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Queensland Greens' response to RACQ's State Election Priorities

Dear RACQ and members

The Queensland Greens firmly support RACQ's vision for a safer, stronger and more resilient Queensland for generations to come, and can readily endorse many of the specific priorities identified by RACQ as being vital to achieving that vision.

Despite corporate profits soaring, it's clear that Queenslanders are feeling the pressures of the cost of living crisis. The Queensland Greens platform would ensure that everyone has access to the things they need to live a good life.

You can read our overall plan for Queensland [here](#). The election initiatives we have already announced are listed on that page, with more to be added before the election.

RACQ members may be particularly interested in our plan for [free and frequent public transport](#) across Queensland, including bringing more frequent bus services to regional areas, increasing the frequency of train services in SEQ to every 15 minutes or better, 24/7, investing in infrastructure upgrades, expanding bus networks across SEQ and transitioning to free public transport in August 2026. These strategies would promote active and public transport, reducing congestion on the roads and in turn reducing associated greenhouse gas emissions and impacts to road infrastructure.

The Queensland Greens are committed to deliberative, grassroots democracy and, as such, we appreciate the RACQ's efforts in engaging with its 1.7 million members, and the opportunity to provide our specific responses below.

1. Fix the Bruce Highway & climate-proof our roads

RACQ has identified that fixing the Bruce Highway, especially between Gympie and Cairns, is a priority for its members.

The Queensland Greens would cancel the wasteful \$10 billion Gympie Rd Toll Tunnel, which would be the most expensive road project in Queensland history and generate even more traffic. That opens up a huge amount of funding for active and public transport infrastructure, as well as much needed repairs to the Bruce Highway across regional Queensland.

Our priority is to ensure adequate funding for improved public transport networks across Queensland to reduce both pressures on road infrastructure and adverse environmental outcomes.

Greater investment in public transport would reduce the need for unnecessary toll roads, road widening and duplication projects, and the funding for those projects could be diverted to genuinely necessary road upgrades.

The Queensland Greens would support a 10-year funding commitment for a coordinated, strategic approach to improving the condition and quality of the Bruce Highway, and would not support any reduction in current funding commitments made by the State government. To ensure adequate funding, we would support a return to an 80:20 funding split with the Commonwealth Government.

We also support substantial investment in road resilience upgrades, to mitigate against the impacts of increasing extreme weather events, with any specific funding amount subject to more detailed costings and consideration against other priorities.

2. Fuel prices & Queensland's electric vehicle transition

The Queensland Greens are open to considering a cap on fuel price increases, only if there is evidence that it would provide genuine cost of living relief without incentivising increased car use and emissions. However, as a measure for addressing the rising costs of fuel, we have concerns it would represent a band-aid solution that doesn't address the profound contributions of the transport sector to Queensland's greenhouse gas emissions.

Instead, on top of investing in free and frequent public transport (addressed more below), the Queensland Greens would invest in an urgent and rapid transition to Zero Emissions Vehicles. You can read our full policy [here](#) and the Australian Greens plans to drive an electric vehicle revolution [here](#).

3. Fixing SEQ's public transport

The Queensland Greens would systematically transition to free public transport from August 2026, and maintain the 50c fares until then. The difference between 50c fares and free public transport is negligible, and it's likely the 50c fares are costing us more due to third-party fees and enforcement costs under the existing privatised ticketing arrangement.

We acknowledge RACQ's concerns about the long-term viability of this approach; however, the State government has always subsidised public transport. In 2022, fares covered only about 10% of the total running costs for the translink network. It's true that the government needs to generate income to maintain and improve public transport services and infrastructure, but there's no reason this income couldn't be generated elsewhere, for example through the Queensland Greens plan to raise mining royalties.

The Queensland Greens would bring AirTrain into the Translink network as a matter of priority. This is something we have consistently raised during the previous term of Parliament; for example, during estimates hearings and other speaking opportunities.¹

The Queensland Greens would also improve the frequency of SEQ's rail services across the network, with trains every 15 minutes, 24 hours a day, 7 days a week. This is akin to Perth's network, which currently achieves all-day frequency of 15 minutes or better across most of its network. The rail network would then link in with more direct, high frequency bus routes and services.

You can read our detailed plan for improved public transport networks [here](#) and [here](#).

4. Improved driver safety and responsibility

We recognise the tragic numbers of people who have lost their lives on Queensland roads because of incidents involving drivers who were under the influence of drugs or alcohol, or who were otherwise driving recklessly. This should not be happening.

That's why the Queensland Greens stand for an evidence-based approach to preventing reckless driving, and driving while under the influence, rather than a knee-jerk 'tough on crime' approach, which is not backed by evidence.

Evidence indicates that increased penalties and more specialised offences do not deter offending. While random breath testing and visible police presence, coupled with publicity campaigns, are effective deterrents, this is less so in the case of recidivist driving-related offenders. Instead, tailored education,

¹ In [2022](#); in [2023](#); and, in [2024](#).

rehabilitation and health responses are more likely to reduce instances of re-offending by dealing with the underlying causes.

5. Costs of home insurance & boosting the Household Resilience Program and the Resilient Homes Fund

The Queensland Greens remain committed to reducing the skyrocketing costs of insurance in Queensland; since the last election we have seen the devastation caused by the 2022 floods, as well as other natural disasters. Climate change is breaking the for-profit insurance system, and people in Queensland are paying the price - if they can obtain insurance coverage at all.

At the time of writing, the Greens are leading a [Senate inquiry into the impact of climate risk on insurance premiums and availability](#). We are determined to see an insurance system that protects Queenslanders against natural disasters.

The Queensland Greens' policy position will be guided by the outcomes of that and other inquiries; however, we agree that increased funding is desperately needed for disaster mitigation and resilience building. We support significantly boosting the Household Resilience Program and Resilient Homes Fund. That funding could come directly from the Queensland Greens' plan to raise the base royalty rate to 35% across all resources, resulting in an additional \$61 billion over four years, even as we phase out fossil fuels.

We also want to see developers pay their fair share when it comes to upgrading infrastructure for climate resilience and to deal with increased population. That's why we introduced the *Planning and Other Legislation (Make Developers Pay) Amendment Bill 2023*, to remove the state-imposed cap on infrastructure charges. You can find the bill [here](#), and the Explanatory Notes [here](#).

6. Keeping the lights on

At the fundamental level, the Queensland Greens are strongly supportive of more renewable energy infrastructure both through large scale, publicly owned projects and community-based projects, including household and cooperative-owned rooftop solar. The Queensland Greens' plan for 100% publicly-owned renewable energy is available [here](#). In particular, consistent with RACQ's asks, we would:

- Provide finance and technical support for community and resident owned renewable energy projects through a \$500 million community renewables fund; and

- Ensure a fair price for solar: Create a fairer feed-in tariff to ensure people get a fair price for their rooftop solar.

The Queensland Greens would also expedite Vehicle to Grid and Vehicle to Home capabilities, for example as part of our plan to transfer subsidies and government support from fossil fuel based energy to fund research and development on improving energy efficiency and storage.

7. Plan and build for growth in South East Queensland

The Queensland Greens' full planning and development policy is available [here](#). That includes a commitment to new development being co-located, where feasible, near existing transport and other essential infrastructure.

In addition, the Queensland Greens' detailed plans for improved public transport networks are available [here](#), and [here](#). That specifically includes:

- Planning for a second Sunshine Coast rail connection;
- Extending the Gold Coast Light Rail; and
- Duplicating the Cleveland line.

Subject to planning and assessment, the Queensland Greens would also support extending the Springfield line to Ripley Valley and starting on the Salisbury line.

We will keep advocating for change, and look forward to having more Greens in Queensland Parliament to continue to champion our position.

Please do not hesitate to contact us if you would like to discuss this matter in more detail.

Kind regards,



Michael Berkman
Member for Maiwar

Additional policy advice received in relation to RACQ's election priorities.

In relation to *'Keep powering Queensland's vehicle transition'*, the Greens strongly support the rapid rollout of electric and zero-emissions vehicles, with investment in public infrastructure like charging stations. At a federal level, the Greens are fighting for a First EV Rebate - \$10,000 for your first electric vehicle or \$15,000 if you buy an Australian-made EV which would be key to incentivising local manufacturing. You can read more about that [policy here](#). In Queensland, we recently adopted policy aims to establish government-funded EV research and training facilities, as well as establishing a widespread charging network across the state. You can read more about those aims [here](#). While not necessarily rebates, these aims are designed to make running an EV more affordable for ordinary people in the long-run. We also support fully-funded and free education including TAFE and university.

In relation to *'Ditching the double tax on home insurance'*, while the Queensland Greens don't currently have an explicit policy on insurance (stamp) duty, the ACT Greens in shared government with Labor have successfully phased out insurance duty and the Greens generally support the replacement of stamp duties with more broad-based wealth taxes for a fairer system.