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Submission to
**South Australia's
2024-25 State Budget**

March 2024



Foreword by Emily Perry

RAA is pleased to make the following submission to South Australia's 2024-25 State Budget.

RAA is the state's largest member organisation representing over 815,000 South Australians and reaching into more than 70 per cent of households. We exist to make life easier for our members and the community, providing products and services across motor, home, travel and energy.

For 120 years, RAA has been advocating on behalf of our members to help South Australians stay safe on our roads and travel around our great state. Our advocacy priorities are informed by research and engagement with our members and industry partners.

RAA supports a bigger and better South Australia that is safe, sustainable, and liveable. That means advocating for measures that support economic and population growth, while ensuring people live and travel safely, in a sustainable and affordable way.

The 2024-25 Budget will be developed on the backdrop of high inflation and strained household budgets. With consistent cost of living pressures, RAA supports targeted cost of living relief and welcomes the Government's focus in this area.

Beyond cost of living, this 2024-25 Budget must respond to the tragic loss of lives on South Australian roads.

Last year 117 lives were lost on South Australian roads – the highest number since 2010. RAA analysis also revealed that 2023 was the worst year for vulnerable road user deaths in 25 years.

In this submission, RAA has made several recommendations to improve road safety – from greater infrastructure investment to improved data collection and reporting.

Furthermore, the need to properly fund the infrastructure to cater for population growth is an ongoing concern. RAA believes a significant investment in road upgrades, future rail extensions to the north and south of Adelaide, and utilities will be required to meet the growing demand.

RAA welcomes and is actively engaging with several transport planning studies for high growth areas, which will help guide transport works required to support population growth. These studies must be completed as a matter of priority and recommendations considered for funding in the next budget.

The 2024-25 State Budget will be handed down 18 months since the Murray River flood event. Recent extreme weather events, including floods, bushfires, and hailstorms, have highlighted the need to make greater investments in disaster mitigation measures and more consciously consider the relationship between land use planning and extreme weather risk.

RAA believes this Budget should implement a resilient retrofit program for communities impacted by the flood event to improve home flood resilience and invest in road infrastructure



and levee management to improve community resilience and further reduce flood risk along the Murray River.

A further priority for RAA in this Budget and beyond is to develop measures to make South Australia an attractive destination for the cruise industry. RAA has identified a series of short, medium and long-term goals to enable South Australia to homeport cruise ships and grow the economy.

A full suite of our public policy positions can be found by visiting <http://daily.raa.com.au>

On behalf of RAA's members, we look forward to working with you to continue building a bigger and better South Australia.

Emily Perry

General Manager,
RAA Community and Corporate Affairs



1: Make roads safer by addressing the road maintenance backlog

Recommendations

- **Increase the annual road maintenance budget from an estimated \$160 million to \$250 million to reduce the maintenance backlog and improve road safety.**
- **Improve the transparency of spending on road maintenance in the State Budget papers, to explicitly show annual spending on road maintenance and road safety improvements.**

Road maintenance and safety upgrades

South Australia has a problem with underinvestment in road maintenance. Successive governments have been alerted to the growing backlog that is adding to the cost of maintaining vehicles and making our roads less safe. Despite multiple reports¹, governments have not acted to provide sufficient funding to maintain the existing road network.

The 2023 Report of the Auditor General highlighted the magnitude of this issue and the need for an increased road maintenance budget. The report stated that “the current rate of deterioration of the sealed road network is outpacing the rate of renewal”, resulting in 20 per cent of the state’s sealed road network forecast to be in maintenance backlog².

The Report further stated that the annual depreciation of the road network is approximately \$405 million per year, and that ideally this annual depreciation should be matched with maintenance expenditure (i.e. an asset sustainability ratio of 1). However, the average asset sustainability ratio of the last 5 years was just 0.15. In other words, successive governments have only been investing 15 per cent of what is needed to maintain our roads.

Increasing the road maintenance backlog to \$250 million per year will raise the asset sustainability ratio to 0.6. While this level of investment falls short of the Auditor General’s recommendation, RAA believes the asset sustainability ratio of 0.6 is the minimum that should be invested to reduce further blowouts in the maintenance backlog.

RAA believes road safety improvements should be made in parallel with performing road maintenance works. Rather than replacing ‘like for like’ as part of maintenance works, safety can be further improved by incorporating interventions such as sealed shoulders, audio tactile line marking, centre and edge line treatments, and protective barriers.

At the end of 2023, 117 lives lost were reported for the calendar year, marking a 28 per cent rise compared to the five-year annual average. The last time such a high number of annual fatalities was recorded was in 2010, when 118 lives were lost. Serious injuries also increased for 2023, with 856 serious injuries reported in the calendar year. This represents an increase of 17 per cent compared to the five-year annual average, and the highest annual figure since 2011, when 932 serious injuries occurred because of road crashes.

Transparency for road maintenance spending

RAA is seeking greater transparency in government spending on road maintenance and safety improvements. Currently budget papers do not clearly provide statewide figures or a breakdown by region. Instead, budget papers include maintenance spending at the project level, and it is impossible to determine what was spent on maintenance and what was spent on other works.

We are calling on the Government to commit to reporting road maintenance spending and the proportion of sealed and unsealed roads in maintenance backlog annually in budget papers.



¹ InfrastructureSA 20-year Strategy, page 127. Report of the Auditor General 2023, page 295-297.

² 2,700km of SA's 13,500km sealed road network forecast by DIT to be in backlog

2. Improve road safety data

Recommendations

- **Commit resourcing to establish a systemic approach to collecting, reporting, and releasing comprehensive road crash data, including AusRAP Star Ratings of South Australian roads.**

RAA believes the SA Government must work with the Australian Government and other states and territories to ensure nationally consistent reporting of road safety statistics.

This coordinated national approach will ultimately reduce road trauma by identifying areas for improvement and helping us to better understand the risk profile of our transport network, the crashes that are occurring and how they can be prevented.

Currently, we know casualty road crashes have spiked, but we don't know why because we don't have sufficient details regarding the factors that contribute to the cause and severity of crashes.

While it is true the Government publishes road crash data, and the National Road Safety Data Hub has been established, the current scope and timeliness of data is insufficient to inform evidence-based and targeted safety interventions.

For each road crash in South Australia, we don't know:

- Whether driver behaviour (such as speeding, fatigue, or distraction) was a factor
- Whether the condition of the vehicle was a factor
- The star rating of the road on which the crash occurred and whether poor road condition contributed to the crash.

Furthermore, some information, such as street names (including road ID), apparent error and definitions for classifying types of crashes (DCA codes), are not publicly available. This requires additional work to circumvent the gaps in available information, which consequently increases reporting time and introduces the risk of analytical errors.

To prevent road trauma, a safe systems approach considers the importance of safe vehicles, roads, and drivers.

To identify the specific causes of crashes, it is crucial to analyse the contribution of each of these elements, based on the evidence.

By providing this vital data, governments, road safety practitioners, and advocates can gain deeper insights into trends and patterns that may not be readily apparent in the current information that is being released.

We acknowledge the challenges posed by data sharing among multiple government agencies, as well as the need to improve data collection instruments and systems. However, we cannot overstate the urgency of obtaining timely and comprehensive data on road crash incidents. This critical information serves as the foundation for designing effective road safety interventions that will ultimately save lives.

Timely reporting is also a concern, as there can be a lag of 18 months between the time of crash and detailed crash data being published online. To conduct thorough analysis and identify road safety budget measures, it is recommended to have a time lag of no more than six months.

AusRAP Star Ratings

All state and territory governments, including the SA Government, regularly assess the safety of roads using the globally recognised star rating system designed by the International Road Assessment Program (iRAP).

Not only should the star rating of a road where a crash occurs be released, RAA believes the SA Government should release star ratings of all roads mapped in a format that provides a better understanding of the level of safety of the road network and improves transparency and prioritisation of road funding decisions.

The National Road Safety Action Plan, which was supported by all state transport and infrastructure ministers agreed to monitor and report on AusRAP Star Ratings, as a performance indicator. Specifically, ministers agreed to the following: Increased share of travel on all national highways and on the high-speed network (≥ 80 km/h) covering 80 per cent of travel recognised as 3-stars (or equivalent risk rating) or better.

Despite this commitment, the SA Government has not acted to publicly report against this indicator, therefore progress against this indicator cannot be tracked.

3. Progress critical transport network improvements

Recommendations

- **Allocate funding to construct the second stage of the Augusta Highway duplication between Crystal Brook and Port Pirie as part of a long-term plan to fully duplicate the Augusta, Dukes, and Sturt Highway by 2050.**
- **Commit funding to implement the recommendations of the South Eastern Freeway Heavy Vehicle Safety Review and bring forward plans to install a third safety ramp.**
- **Commit funding to improve northern suburbs roads, specifically Curtis Road and Elder Smith Road at Mawson Lakes.**
- **Duplicate the Adelaide Road bridge at Mount Barker.**
- **Commit funding in the forward estimates to extend the Seaford rail line to Aldinga**

National Highway Duplication

RAA continues to support a plan to duplicate the Dukes, Sturt, and Augusta Highway by 2050, along with an upgraded hills freight bypass between Murray Bridge and Truro. This will improve freight productivity and make our regional roads safer.

We acknowledge and support the Strategic Business Case for a High Productivity Vehicle Network the Government is undertaking, which includes the Eyre, Sturt, Augusta and Dukes Highways as well as connecting routes around Greater Adelaide and to Outer Harbour.

However, RAA believes funding should continue to flow towards these duplication projects, particularly along the Augusta Highway. Stage 1 of the Augusta Highway duplication is set for completion in mid-late 2024. RAA is calling for the SA Government to allocate funding to construct the second stage along a section of approximately 18 kilometres between Crystal Brook and Port Pirie. This is the busiest section of the Augusta Highway.

Additional high priority sections of the National Highway network for RAA include Taillem Bend to the Mallee Highway for the Dukes Highway, and Berri to Renmark and Greenock to Truro for the Sturt Highway.

The current duplication work on the Port Wakefield and Augusta Highways, together with the duplicated Joy Baluch Bridge, has been well received, highlighting the importance of completing corridor duplication to provide significant improvements to safety, productivity, and network resilience.

East-West Links in the northern suburbs and future rail extensions

RAA is encouraged by government's efforts to improve the road network in the northern suburbs. Specifically, the announced Northern Adelaide Transport Study is a positive step in improving road safety and congestion in Adelaide's north.

Key funding priorities for the 2024-25 State Budget are:

- Duplication and upgrade of Curtis Road, which was recommended as part of the Curtis Road and Dalkeith Road Planning Study.
- Duplication of Elder Smith Road in Mawson Lakes.

To support population growth in the future, RAA supports preserving a corridor to extend the Gawler rail line to Roseworthy and further north to Freeling. RAA also supports providing rail connectivity to major land releases at Riverlea, Dry Creek and Concordia, which are expected to provide over 30,000 new homes in the future.

Extend the Seaford rail line to Aldinga

RAA believes funding should be included in the forward estimates to extend the Seaford passenger rail line to Aldinga. This extension would provide a direct rail link between Aldinga and Adelaide CBD, supporting population growth in the area.

RAA supported the SA Government's decision to preserve land for a future rail extension and welcomes other transport investments in the area such as the duplication of Main South Road. However, RAA believes funding in the forward estimates will ensure the rail extension is in place as population grows. We don't want to see a situation in the future – like at Mount Barker – where public transport is playing catch-up. That puts more pressure on our road network, increases congestion and impacts the liveability of Adelaide.

A rail line extension would also improve accessibility to Adelaide from locations further down the Fleurieu Peninsula such as Normanville, Yankalilla and even Victor Harbor. In late 2021, RAA surveyed over 1,000 residents of the Fleurieu Peninsula to gauge how frequently they would use a rail extension from Seaford to Aldinga. Three quarters of respondents living in the Onkaparinga council area indicated they would be likely to use the service. Three quarters of Yankalilla council area residents and half of Victor Harbor council area residents indicated they would be likely to use the service. The rail extension was viewed as useful for personal and family commuting, as an alternative to driving to Adelaide and as a way of reducing driving time to access the rail line.

3. Progress critical transport network improvements continued

Fund the recommendations of the South Eastern Freeway Heavy Vehicle Safety Review

The need for additional safety measures has been identified to reduce the likelihood of out-of-control heavy vehicle crashes at the base of the South Eastern Freeway. This was highlighted following the July 2022 crash that injured nine people at the base of the South Eastern Freeway. In February 2024 a near-miss incident occurred, where a b-double was observed speeding down the Freeway, resulting in the vehicle and both trailers being defected.

The South Eastern Freeway Heavy Vehicle Safety Review was released in December 2022. RAA supports the implementation of the Review's recommendations, of particular importance for funding in the 2024-25 State Budget are:

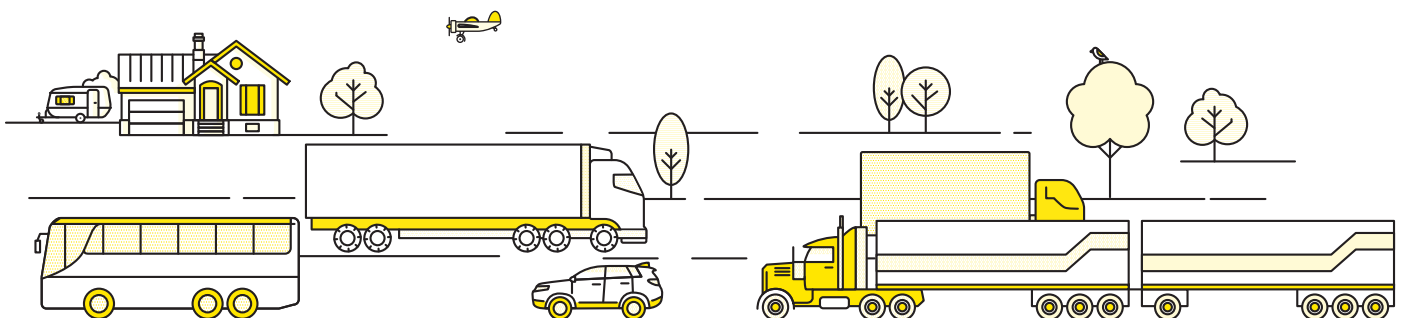
- Relocate Cross Road stop bar at the Freeway intersection; and
- Build a new (third) safety ramp

Adelaide Road Bridge Duplication at Mount Barker

As identified in RAA's 2020 Adelaide Hills regional road assessment and South Eastern Freeway corridor review, this freeway interchange is a key concern of freeway commuters, with safety and capacity issues frequently raised. There is also a risk in the event of a bushfire or major incident because this interchange is currently a choke point along what is a critical access route to and from the Mount Barker and Littlehampton areas.

Bridge duplication was part of the greater Hahndorf Improvement package, which was discontinued as part of the Australian Government's 90-day review of infrastructure projects, however this element is critical to the growing Mount Barker community.

Currently 31,200 vehicles per day use the bridge. While there are currently two lanes in each direction, there is insufficient space to provide appropriate intersection design and incorporate turn lanes, nor is there space to provide suitable pedestrian and cyclist facilities. Duplicating the bridge would allow the existing bridge to operate as a one-way bridge with cyclist and pedestrian facilities and allow for upgrades at both intersections with the South Eastern Freeway on and off ramps.



4. Improve public transport services and active transport infrastructure

Recommendations

- **Make the Mount Barker on-demand bus trial permanent and commit to trial on-demand bus services in Victor Harbour-Goolwa, Murray Bridge, Port Lincoln and Mount Gambier.**
- **Increase the State Bicycle Fund to \$10 million per year to fund new and upgraded cycling infrastructure in metropolitan Adelaide, to provide better connectivity and safety for active transport.**
- **Expand the Way2Go bike education program to ensure at least 25 per cent of primary schools are visited each year (up from current 10 per cent).**

On demand bus services

Due to the success of the Mount Barker on-demand bus trial, RAA is recommending that the SA Government commit to making it a permanent service to improve mobility for Adelaide Hills residents.

Additional trials in other regional areas should be funded. RAA research has found strong community support for on demand buses in Victor Harbor-Goolwa, Murray Bridge and Port Lincoln. A trial in Mount Gambier may also demonstrate benefits to the region.

Active transport infrastructure

Safety concerns and a lack of connected infrastructure act as a major barrier to cycling and walking for transport in South Australia. Lack of connectivity results in more interaction between cyclists/pedestrians and motor vehicles, increasing the risk of injury and death.

Over the past five years (2019-2023) 25 cyclists have lost their lives and 408 cyclists have suffered serious injuries on SA roads. In the same five years, 70 pedestrians lost their lives and 384 suffered serious injuries. These figures are unacceptable.

In January 2024, the SA Government announced a \$2 million cycling fund which will support 27 projects to improve cycling infrastructure across 20 councils. RAA research has indicated that this level of funding will not be sufficient to perform the work required to enhance the appeal and safety of cycling throughout South Australia.

RAA's Risky Rides survey has found that top of mind for cyclists is a continuous and connected network of on-road cycle lanes in Greater Adelaide. Many cycle lanes disappear

at intersections on main roads, and this is a major safety concern given that more than half of cyclist crashes occur at intersections.

The Government should be connecting on-road bike lanes on main roads or providing separated cycling facilities, including the provision of a shared path on the northern verge of Greenhill Road – nominated as South Australia's riskiest ride in RAA's recent survey.

Other top priority roads that require improvements include South Road, Main North Road, North East Road, ANZAC Highway, Frome Street (Rundle Street - North Terrace) and Payneham Road. Where physically possible, Government should seek to install on-road bike lanes separated from traffic by painted buffers or physical barriers, rather than the bare minimum strip of paint.

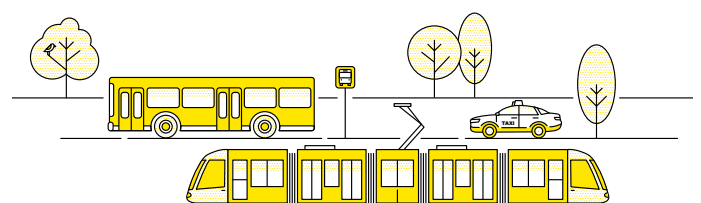
RAA also recently conducted its Risky Walks survey, in partnership with Walking SA. This survey found that some of the most important walking attributes to pedestrians are safe and convenient crossing locations, and well connected, even paths. This feedback aligned with respondents' top barriers to walking for transport more often, which were a lack of footpaths, uneven surfaces, and busy roads where there is nowhere to safely cross. Ten of the eleven highest nominated locations had elements of unsafe or unsuitable road crossings.

Expand the Way2Go bike education program

RAA plays a strong role in promoting safe cycling through our community education programs. We provide free road safety lessons in primary schools across South Australia, which include a focus on wheeled safety, and we also carry out student bicycle safety checks as part of the Way2Go bike education program.

The Way2Go bike education program is a highly effective way of providing cycling training and promotion to primary school children. However, RAA estimates that the program is currently available in less than 10% of primary schools, a proportion that has dropped in the past few years, so continuing the program at current levels means nine in 10 schools are missing out.

RAA believes the Government should commit to expanding the budget for the Way2Go bike education program so that by 2025 at least 25 per cent of primary schools are visited each year (up from current 10 per cent).



5. Progress reforms to strengthen driver education

Recommendations

- As a key target for 2024-25, implement reform to the driver training sector to support the safety of learner drivers and ensure the highest quality of instruction, and develop a plan to address skills shortages in the industry.

While industry reform has been on the Government's radar for several years, legislation has not progressed. In 2021, the Government introduced a bill which sought to address many industry issues but lapsed as a result of the 2022 election.

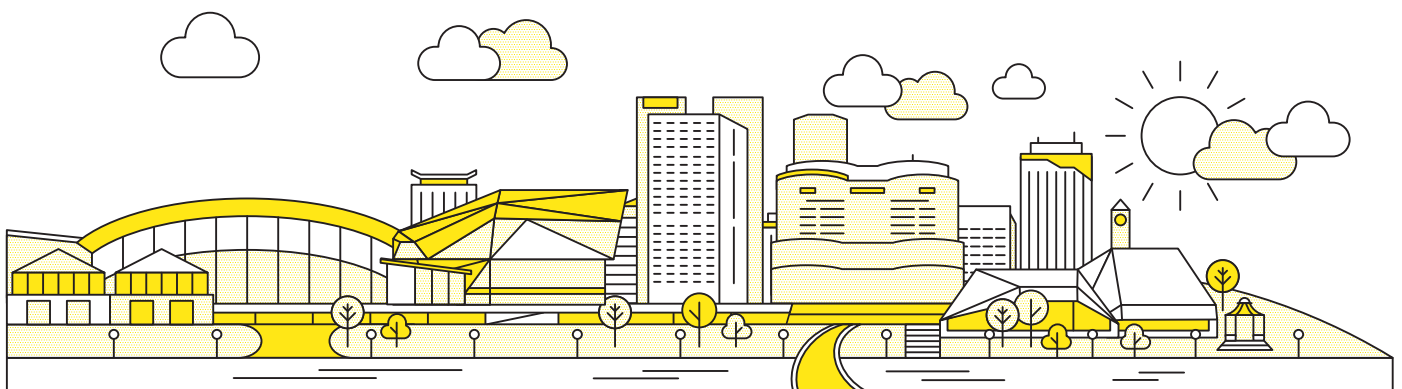
Since then, ICAC released a report on corruption in the driving instruction industry. Many of the recommendations of the report focused on improving internal processes and practices for the Registrar of Motor Vehicles. These recommendations should be progressed to enable better regulation of the industry.

Driver training reforms

South Australia's driver training industry is currently plagued by increasing costs and long wait times due to instructor shortages and allegations of corruption, which is preventing many young drivers from accessing professional driving lessons.

The industry needs mandatory in-vehicle cameras & GPS tracking technology, and an enforceable Code of Conduct for instructors. The industry is also facing a shortage of qualified driving instructors and Authorised Examiners (CBT&A and VORT Examiners), which could be addressed through improved pathways for instructor accreditation.

Young drivers are overrepresented in fatal crashes: 16-24-year-olds make up 13 per cent of the population but account for 19 per cent of all fatalities in South Australia in the past two years. Improvements to driver education are essential to improve safety outcomes for these drivers.



6. Improved disaster resilience

Recommendations

- **Implement a resilient retrofit program for communities impacted by the 2022-23 Murray River flood event to improve home flood resilience.**
- **Invest in road infrastructure and levee management to improve community resilience and further reduce flood risk along the Murray River.**

Disaster resilience

In December 2022 and January 2023, Murray River communities experienced the highest flood levels since 1956. More than 4,500 homes and businesses were affected either by part or total inundation, power disconnection or other impacts.

The flood event follows a pattern of extreme weather events across Australia. These events have led to industry-wide increases in insurance premiums, to ensure policyholders' insurance needs can be met. The impact of these events goes beyond residents, too – every flood event results in taxpayers having to fund the rebuilding of roads and other infrastructure.

As a member-based organisation, RAA is committed to working with communities, industry, and government to help reduce the impact of natural disasters on South Australians. This will require a multi-faceted approach and include mitigation infrastructure such as levees, more rigorous land use planning decisions, and changes to planning and building codes. The response to the Murray River flood event requires this multi-faceted approach.

Following the flood event, RAA welcomed the South Australian Government's review of the land use planning laws along the Murray River and supported the decision to increase the height of finished floor levels for houses along the river, as well as changes to the design for undercroft areas to improve water flow in the event of a flood, and reaffirming rules prohibiting people from converting these areas into rooms.

Financial assistance program

In addition to these changes, RAA also believes the SA Government should implement financial assistance programs to help communities reduce their flood risk. Following flood events in the eastern states, other state governments, with the support of the Australian Government, have implemented

resilient retrofit programs that provide grants to homeowners to increase flood resilience over and above repair works.

For example, the Queensland Government introduced the Resilient Retrofit program, which provides funding to incorporate flood resilient design and materials, such as water-resistant floor coverings and improved electrical works. The Queensland Government also introduced the Home Raising program, which provides funding to raise the height of homes to reduce the impacts of future flood event. In some instances, where a home can't be raised, residents may be eligible for financial assistance to demolish and rebuild their home, or in extreme cases, relocate through buyback schemes.

Implementing similar programs in South Australia could help property owners repair and rebuild their homes to a higher standard. It could also provide the cost difference in instances where building to the new Code is higher than the agreed insurance cover.

Build back better infrastructure

RAA understands the SA Government is investigating infrastructure measures to reduce flood risk in the future, including improvements to levees and resilience of the road network. We strongly encourage the Government to continue investigating new measures to further reduce flood risk and seek Australian Government funding for these improvements where appropriate, such as through the Disaster Ready Fund. Such community reliance measures can further reduce flood risk to complement changes to planning and building codes.

The benefits of investing in disaster mitigation measures are highlighted by research commissioned by the Insurance Council of Australia, which found that a five-year program of resilience measures costing approximately \$2 billion could reduce costs to governments and households by more than \$19 billion by 2050—a nearly tenfold return on investment³. As a live example, \$8.3 million of mitigation works in Roma, Queensland reduced flood risk to more than 500 properties in the area. This work included the construction of a diversion drain and an extension of the existing town levee.

In addition, making investments in road infrastructure so they are more resilient to floods would ensure this infrastructure can better support community and commercial transport needs in the event of a disaster. For example, additional investment in key roads on approach to ferries along the Murray River could ensure ferries stay open for longer. RAA understands the Government is investigating such measures and we strongly encourage the Government to continue investigating new measures to further reduce flood risk and seek Federal Government funding for these improvements.

³ Insurance Council of Australia, "Building Australia's resilience", March 2023

7. Unlock SA's cruising potential

Recommendations

- **Develop a Cruise Strategy to make Adelaide a more attractive choice for new and larger cruise lines to home port.**
- **Develop a plan to make the Port Adelaide Passenger Terminal (Outer Harbour) a state-of-the-art homeporting location in Australia.**

Cruise industry

South Australia's tourism growth post COVID has been exceptional, with visitor expenditure at record highs. The cruise industry has played a significant role in this rebound and SA is building a reputation as a 'must see' destination for passengers, with many tourism experiences located within a day trip of our ports.

However, the South Australian cruise industry is at risk of losing the services of major cruise line operators which are vital to our visitor economy. This risk is attributed to the recent surge in port fees and charges at the ports of Hastings and Melbourne in Victoria which acts as the main homeports for all cruise itineraries along the southern coastline of Australia.

Major cruise line operators such as Cunard and Virgin Voyages have pulled their services out of Australia entirely and others such as Princess are choosing to stop homeporting from Melbourne and move up to NSW and Queensland after the conclusion of the 2024-25 wave season. This puts Adelaide at risk of being a less viable inclusion for future cruise itineraries.

A new dedicated strategy is required to capture more day trip visits and further build on SA's reputation as a 'must-see' destination. Cruise ship passengers that enter SA for day trips contribute significantly to SA's visitor economy. In 2022-23 the cruise industry generated \$215 million for the South Australian economy, up 48% from pre-covid levels.

RAA has identified a series of short, medium and long term options for consideration and further discussion with the Government and industry.

Short-term actions

The Government should make the following minor investments at Outer Harbour, which would have a profound impact on the visitor experience for travellers:

1. Upgrade Outer Harbour train station and amenities and install a dedicated pedestrian crossing at the train station to eliminate the need for hiring traffic controls staff for every cruise docking at the terminal.
2. Expand baggage handling space and improve baggage screening procedures to cater for the ever-increasing size of cruise ships. Currently, SA boasts the toughest baggage handling laws in Australia requiring all luggage to be screened, whether the passenger boarded from a domestic or international terminal and is seen by many cruise companies as an unnecessary burden they don't wish to impose on their guests.

Medium-term goals

The SA Government should collaborate with the WA and Tasmanian Governments on a plan to develop a cruise season between all states highlighting the west and south coast of Australia and Tasmania. It would be a unique new product offering allowing all states to secure permanent routes in future cruise itineraries without relying on Victoria. All states are considered a 'package deal' with Victoria by cruise operators and as such have lost cruise lines in the 2025-26 season.

All three states have unique offerings not found along the east coast of Australia that would attract smaller luxury and expedition passengers focussed on food and wine, wildlife and events with high spending passengers on board.

Having cruise lines operate turnaround cruises from Adelaide for a portion of their season would further contribute to the SA visitor economy with turnaround passengers spending 2-3 times more than transit passengers and 1 in 4 cruise passengers who visit a destination for the first time returning to that destination for a holiday.

The SA Government must also work with the Federal Government on the upcoming review of the Coastal Trading Act to ensure that SA is placed in a position allowing the state to capture more cruise ship visits.

Currently, many cruise ships that start their journey on the eastern side of the country are redirected to international waters for taxation purposes. With the Port of Broome now able to be operate as a 'first point of entry' an opportunity exists for South Australia to ensure cruise lines entering Australia via the west coast spend time in South Australia before heading to the east coast as long as we are not hindered by taxation laws where other states are not.

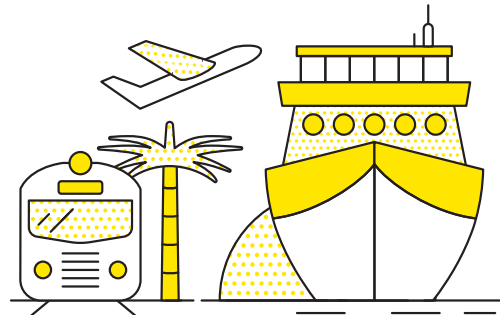
7. Unlock SA's cruising potential continued

Long-term focus

To enable South Australia to homeport cruise ships and offer more turnaround cruise itineraries, energy and refuelling infrastructure investment is required at Outer Harbour. The provision of shoreside power is considered a game changer by cruise lines with many saying shoreside power would provide South Australia with a very attractive proposition. Currently Sydney is the only Australian port being looked at for shoreside power. This would also align with state sustainability goals.

Furthermore, investigations should be undertaken to increase capacity and allow multiple cruise ships to dock simultaneously with passengers from more than one cruise line being able to use terminal facilities. Increased shade and cover from the elements should also be considered.

RAA expects that this would increase the number of turnaround cruise itineraries making pre and post cruise holiday extensions more viable for interstate and international cruise passengers – supporting the Malinauskas Government's ambition to grow the state visitor economy to \$12.8 billion.



In the 2024-25 Budget, RAA calls on the State Government to:

1. Increase road maintenance funding to \$250 million a year and progress duplication of Augusta, Sturt and Dukes Highway
2. Implement recommendations of the South Eastern Freeway Heavy Vehicle Safety and bring forward funding for a third safety ramp on the South Eastern Freeway
3. Improve collection and reporting of road safety data and release AusRAP star ratings
4. Reform the driver training industry and address skills shortages in the industry
5. Commit \$10 million a year in active transport infrastructure and expand the Way2Go program to reach more schools
6. Improve disaster resilience for Murray River communities
7. Make South Australia an attractive destination for the cruise industry

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