

SUMMARY PAGE

What We Want:

- All of what motorists pay re-invested back into the transport network.
- Motorists should not pay any more in taxes than they do now.
- Taxes on motoring should be reformed.
- Adopt a zero death road safety target, with the next NRSS to put forward programs that work toward this objective.
- Increase funding for "nation building" and "city shaping" road and public transport projects.
- Adopt a strategy to identify and eliminate all unsafe roads.
- Fund programs that ensure that Australia has the safest vehicles and drivers in the world.
- Ensure that all sectors play a part in reducing emissions commensurate with their contribution to current emissions.
- Support eco-driving programs to reduce our current levels of fuel consumption.
- Fund programs that ensure that Australia has the cleanest and most fuel efficient vehicles in the world.

How We All Benefit:

Affordable Motoring

- A fairer system for all motorists
- Elimination of regressive taxes
- User-pays system which charges according to road usage and congestion
- Greater re-investment in the transport network

Safe Motoring

- Building safety into infrastructure projects
- Reduce death and injury
- Ensure safer vehicles and better driver education
- Identify and eliminate unsafe roads
- Improved public transport

Sustainable Motoring

- Reduced impact from vehicle emissions on environment
- Eco-driving programs to reduce fuel consumption
- Cleaner, more environmentally friendly cars



AUSTRALIAN
AUTOMOBILE
ASSOCIATION

MOTORING MATTERS

...for every Australian

A Federal Election Strategy for 2010 promoting motoring that is:

- **Affordable**
- **Safe**
- **Sustainable**



On Behalf of our Constituent Members
Representing 6.5 million members in Australia



AFFORDABLE MOTORING

AAA believes that personal mobility by car or alternative means is too valuable a benefit to society to be restricted or denied. The goal must be to ensure that accessibility to personal mobility is widespread, flexible, safe, sustainable and affordable.

- **Motorists should not pay any more in taxes than they do now.**

At the Federal level, motorists pay 38.143 cents per litre in fuel excise and 10% GST is included in the bowser price. At the state level, registration and stamp duty are charged.

- **All of what motorists pay should be re-invested back into the transport network.**

At current levels of expenditure, the Australian Government invests less than one third of the tax take back into the transport network.

- **Motorists already pay more than their fair share.**

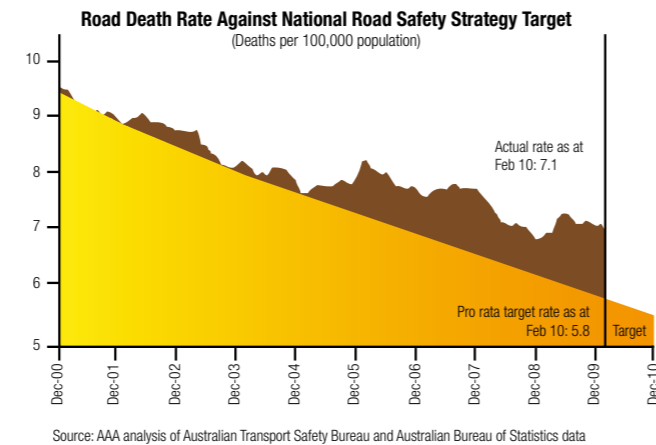
By comparison with other road users, private motorists cause less wear-and-tear on the network, but pay more for the privilege of using it. In the area of Affordable Motoring, the next Australian Government should commit to:

- Reducing the costs of motoring;
- Formal price monitoring of all motoring fuels;
- Prevention of further consolidation of fuel retailing and wholesaling, where that leads to reduced service or price competitiveness for motorists;
- The Henry Review of Taxation recommendations, which recognised that the current system of road taxation is failing and that road user charging (RUC) should be implemented as a replacement for the current fuel excise and passenger vehicle registration arrangements. Revenue from the RUC must be re-invested in the transport network;
- The removal of unnecessary barriers that reduce the opportunity to upgrade the Australian vehicle fleet and improve environmental and safety performance, such as stamp duty on vehicle registration and the Luxury Car Tax.



SAFE MOTORING

Travelling on Australia's road network can be a life threatening experience. Currently, more than 1400 people die every year, and 22,000 are seriously injured on our roads. This costs Australia almost \$18 billion a year without taking into account the human tragedy.



The current 10-year National Road Safety Strategy (NRSS), which concludes in 2010, has fallen well short of its targets. The next Australian Government should:

- **Adopt a zero death road safety target, with the next National Road Safety Strategy to put forward programs to work towards this objective.**

Government action in some sectors has influenced employers and the wider community such that, in the workplace, zero tolerance in relation to injuries and death is the accepted norm. Similar action is required to ensure zero tolerance for death and injuries on our roads becomes the accepted norm.

- **Adopt a strategy to identify and eliminate all unsafe roads.**

The Australian Road Assessment Program (AusRAP) is a major program that identifies unsafe sections of road, star rates them for safety and proposes countermeasures to upgrade and eliminate unsafe roads. The Australian Government should provide funding for this program.

- **Increase commitment and funding for "nation building" and "city shaping" road and public transport infrastructure projects to increase travel choice.**

Federal and state governments need to ensure that long term land use and integrated transport plans are in place for all capital cities and key rural cities. Projects to improve travel by road and public transport must be planned and delivered as part of an ongoing program.

- **Fund programs that ensure that Australia has the safest vehicles and drivers in the world.**

The NRSS recognises the importance of safer vehicles and improved driver education as major contributors to bringing down the national road fatality and trauma rates. The Australian Government should guarantee the extension of funding for the internationally recognised vehicle safety program, the Australasian New Car Assessment Program (ANCAP), and the innovative learner driver program, *keys2drive*.

SAFE MOTORING (continued)

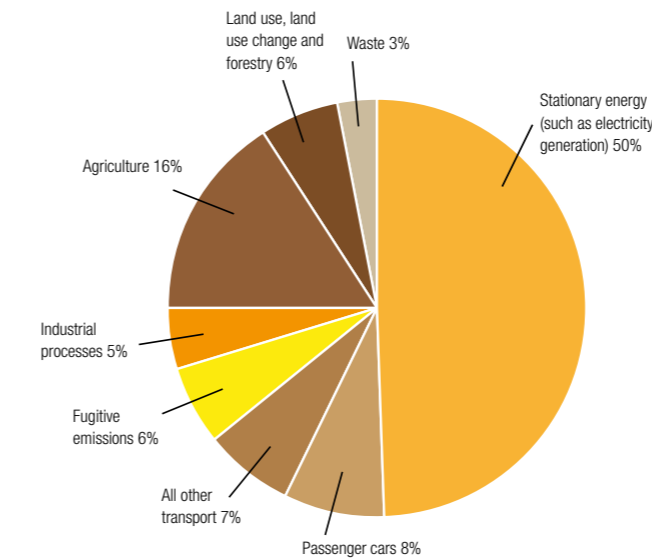
In the area of Safer Motoring, the next Australian Government should commit to:

- Adopt a zero death road safety target, with the next NRSS to put forward programs to work towards this objective;
- Developing a cross-jurisdictional and cross-departmental approach to road safety;
- Encouraging the states and territories to have uniform standards on road crash fatality and injury reporting;
- Include a reference to road safety as a key performance indicator in all road investment decisions;
- Undertaking a thorough assessment process for infrastructure projects through Infrastructure Australia, and prioritising a funding program to ensure these projects are completed;

- Support funding for AusRAP as an independent basis for determining those sections of road in need or remedial treatment;
- Implement an upgrade program to convert all current AusRAP rated 3-star sections of the national highway to 4 stars;
- Continued support for the *keys2drive* learner driver training program;
- A focus on older driver support and assistance, including ensuring mobility options for older drivers who can no longer drive; and
- Ongoing support for ANCAP and its crash testing activities and advocacy.

SUSTAINABLE MOTORING

The private motor car is one contributor to climate change. According to the Australian Greenhouse Office, these vehicles are responsible for 8% of Australia's total greenhouse gas emissions.



The impact of all elements of vehicle ownership on the environment is acknowledged, but in proposing initiatives to deal with climate change, governments should not impose on motorists' solutions or costs that are disproportionate to their contribution to total current emissions. The next Australian Government should:

- **Support eco-driving programs to reduce our current levels of fuel consumption.**

The Australian Government should support a comprehensive program of consumer information to encourage responsible motoring and the purchase of

clean, less carbon-intensive vehicles, fuels and components which will benefit the environment and reduce motoring costs.

- **Fund programs that ensure that Australia has the cleanest and most fuel-efficient vehicles in the world.**

The Australian Government should fund the AAA's Green NCAP which will provide independent emissions and fuel consumption tests. Just as the publication of ANCAP star ratings has improved vehicle safety, so the publication of Green NCAP results will improve the environmental performance of vehicles.

- Ensure that all sectors play a part in reducing emissions commensurate with their contribution to current emissions.

Whatever scheme is introduced to deal with issues associated with greenhouse gas emissions, it is essential that motorists are not disproportionately impacted by these changes. All industry sectors should pay their fair share, but motorists should not be unfairly impacted.

In the area of Sustainable Motoring, the next Australian Government should commit to:

- The introduction of a scheme which is competitive and inclusive of all fuels and industries. Whatever scheme is proposed will require early consultation with Australian motorists;
- Not introducing any emissions reduction program unless it is inclusive of all industry sectors and embraces early consultation with Australian motorists;
- Reform of fuel taxation and road pricing, ahead of the implementation of any emissions reduction scheme that introduces a cost for carbon;
- Improvements to expand the Green Vehicle Guide to provide consumers with enhanced information regarding environmental aspects of motoring; and
- The earliest possible introduction of Euro 5 and Euro 6 standards for motor vehicle emissions.