measures must be taken to ensure that pedestrian safety is taken seriously. Increasingly, cyclists and motorcyclists are overrepresented in road deaths. It is important that policies are developed to address the increasing incidence of vulnerable road user deaths as part of the NRSS.

Despite a wide range of child injury prevention measures being undertaken in our homes and communities, children are still being injured and killed in domestic driveways when struck by a vehicle being driven by a parent, carer or family friend. The AAA supports measures to reduce the risk of injury to children from vehicles in driveways and is calling for programs to provide greater education around how to keep children safe.

It is essential that our novice drivers are given the best training to become safe drivers. Keys2drive program is an Australian Government-funded program providing learner drivers a free driving lesson with a keys2drive accredited professional driving instructor. A key aspect of the program is that learners are accompanied, during the free lesson, by a parent, strengthening the parent's understanding and ability to reinforce key aspects of the process of learning to drive.

To date, the keys2drive program has delivered more than 150,000 lessons. A recent evaluation found that drivers that had participated in the program faced approximately half the risk of having a crash in the first six months on their provisional drivers licence, compared with other provisional drivers who had not participated in the program.



DECade of Action for Road Safety

The United Nations Decade of Action for Road Safety: 2011-2020 aims to stabilise and reduce the number of road traffic deaths. It has been estimated that, around the world, there are around 1.3 million lives lost as a result of road crashes, each year. It has also been estimated that with effective action, 5million lives can be saved on the world's roads over the period to 2020.

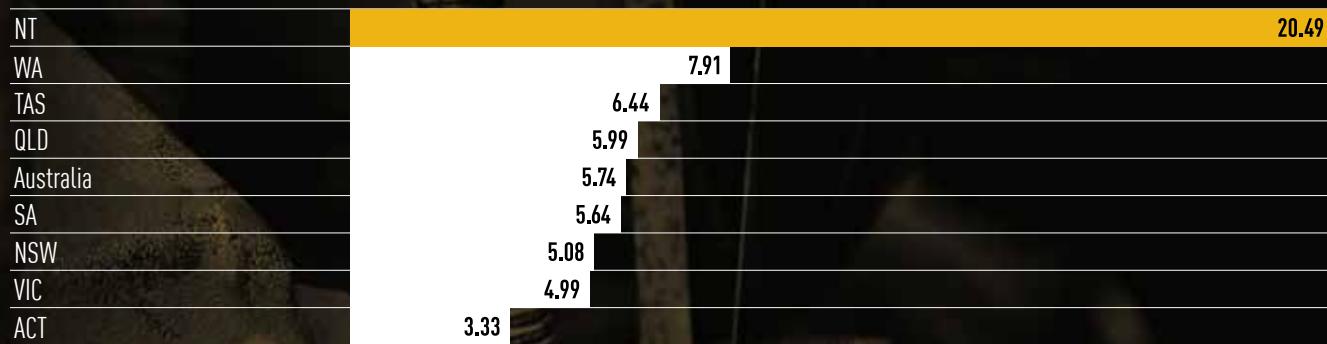
Australia can contribute to making this goal a reality through action to support the efforts of our international partners in the Asia Pacific region. The Australian Government has said that it is committed to increase Australia's international development assistance budget to 0.5 per cent of gross national income by 2016-17. The AAA urges the Australian Government to ensure that there is a proportionate increase in Australian funding for projects which deliver tangible improvements on road safety outcomes as part of our future international aid budget.

On the domestic front, the Australian Government and state and territory governments have agreed a National Road Safety Strategy (NRSS) with the goal of reducing the number of deaths and serious injuries from road crashes by 30 per cent by 2020.

Recent progress has been insufficient and we are in danger of falling behind the national road safety targets. The AAA urges the Australian Government to renew its commitment to the national road safety targets and to ensure that there is effective accountability by all levels of government for progress against these targets.

ACTION FOR ROAD SAFETY

Annual road deaths per 100,000 population – 12 months to December 2012



There were 1,300 people that died on Australian roads in 2012, an increase of 1.8 per cent from the previous year. This equates to 5.74 deaths from road crashes per 100,000 people in Australia in 2012. However, the Northern Territory stands out as the one jurisdiction where the rate of fatalities is significantly higher. This is comparable to the rate seen in many developing countries. The AAA believes that urgent and coordinated action is required to achieve much better road safety outcomes in the Northern Territory.

VEHICLE SERVICING AND REPAIR COSTS

The AAA believes consumers should have the right to own and control the use of data relating to the performance, operation and security of their vehicle. There should be strong competition in the motor vehicle repair industry to ensure that motorists have ample choice as to who repairs their vehicle.

Developments in vehicle technology, such as telematics, should not negatively impact on a motorist's choice of repairer, or their ability to manage their personal information and data that is generated by a vehicle.

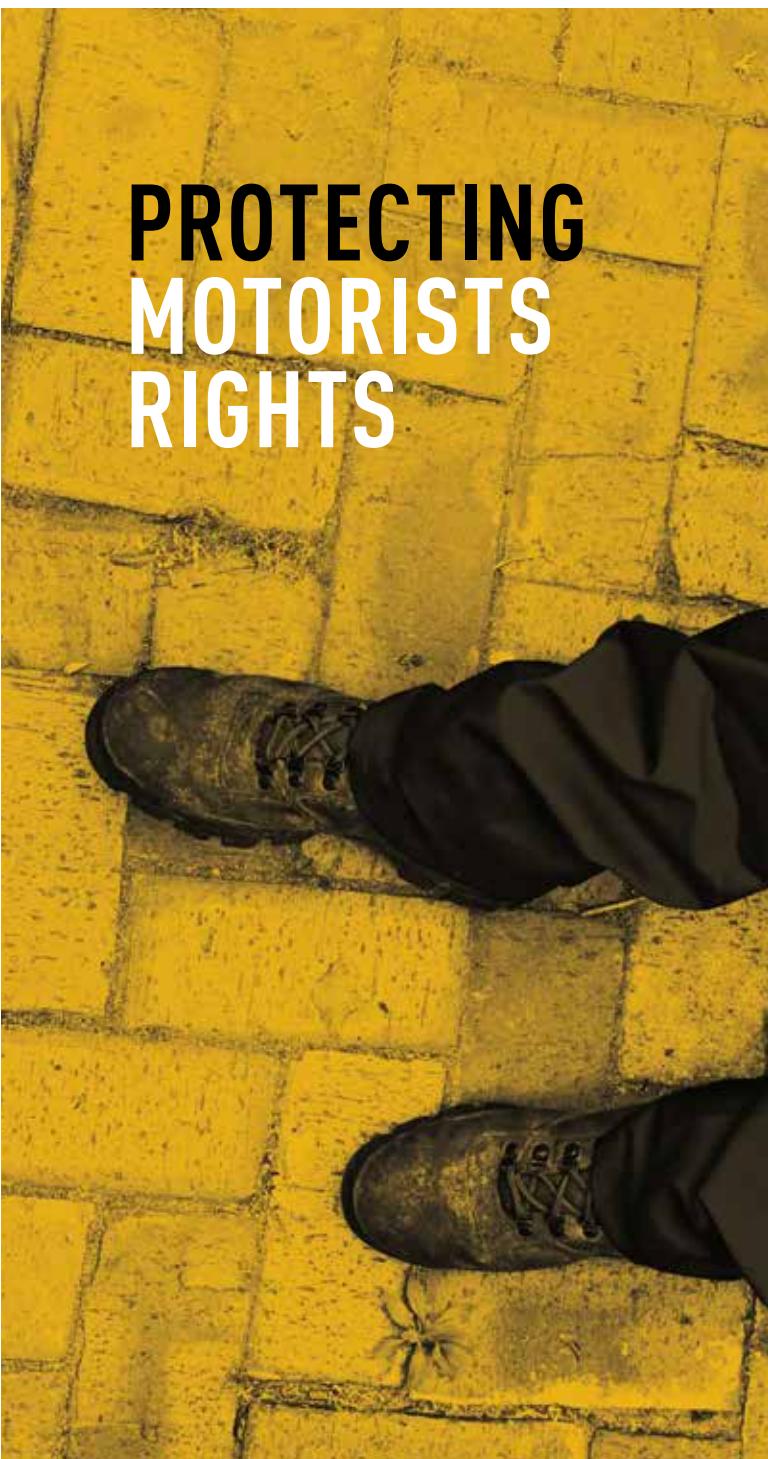
The AAA is calling for an amendment to the *Competition and Consumer Act 2010* to ensure that consumers determine who can have access to their vehicle data, not the manufacturers.

FUEL PRICE BOARDS

Motorists rely on fuel price boards at retail petrol stations to decide on where and when to fill up their car. But misleading price boards make it more difficult for consumers to make an informed choice about which petrol station is offering the cheapest fuel. Motorists support a nationally consistent approach to fuel price boards.

Fuel price boards should only show the generally available, undiscounted price. If there are any special offers available, they should be clearly advertised. Fuel that is out of stock should not be advertised on the price board.

PROTECTING MOTORISTS RIGHTS





COMPETITIVE FUEL PRICES

A key concern for the motoring clubs is the ability of petrol companies to exchange pricing information and make pricing decisions based on their competitors' data, while consumers are kept in the dark. Smaller independent petrol retailers can't afford to access this data either. Motorists don't have the same level of detailed information about prices that the petrol companies do.

The AAA is calling for tougher action by the Australian Competition and Consumer Commission to increase the effective level of competition in the retail petrol industry and to drive a better deal for motorists.

STATE-BY-STATE PRIORITY LIST: ROAD AND LAND TRANSPORT INFRASTRUCTURE

PROJECT LOCATION/NAME	PROJECT DESCRIPTION	ESTIMATED COST
NSW/ACT		
1. West Connex	Extension of M4 and duplicate M5 East as an integrated scheme.	\$13.5 billion
2. Pacific Highway	Upgrade and duplicate remaining sections of the Pacific Highway to the NSW/Qld border.	\$6.4 billion
3. F3 Freeway to Sydney Orbital	Extension of the F3 to connect with M2 and M7.	\$6 billion
4. Princes Highway	Major safety upgrade of Princes Highway.	\$6 billion
5. Newell Highway	Safety upgrade of Newell Highway, including overtaking lanes and bypasses.	\$5 billion
VICTORIA		
1. East-West Road Link	Eastern Freeway to Western Ring Road with a tunnel to CityLink.	\$10-\$12 billion
2. Metropolitan Ring Road	Completion of road from Greensborough to EastLink.	\$6 billion
3. Metro Rail Tunnel	Construction of the tunnel from Footscray to South Yarra.	\$10-\$12 billion
4. Western Highway	Upgrade from Ballarat to Stawell.	\$600 million
5. Princes Highway	Duplication east from Traralgon to Sale and duplication west from Geelong to Colac.	\$400 million (eastern link) \$750 million (western link)
QUEENSLAND		
1. Bruce Highway	Upgrade of the Bruce Highway over all six sections of the highway.	\$11 billion
2. Warrego Highway	Construct second Toowoomba Range Crossing to address capacity and safety.	\$1.6 billion
3. Gateway Motorway North	Upgrade to six lanes from Nudgee to Bruce Highway.	\$1.3 billion
4. Pacific Motorway	Upgrade to six lanes from Nerang to Tugun.	\$3.8 billion
5. Brisbane Inner Rail Solution	New rail tunnel to provide a second river crossing and add capacity in inner Brisbane.	\$5.3 billion

PROJECT LOCATION/NAME	PROJECT DESCRIPTION	ESTIMATED COST
SOUTH AUSTRALIA		
1. South Road	Upgrade the remaining sections that form part of the national road network between Wingfield and Darlington.	\$4 billion plus
2. Augusta Highway (Highway One)	Improving safety and productivity between Port Wakefield and Port Augusta.	\$120 million
3. Sturt Highway	Improving safety and productivity of the Sturt Highway to the Victorian border.	\$100 million
4. Dukes Highway	Duplication of the Dukes Highway to the Victorian Border.	\$600 million
WESTERN AUSTRALIA		
1. North West Coastal Highway	Upgrade narrow 6.2m seal between Minilya to Barradale.	\$275 million
2. Perth to Darwin Highway	Integral heavy haulage route to the north-west of Western Australia.	\$900 million
3. Perth Light Rail	Network from Mirrabooka to the CBD; QEII/UWA to the Causeway.	\$2 billion
4. Bunbury Outer Ring Road	Complete Northern and Southern stages.	\$550 million
5. Tonkin and Reid Highway	Rolling program of grade separations (Tonkin Highway and Benara Road; Morley Drive; Collier Road and Reid Highway and Malaga Drive in year one)	\$200 million
TASMANIA		
1. Illawarra Main Road	Upgrade the Illawarra Main Road/South Perth Bypass, including construction of a new bypass and a dual-carriageway link to the NLTN.	\$142 million
2. Midland Highway	Duplicate carriageway from Perth to Breadalbane and upgrade Breadalbane junction.	\$78 million
3. Midland Highway	Safety improvements package on various sections on the Midland Highway.	\$180 million
4. Brooker Highway	Intersection upgrade and forward planning to address major bottlenecks at Elwick-Goodwood to Howard Road and Domain Highway Interchange.	\$5 million planning \$32 million upgrade
5. Bridgewater Bridge	Construct replacement four-lane Bridgewater Bridge and associated new junctions.	\$600 million
NORTHERN TERRITORY		
1. Stuart Highway	Upgrade the Stuart Highway from Darwin to Pine Creek.	\$110 million

Note: Project costs are reflective of submissions to Infrastructure Australia or estimated projections by state infrastructure bodies or AAA constituent motoring clubs.

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