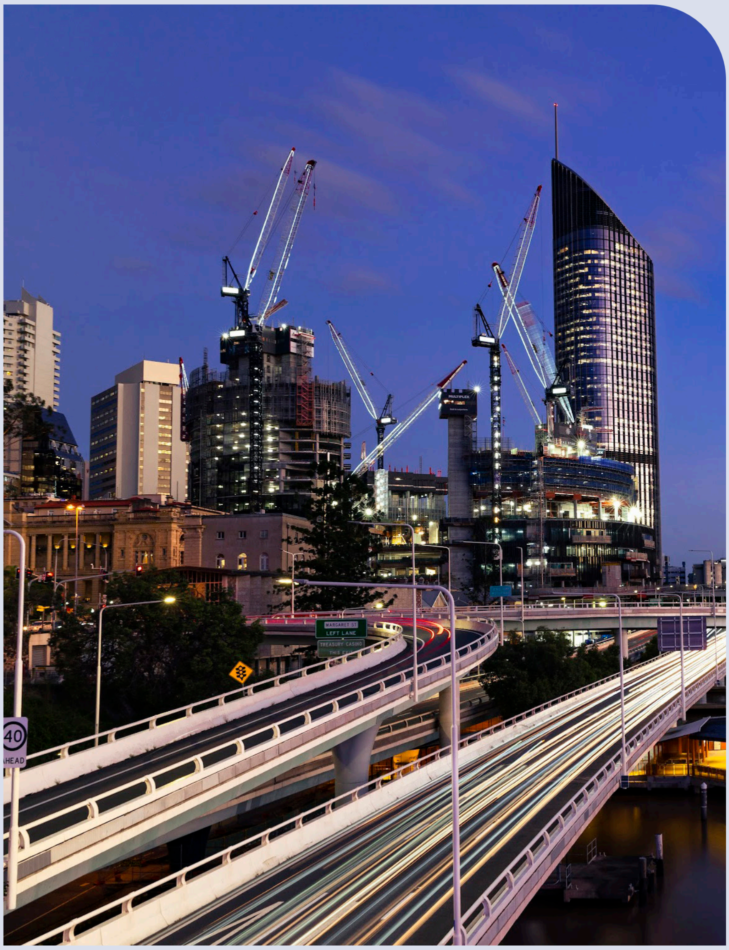


2024

RACQ's Queensland Election Priorities

Introduction

Queenslanders are facing unprecedented challenges.

With cost-of-living pressures, strong population growth, and climate change threatening our housing security, economy and lifestyle, the next Queensland Government must ensure the safety and resilience of our beautiful state.

As the State's largest club, and on behalf of our more than 1.7 million members, RACQ is dedicated to driving a positive future for all Queenslanders.

It's why we're calling on the next Queensland Government to address 10 key priorities that we say are vital for the wellbeing of our communities.

These 10 'calls to action' have been drawn from RACQ's member and community surveys, research, and member engagement. In the lead-up to the 2024 election, we will continue to engage with our members and campaign on their top priorities to drive meaningful change.

Let's build a safer, stronger, and more resilient Queensland for generations to come.

Our priorities

- Fix the Bruce
- Climate-proof our roads
- Give us a fair go on fuel
- Quick steps to fix SEQ's public transport
- Rein in extreme drivers
- Ditch the double tax on home insurance
- Build more resilient homes for Queenslanders
- Keep powering Queensland's vehicle transition
- Keep the lights on
- Plan and build for growth in South East Queensland

Fix the Bruce

The Bruce Highway is the backbone of Queensland's economic activity

– but it's broken and in dire need of repairs and upgrades. Strong investment is required from State and Federal Governments over the next 15 years and beyond to repair and upgrade this vital highway.

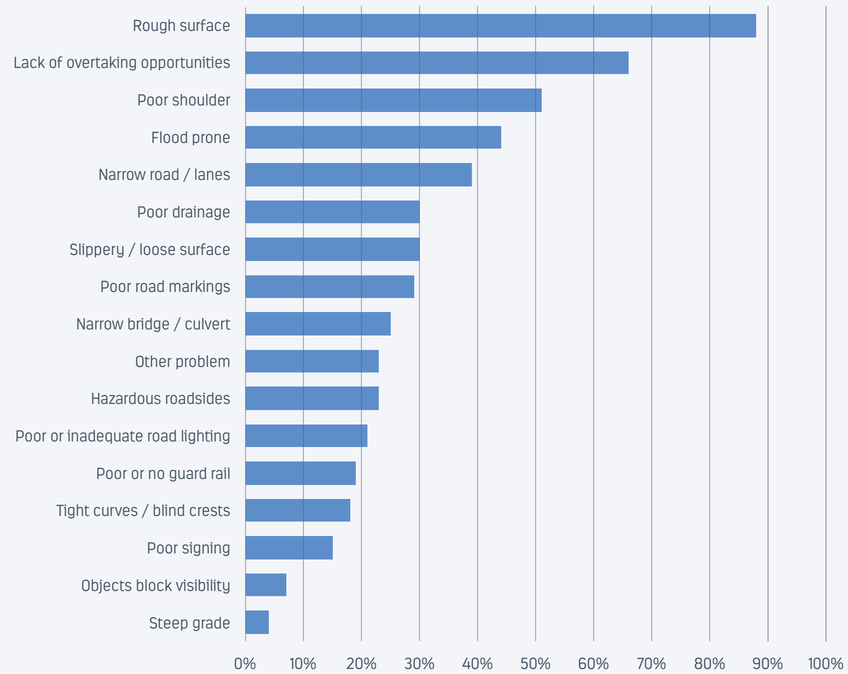
Queensland has 26% of the total road kilometres in Australia but has recently received only 22% of Commonwealth land transport funding. We deserve our fair share on road investment and a better Bruce Highway.

On average between 2018 - 2022, 29 lives were lost and more than 360 serious injuries occurred each year on the Bruce Highway. We know that under the Australian Road Assessment Program (AusRAP), almost half (45.2%) of the Bruce Highway is rated at just 2-stars out of five for road infrastructure safety. RACQ members have continuously raised concerns with the poor condition and quality of the Bruce Highway from Gympie to Cairns, and the delays experienced when the Bruce is cut due to flooding.

Over the next 10 to 20 years, the Bruce will require billions of State and Federal dollars in investment to bring it up to a national standard highway and reduce the duration and frequency of road closures during flooding. However, in 2023 the Commonwealth changed its traditional funding model of an 80:20 split with the State Government to 50:50 for new regional infrastructure projects, with negotiations on a project-by-project basis for a higher funding split. State and Federal Governments know what needs to be done with the Bruce Highway. The RACQ sat on the Bruce Highway Trust Advisory Council (BHTAC), which developed a 15-year vision with three five-year rolling Action Plans. A Bruce Highway Vision and Action Plan (BHVAP) was finalised and submitted to the Commonwealth in late 2022.

A consistent and committed pipeline of State and Federal funding on the Bruce Highway will deliver cost efficiencies and timely project delivery. Now is not the time to take our foot off the funding pedal. The Bruce Highway needs more in terms of funding from both levels of government, not less.

Unroadworthy Roads Survey (2022)
Most nominated problems on the Bruce Highway



RACQ calls on all State political parties to:

- Lock in a 10-year State and Federal funding commitment to reverse the piecemeal approach to Bruce Highway project delivery, and
- Fight for a return to an 80:20 funding split with the Commonwealth Government for the Bruce Highway.

Our call

Strong investment in the Bruce Highway

Climate-proof our roads

It is unacceptable that in the 21st century, Queenslanders are forced to drive on unsafe highways, have their communities cut off by repeat (but expected) seasonal weather events or remain isolated for weeks on end waiting for repairs. Damage to major highways after floods and storms are Queensland's Groundhog Day.

We know motorists are concerned about the quality and condition of national and state roads throughout Queensland. In our Unroadworthy Roads Survey,

...members have consistently rated 'rough surface' as the number one complaint for the past **23 years.**

Not only are poor-quality roads dangerous, but they can also negatively impact on vehicle operating costs, travel times, road-based tourism, and freight productivity.

More cars and trucks are using our road network than ever before. Coupled with the increasing frequency and severity of extreme weather events, damage to these roads is only going to get worse unless significant funding is allocated for repair and maintenance to a climate resilient level.

Far too often, damaged roads are repaired to an inadequate standard, only to be damaged again after the next major weather event. Roads need increased funding allocations to be better maintained and built back to climate resilient standards, which includes investigating and utilising new technology. RACQ calls for greater funding towards a 'building back better and maintaining stronger' focus which will embed resilience in road repairs and upgrades.

Roads that are repaired to be resilient stand up much better to subsequent natural disasters, preventing and minimising future damage and lower future costs. The evidence from Queensland projects is that investment in road resiliency generated more than double in savings and avoided the cost of future repairs.

In fact, **79%** of betterment sites have suffered no damage or only minor superficial damage from subsequent events.

RACQ has previously called for a minimum two percent of the gross road replacement value per annum (road asset value) to fund resiliency upgrades and maintenance activities. For the federal and state road networks in Queensland, this is calculated at between $6 billion and $6.4 billion needed over four years. Yet the current maintenance budget over four years in the Queensland Transport and Roads Investment Program (QTRIP 2023/24 - 2026/27) is only $5.027 billion, **a potential shortfall of more than $1.3 billion.**

We're calling on the next Queensland Government to commit, at minimum, an additional $1 billion over four years to address both the State's road maintenance backlog and embed resilience in upgrades by building to a higher level of resilience. The betterment / natural disaster resilience program should be made available outside of natural disasters to strengthen and rehabilitate any temporary repairs, or any road sections prone to surface failures after rain events.

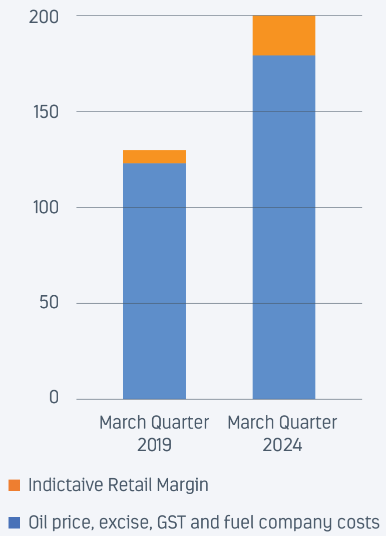
Our call

$1 billion for road resilience upgrades

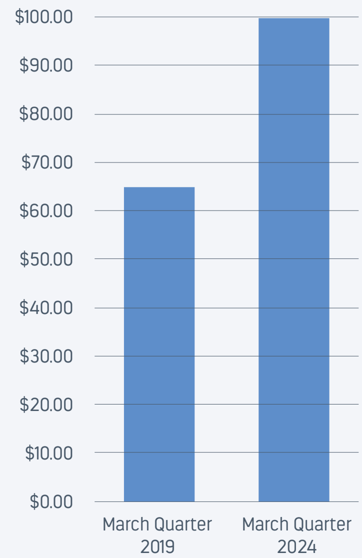
Give us a fair go on fuel

For the past two years and counting, Queensland motorists have faced eye-watering prices at the petrol bowser.

Average retail price and retail margins (in cents per litre) for Regular 91 ULP in Brisbane



Average cost (in $s) of a 50-litre fill of Regular 91 ULP in Brisbane



As well as rising global prices, the regular fuel price cycle that operates in Australia's major capital cities can see individual site prices spike by up to 45 cents. It's more hip-pocket pain that's hurting already struggling Queenslanders.

Retail margins (the difference between wholesale and retail prices) on unleaded petrol (ULP) in 2023 and 2024 have hit unacceptable highs in the south east corner, while **record highs have been experienced across Queensland.**

In the first quarter of 2024, indicative retail margins increased substantially to an average of 20.4 cents per litre (cpl), compared to 7.1cpl five years ago. While South East Queensland has had a regular price cycle for ULP for many decades, in the last few years the average length of each price cycle has increased (from one week before 2010 to up to seven weeks in 2023). **This has seen prices remain higher for longer, making it harder for motorists to buy cheaper fuel.**

While much of the increase in the retail price over the last five years has been due to international factors like the oil price, indicative retail margins have increased by 13.3cpl, adding $6.65 to the cost of a 50-litre fill or $170 per car per year to the average fuel bill in South East Queensland.

This has added **$390 million** to the collective fuel bill for passenger vehicles in SEQ.

Following earlier campaigns by RACQ, the Queensland Government introduced the Fuel Price Reporting scheme in 2018. This helps motorists find lower-cost fuel, and initial assessments of the scheme showed motorists in SEQ who used the published information and only bought ULP on a cheap day saved more than $380 per year in fuel purchases. However, given the very high prices motorists are now paying for fuel, **RACQ believes more needs to be done.**

We're calling on the next Queensland Government to consider options to **limit peak and average fuel price increases.** After considering various regulatory approaches such as margin caps and the Western Australia style/FuelWatch system of price reporting and daily fixing, RACQ's preferred option is to set a maximum amount by which retailers could raise prices on one day, such as 5 cents per litre plus any change in the wholesale price. This would **bring an end to the sudden and dramatic spikes** we currently see in SEQ, allowing motorists to observe a more measured increase in prices.

Our call

Cap daily fuel price increases

Quick steps to fix SEQ's public transport

South East Queensland is being transformed by population growth. By 2046 almost six million people will call this region home - that's more than the population of Greater Sydney or Greater Melbourne today.

But we're a victim of our own success. Continued growth has caused the region to grapple with congestion and the need to increase housing supply and urban density.

Of the four biggest city regions in Australia, SEQ has the lowest public transport use. Our patronage rate per capita (2022-2023) is less than half that of Melbourne's and Sydney's. SEQ's patronage needs to increase if we are going to get on top of our congestion crisis.

There's no doubt Cross River Rail and the Brisbane Metro will also improve the rail and busway networks. The infrastructure spend needs to be matched by **higher frequencies, better services, and lower fares.**

We welcome the Queensland Government's recently announced six-month trial to cut public transport fares to 50-cents as a short-term step in the right direction. This is an opportunity to learn and develop long-term sustainable reform and take-up of public transport.

RACQ calls on the next Queensland Government to introduce the following:

Fairer fares

- While the six-month trial of 50-cent capped fares for all trips is welcome, RACQ does not believe it will be viable in the long term. No major city in the world offers essentially free public transport because governments need to generate income to maintain and improve public transport services and infrastructure.

50-cent capped fares should be retained for trips within two kilometres to encourage people to get to local shops, schools, and sport via public transport.

Longer trips should be capped at the price of two zones, a system currently in place in Perth. Capping fares at two-zones would bring the cost of a trip from Brisbane to Varsity Lakes or Nambour down from $14.55 to $4.34.

It's also important to encourage regular public transport use. Families travelling on weekends should have capped discounted day fares of $5 and regular public transport users should be rewarded with discounted monthly subscriptions.

Bring Airtrain into Translink fare structure

- Brisbane Airtain fares and frequencies do not encourage people to get to the airport via public transport. This means travellers and employees are overwhelmingly accessing Brisbane Airport by car. The projected growth of airport passengers and employment around Brisbane Airport is not sustainable and will create massive congestion issues, so we need to encourage workers on to public transport.

High-frequency, faster peak rail services plus 15-minute 'shoulder off peak'

- The frequency of SEQ's train network does not compare to other major Australian cities. Cross River Rail will address broader network constraints, but more is needed. Rail services either side of the peak (shoulder services) and on weekends are substandard, running at 30 or 60-minute frequencies. Shoulder rail services should operate every 15-minutes off-peak while off-peak evening services should run at 30-minutes (7 days per week).

Overhaul bus services with more direct, high-frequency electric services

- South East Queensland's main bus route services, like the South East Busway and Brisbane's BUZ routes offer good frequencies. Many bus routes and services however are complicated and there's little integration with the rail network.

Once outside Brisbane there is also a general lack of direct, or frequent services. The new Brisbane 'Metro' will provide higher frequency higher-quality services to inner Brisbane but it should be expanded across SEQ. Establishing a high-frequency hub and spokes bus system for SEQ is needed with cross feeder services connecting key public transport corridors.

Our call

Fix SEQ's public transport through better services, frequencies, and fairer fares.

Rein in extreme drivers

Queensland has a concerning road safety culture problem. Since 2019, road fatalities in this State have been heading in the wrong direction and more needs to be done to rein in extreme driving behaviour.

Prior to Covid, Queensland's road toll was trending downward and if we had kept up this momentum, we would now record fewer than 200 fatalities a year.

In 2019, 220 people lost their lives on Queensland roads. In 2022, this had jumped to 297 - the worst toll the state had recorded in 13 years.

2024 is shaping up to be even worse again as extreme driving is on the rise.

Extreme driving behaviour is making a conscious choice to break multiple road rules and drive illegally. These choices are killing people. In 2022, 20.5% of road crash fatalities involved a drug driver, and 22% involved a driver under the influence of alcohol. **No Queensland driver can say they didn't know it was illegal to drink or drug drive.**

RACQ calls on the next Queensland Government to **toughen hooning laws** to target more extreme driving by including a greater range of drug and drink driving, and excessive speeding offences which would result in the loss of your car (impoundment or immobilisation) for 30 days or 90 days.

We need to send a stronger message on extreme behaviours on our roads.

This could include more first and 'lower level' extreme driving offences resulting in an extreme driver's car being impounded or immobilised for 30 days. For the second and more serious offences, the vehicle could be impounded for 90 days and for a third offence the vehicle could be confiscated through legal proceedings.

Vehicles registered to businesses for any camera-detected offence should be recorded as a potential low-level hooning offence where no driver is nominated. This will deter people who can afford and elect to pay the higher fine, seeking to avoid receiving demerit points. These drivers will be encouraged to take personal responsibility for their driving behaviour, or risk losing their vehicle.

The actions we want to see are:

- **Enforcement** – RACQ believes a greater police presence on our roads is crucial as an immediate visual deterrent and available to respond when extreme things happen,
- **Deterrence** – Government should implement alternatives to increasing fines such as expanding the hooning laws to capture a greater range of extreme driving,
- **Influencing** – helping to create 'peer-to-peer / 'family-to-driver' influencing strategies, like RACQ's road safety campaign Blooms for Blokes.

Our call

Rein in extreme drivers through tougher laws & increased police presence

Ditch the double tax on home insurance

Did you know you are paying two levels of tax on your home insurance?

Homeowners are paying 9% (stamp duty) on top of 10% (GST) on their insurance. For a $3,000 home and contents policy, which is common in many parts of Queensland, that means approximately $500 is tax.

If your property is at high-risk of flood and/or cyclone, your insurance premium will be higher, and you will pay more tax to the Government.

Climate change is impacting Queensland more than any state in Australia. As more severe weather bears down on our homes, and premiums increase, the Queensland Government will continue to collect a tax windfall without Queenslanders seeing where these funds are spent.

The revenue the Queensland Government collects in insurance stamp duty has doubled in a decade to **$1.4 billion** in 2023-24.

This is coming straight out of the pockets of hard-working Queenslanders.
The tax is not only unfair, it's forcing more homeowners to reduce or ditch their insurance altogether.

If the next Queensland Government insists on keeping insurance duty, the money must be spent on reducing the risk which drives up insurance premiums. This means the revenue needs to fund disaster mitigation and resilience building. We say, 'spend it where you collect it'.

Good examples include building levees, undertaking drainage works, expanding buybacks and increasing resilience building grants.

Our call

Remove stamp duty on insurance - or spend it where you collect it

Build more resilient homes for Queenslanders

Home ownership has long been known as the Great Australian Dream.

For most of us, our home is our most precious asset and something we are determined to protect, particularly in the face of increasing severe weather events.

But as Australia, and particularly Queensland, face growing climate impacts, thousands of homes have struggled to withstand storms, cyclones, and flood.

According to the Insurance Council of Australia, **Queensland disasters have cost more than $16 billion in home damage** since 2010.

That's damage that is funded by insurers, putting tremendous pressure on people's premiums and Government budgets as taxpayers increasingly pay for those who are not insured after a disaster.

We need to make Queensland homes tougher and stronger.

In the wake of the 2022 floods in South East Queensland, RACQ surveyed members about their experiences. An overwhelming majority (72%) stated the level of mitigation was inadequate.

Queensland has been at the forefront of rolling out programs that help homeowners build resilience inside their castle. We want to see these programs expand and continue. We want Queensland to be the most climate resilient state in Australia. It would be great for our safety and great for our economy with less disruption and more productivity.

In 2018, the Queensland Government introduced the Household Resilience Program to bring homes up to modern cyclone standards and to make new homes better able to withstand cyclones.

This included new roofs and roof upgrades, braced garage doors and window protections such as shutters and screens. Since its inception, the program has helped more than 4,400 homes become more cyclone resilient.

Flood retrofitting began after the 2022 floods, when the Queensland and Federal Governments introduced the Resilient Homes Fund. As well as 'buying back' flood-prone properties, the program helped fund improvements like house-raising and practical internal retrofitting solutions like more resilient materials, electrical and flooring.

These programs are great, but we shouldn't wait for a catastrophic flood to roll them out.

Let's prevent impacts of flood and cyclone catastrophes before they occur with stronger homes.

This assistance should be offered to homeowners in vulnerable areas now, before they are impacted by flood. This includes South East Queensland, Bundaberg, Gympie, South Burnett, Rockhampton, Hinchinbrook, Cassowary Coast, Ipswich, Mackay, Gladstone, Townsville, and Cairns.

Our call

Significantly boost the Household Resilience Program (cyclone) and the Resilient Homes Fund (flood)

Keep powering Queensland's vehicle transition

The global transition to electric vehicles is well and truly underway and RACQ is **determined that no Queenslander is left behind.**

Electrified vehicles will reach price parity within this decade which will reduce the cost of driving and our reliance on imported fuel. Any successful transition will require careful, evidence-based decisions that deliver good environmental and economic outcomes for Queenslanders.

For Queensland to benefit from the electric vehicle transition concerted Queensland Government leadership and action will be needed. To get away from from high fuel prices more will need to be done on making electrified vehicles more affordable for Queenslanders.

We believe any electrified transport industry strategy cannot leave behind regional Queenslanders, or those on low incomes. We also need to ensure regional Queenslanders, and those who require heavier vehicles, like utes, are **not penalised but supported in the push to decarbonise transport.**

There are significant economic opportunities for Queensland, including new industries, jobs, and the potential for our state to become a research and development leader. RACQ also believes Queensland could be a **leader on biofuels as a complement to electrification.**

Despite improving battery technology there is likely to always be a need for fuel for heavier vehicles in regional and remote parts of Australia. Ethanol and biofuels can play a part in this decarbonisation and boost regional economies by supplying a Queensland-made, low-carbon liquid fuel.

RACQ calls on the next Queensland Government to:

1. Continue EV purchase subsidies targeted by household income,
2. Invest more in EV charging infrastructure particularly in regional Queensland,
3. Support electrification manufacturing and economic development opportunities,
4. Invest more in biofuels industry development,
5. Support and invest in skills training and programs to address electrified transport workforce skills shortages,
6. Invest in community education to raise awareness and understanding of EVs and their opportunities for lower-cost low emission mobility.

Our call

Greater investment in the EV transition and embracing of biofuels

Keeping the lights on

In the 2023 Christmas storms that hit South East Queensland more than 100,000 homes lost power.

Improving Queensland's home energy resilience is about keeping the lights on, and the refrigerator cold, during the next storm and cyclone seasons.

RACQ is calling on the next Queensland Government to provide additional, targeted support for home battery systems that will **provide necessary backup electricity during blackouts.**

While we support the Queensland Government's Battery Booster rebate for householders, the program needs to focus on systems that can isolate from the grid during outages and provide a backup electricity supply. It should also focus on households at higher risk of losing power during our intense storm and cyclone seasons.

Often, home solar and battery storage systems configuration is reliant on an on-going connection to the electricity grid. When the grid is lost due to storm damage, these home solar and battery systems are also turned off.

The next Government should make two key changes to the Battery Booster rebate:

- Increase the rebate by $2,000 for systems that can be used to support the electricity grid, avoid brownouts and **isolate from the grid during blackouts to provide backup electricity**, and
- Increase the maximum income for eligibility by an additional $50,000 per annum in areas at the highest risk from storm-related power outages.

The next Queensland Government should also expedite Vehicle to Grid (V2G) and Vehicle to Home (V2H). As more Queenslanders shift from petrol and diesel vehicles to electric vehicles, this provides an opportunity to add these mobile batteries (EVs) to further support the grid.

If we get V2G and V2H right, Queenslanders will have an opportunity to make the most of their solar production and offset their peak electricity usage by using their EV as a home battery, in the same way they would use a stationary home battery.

Our call

Expand the Battery Booster scheme and expedite Vehicle to Grid and Vehicle to Home capabilities

Plan and build for growth in South East Queensland

Congestion is suffocating South East Queensland. If we don't get transport planning right, we will grind to a standstill, crippling our enviable lifestyle and economy.

Congestion problems are bad enough now, let alone in two decades' time. Planning for housing and jobs must be intrinsically linked to better planning, funding, and delivery of transport infrastructure to effectively solve SEQ's housing crisis and population challenges.

We know South East Queensland is one of the best places to live on the planet, but if we want to keep it that way, we need better strategic planning. RACQ is calling on the next Queensland Government to **make transport a top priority** in regional planning and ensure stronger connectivity between housing, jobs, education, and recreation.

Existing regional planning lacks much-needed transport ambition and detail of how infrastructure and housing are going to work together to shape a region that will grow by 2.2 million people within 23 years.

We can't afford to increase density in existing areas or in new greenfield areas without adequate transport infrastructure. A key part of strategic planning is to **build the right roads in the right locations.** We need to cluster housing density with better public transport infrastructure over the short to medium term (5 - 10 years). This needs to focus on a higher quality bus system and an improved rail network.

RACQ calls on the next Queensland Government to deliver a plan to:

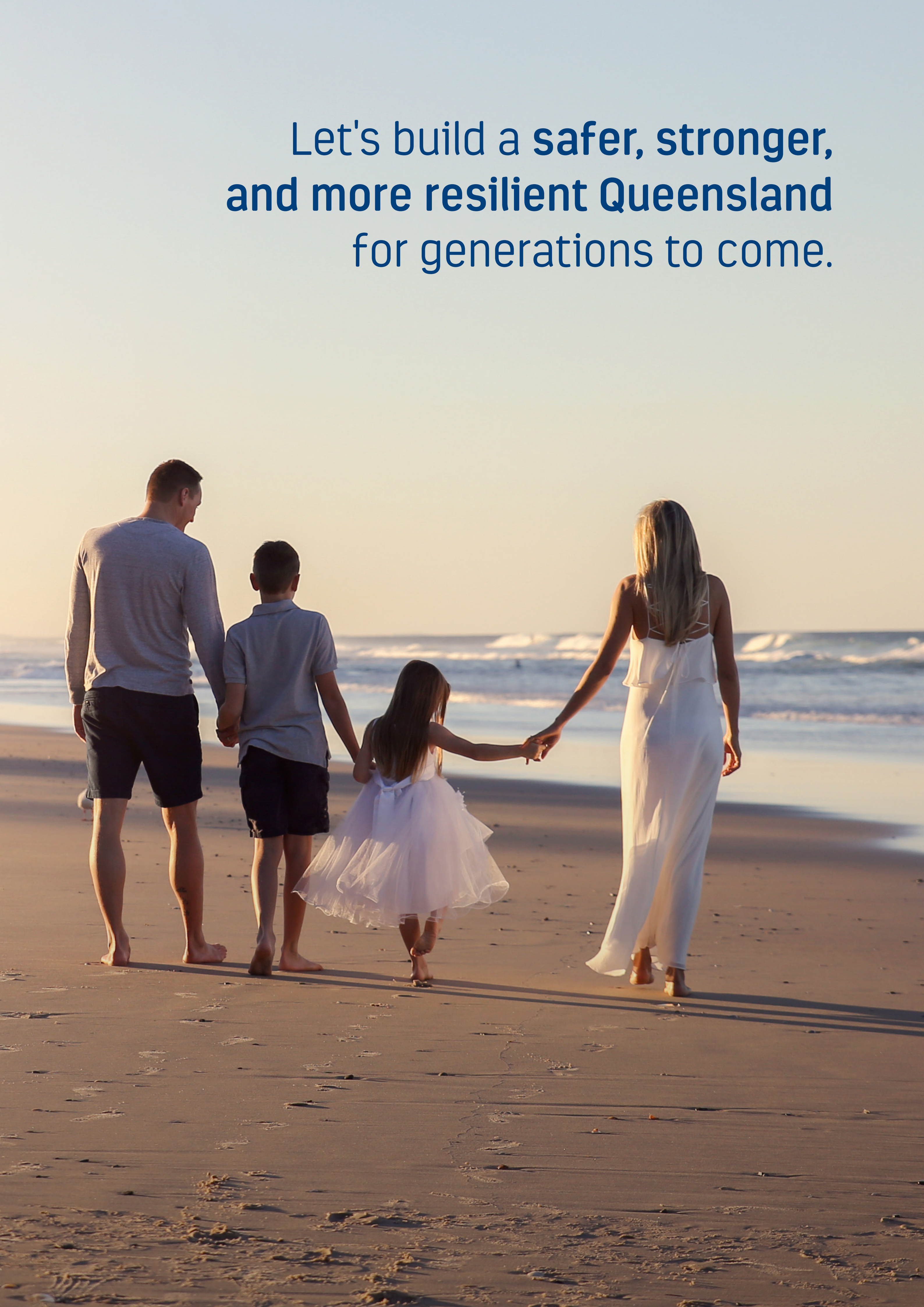
- Fix, finish and extend the outer ring of motorways and connectors to take traffic off local roads and bypass major centres altogether.
- Develop a SEQ level crossing upgrade program similar to Victoria to finish grade separations at Boundary Road, Beams Road, and get on with grade separations at South Pine Road, Cavendish Road, Warrigal Road/Nathan Road /Bonemill Road solution, Kianawah Road / Lindum Road and Wacol Station Road,
- Commit to extending the rail network by getting on with the Sunshine Coast Direct line, extending the Gold Coast Light Rail, extending the Springfield line to Ripley Valley, starting on the Salisbury line and duplicating the Cleveland line,
- Ensuring housing density is placed on the improved bus and rail networks.

Our call

Build for growth by properly planning road and public transport infrastructure

In the lead-up to the **2024 election**, we will continue to engage with our members and campaign on their **top priorities to drive meaningful change.**

Let's build a **safer, stronger,**
and more resilient Queensland
for generations to come.



The Royal Automobile Club
of Queensland Limited
ACN 009 660 575 ABN 72 009 660 575 13 1905
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