

Transport and Infrastructure Net Zero Consultation Roadmap

Take the survey

Department of Climate Change, Energy, Environment and Water

Response received at:

July 20, 2024 at 11:20 AM GMT+10

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Individual or individuals
- 10 Organisation name
Not answered
- 11 What best describes you or your organisation?
Not answered
- 12 What sector do you represent?
Not answered
- 13 What state or territory do you live in?
New South Wales
- 14 Postcode
Not answered
- 15 What area best describes where you live?
City
- 16 1. Do you support the proposed guiding principles?
No
- 17 1.1 Please add details to your response.
1. Health needs to explicitly be given its own category, because creating more healthy streets for people is probably the most important way to improve health at population scale and to reduce our epidemic of lifestyle diseases.
2. The biodiversity crisis needs to be added alongside the climate crisis. Achieving net zero will count for nothing if we do not safeguard and revitalise biodiversity at the same time.

18 2. Do you support the use of the avoid-shift-improve framework as a tool to identify opportunities for abatement?

Yes

19 2.1 Please add details to your response.

We need to make schools and local community hubs safe and healthy places for children so that we AVOID so many parental car trips to and from school and to and from children's extra-curricular activities, and SHIFT children's travel from backseat passengers to independent active travel.

20 3. Do you agree the development of a national policy framework for active and public transport will support emissions reduction?

Yes

21 3.1 Please add details to your response.

Yes, but only if active transport is actively incentivised and private car travel is actively disincentivised.

22 4. What should be included in a national policy framework for active and public transport and how should it be developed?

1. Clear and ambitious targets for increasing walking and cycling mode share, increasing active travel to school to 75%, and decreasing car ownership rates in every city and in every town.

2. Significant funding deployed to local councils to implement locally-relevant projects, paired with an obligation for local councils to report annually on how this funding has been spent and what sustainable travel outcomes have been measured.

3. Significant funding to sustainable transport charities to educate and support councils and communities in making transitions to more sustainable travel.

23 5. What additional actions by governments, communities, industry and other stakeholders need to be taken now and in the future to ensure the movement of people contributes to transport emissions reduction?

1. Implement progressive congestion charging schemes in major cities and reduce tolls on motorways - get more cars out of the city and tax those who do drive in.

2. Implement federal tax incentives to significantly encourage people to buy or hire new

or used bicycles and pedal-assist e-bikes.

3. Implement government funding to reward people to walk and cycle with vouchers that they can spend in local businesses.

- 24 6.1 What additional actions by governments, communities, industry and other stakeholders need to be taken now and in the future to ensure that the movement of goods contributes to transport emissions reduction?
1. Ensure that freight, recycling, and waste vehicles are sized small enough for city streets so that freight travel does not make active travel less safe and healthy. This requires freight transfer hubs, massive use of cargo bikes, 30km/h speeds on local streets, and bicycle lanes on all streets 40km/h and over.
 2. Develop circular economies at local scale. Invest in not-for-profits for local making and fixing places. Invest in local container washing and reuse schemes so people can buy foods and drinks in reusable containers. Invest in local recycling processing. Minimise waste.
 3. Convert all large size road freight to rail.
- 25 6.2. How would these actions address the identified challenges and opportunities for emissions reduction in the movement of goods?
1. More local walking and cycling activity, safety, and health.
 2. More local movement of resources and circular reuse.
 3. More small-size and sustainable freight.
- 26 7. Do you agree with the proposed net zero pathway for light road vehicles?
- No
- 27 7.1 Please add details to your response.
- EVs are NOT the solution.
1. They do not make travel more healthy for drivers and passengers.
 2. They do not make streets safer. With their size and weight and rapid acceleration, they probably make streets more dangerous.
 3. They do not improve air quality aside from reducing tailpipe emissions.
 4. They do not reduce car traffic congestion.
 5. They are not an affordable solution for many people, and this is inequitable, particularly in areas of transport poverty.

6. They are not a sustainable solution, and the resources invested in them would be better split between active and public transport.

The only modest investment we need is in car share and hire vehicles.

Instead, we need to invest in E-bikes of the pedal-assist variety, in all shapes and sizes - conventional, accessibility, cargo, and passenger bikes.

We also need to actively disincentivise ICE vehicles, primarily through rapidly increasing purchase taxes, like cigarettes.

28 8. The Australian Government is currently developing an Australian New Vehicle Efficiency Standard and has already begun to implement actions in the National Electric Vehicle Strategy.8.1 What additional actions by governments, communities, industry and other stakeholders need to be taken now and in the future to reduce light vehicle emissions?

Actively disincentivise all private car travel (ICE and EV) and actively incentivise active and public transport.

29 8.2 How would these actions address the identified challenges and opportunities to reduce light vehicle emissions?

1. Lower car purchase costs and embodied emissions
2. Lower car VMT and emissions
3. Healthier people and healthier streets

30 9. Do you agree with the proposed net zero pathway for heavy road vehicles?

No

31 9.1 Please add details to your response

Heavy vehicles need to be on railway tracks. The road danger, road damage, noise, and emissions of heavy vehicles on roads are all unsustainable.

32 10. The proposed pathway for heavy road vehicles relies on a mix of battery electric, hydrogen fuel-cell and low carbon liquid fuels.Rank

from 1 to 3, the order in which these should be prioritised for emissions reduction.

Not answered

33 10.1 Please add details to your response. Why did you rank them in that order?

Not answered

34 11. What role should low carbon liquid fuels play in the heavy vehicle decarbonisation?

Not answered

35 12. What additional actions by governments, communities, industry and other stakeholders need to be taken now and in the future to reduce heavy vehicle emissions?

Not answered

36 13. Do you agree with the proposed net zero pathway for rail?

No

37 13.1 Please add details to your response.

We absolutely and urgently need fast rail between major capital cities. This is vital for shifting air travel to rail. It also means that we have absolutely no need for a new airport in Western Sydney and no need for other airports to be expanded.

38 14. The proposed pathway for rail relies on a mix of battery electric, hydrogen fuel-cell and low carbon liquid fuels. Rank from 1 to 3, the order in which these should be prioritised for emissions reduction.

39 14.1 Please add details to your response. Why did you rank them in that order?

Not answered

- 40 15. What role should low carbon liquid fuels play in rail decarbonisation?
Not answered
- 41 16. What additional actions by governments, communities, industry and other stakeholders need to be taken now and in the future to reduce rail emissions?
1. Secure a national-scale corridor network for fast rail.
2. Build fast rail urgently in small segments. Sydney to Canberra first. Sydney to Newcastle second. Build it, prove its value, and use these wins and evidence basis for expansion to every major city.
- 42 16.1 How would these actions address the identified challenges and opportunities to reduce rail emissions?
1. Substantially shift air travel to rail travel.
- 43 17. Do you agree with the proposed net zero pathway for maritime?
No
- 44 17.1 Please add details to your response.
You need to set very high taxes on the purchase and use of large (>60') private motor-powered ships and mega-yachts. There is no reason for extremely wealthy people to own these boats and to have extremely inequitably high carbon footprints, so the private purchase of these boats should be taxed extortionately. These large boats could be shared to reduce the size of the fleet and increase their occupancy, but should still be subjected to very high taxes.
- 45 18. The Australian Government is engaging in consultation as part of the development of the Maritime Emissions Reduction National Action Plan and those consultations will also inform the final Roadmap and Action Plan. 18.1 What additional actions by governments, communities, industry and other stakeholders need to be taken now and in the future to reduce maritime emissions?
Not answered

46 18.2 How would these actions address the identified challenges and opportunities to reduce maritime emissions?

Not answered

47 19. Do you agree with the proposed net zero pathway for aviation?

No

48 19.1 Please add details to your response.

Increasing air travel is both unsustainable and unequitable, but we rely on air travel for connections, new experiences, and personal development - particularly for youth. This means that we need to disincentivise frequent air travel without reducing access to a more modest amount of air travel for individuals.

We therefore need to tax frequent flying on a sharply increasing scale:

1. No extra tax for a person for an air miles equivalent up to approximately 1x return flight to either the EU or USA over two years.
2. 50% tax for up to 2x intercontinental return flights over two years.
3. 150% tax for 3x, and so on...
4. Allocate a proportion of this tax revenue to subsidise sustainable local travel for all Australians.
5. Allocate a proportion of this tax revenue to 2x vouchers per Australian aged 16-26 each for 1x intercontinental flight at 50% discount, to incentivise youth to gain international travel experiences.

49 20. The Australian Government has already engaged in consultation on aviation decarbonisation through the development of the Aviation White Paper and those consultations will also inform final Roadmap and Action Plan.

Not answered

50 20.1 What additional actions by governments, communities, industry and other stakeholders need to be taken now and in the future to reduce aviation emissions?

Not answered

- 51 21. Do you agree with the proposed net zero pathway for transport infrastructure?
No
- 52 21.1 Please add details to your response.
We need national leadership on actively targeting and achieving mode shift to active and public transport, and to achieve 75% of school students actively travelling to school.
- 53 22. What additional actions by governments, communities, industry and other stakeholders need to be taken now and in the future to reduce transport infrastructure emissions and ensure that transport infrastructure is ready for and enables low-emission transport modes?
Require all state transport investments to include a 20% allocation to active transport.
- 54 22.1 How would these actions address the identified challenges and opportunities to reduce transport infrastructure emissions?
If we can make our streets safe and healthy enough for children to walk to school, then anyone will be able to walk anywhere, and our transport emissions will be vastly reduced.
- 55 23. What additional actions by governments, communities, industry and other stakeholders need to be taken now and in the future to ensure the energy mix is ready to support transport emissions reduction?
Not answered
- 56 24. How should the use of low carbon liquid fuels (LCLFs) be prioritised across different transport modes over time to achieve maximum abatement?
Not answered
- 57 25. What are the best ways for the Australian Government to work collaboratively with industry, business, governments and communities to implement the proposed pathways?

Fund and support grassroots-level charities, advocacy groups, school communities, and local councils. The shifts that we need need to happen in local neighbourhoods.

- 58 25.1 What are good domestic or international examples of partnership and collaboration on transport and transport infrastructure emissions reduction that could inform the final Roadmap and Action Plan?

The UK's vast and ongoing implementation of school streets and active neighbourhoods at substantial scale has achieved massive things so far and it's still going. They're turning car-dominated cities that are very much like ours into an emerging place for healthy everyday lifestyles.

- 59 25.2 What opportunities can Government leverage to show leadership in Australia and internationally?

Invest in active travel to school. It's a winner because everyone can understand that it's good for our children.

- 60 26. What measures and metrics should be used to evaluate the final Transport and Infrastructure Net Zero Roadmap and Action Plan?

Increasing mode shift to sustainable travel, walking and cycling to school to increase back to 75%, car ownership decreasing.

- 61 26.1 What other data and evidence could governments use and how could this offer further insights on the pace, scale and location of transport emissions reduction pathways?

UK evidence from active neighbourhoods (Aldred, Goodman, et al.) - walking up, cycling up, crime down (apart from bicycle theft), emissions down, no or negligible impact on traffic congestion overall...

- 62 27. Do you have any feedback on the proposed review process?

You need to run a citizen's assembly to have a proper deliberation on these issues with real people. A standard consultation process such as this one is woefully insufficient to engage with everyday people and to give you the feedback that you need.

- 63 28. Do you have any further feedback on the Consultation Roadmap and proposed pathways?

Why isn't active transport given its own mode in this roadmap? It absolutely deserves special consideration, and it's an indictment on the draft that this isn't provided. Reducing transport emissions cannot be achieved unless we actively incentivise walking and cycling and actively disincentivise driving.

64 28.1 Is there anything missing? Are the sections appropriately integrated? Is the Roadmap appropriately ambitious?

No, the roadmap is absolutely not ambitious enough. We are living in a climate AND biodiversity crisis, we are experiencing massive variations in weather and damage, our streets do not feel safe nor healthy enough for people to walk and cycle so they don't even when they would otherwise like to, and we have massive social and mental health problems from mass-scale isolation and existential fears. Genuine, substantive, and rapid action is required to address all these problems at once and in concert. Governments have failed and will continue to fail until they accept that actually acting in the common public interest is what the community is crying out for.

65 29. Is there any further information or documentation that you wish to be considered with your submission?

Not answered

66 Would you like to upload a document?

No

67 Have you removed any identifying information from your submission?

Not answered

68 Upload a submission

Not answered

69 Upload a submission

Not answered

70 Upload supporting file

Not answered

71 Upload supporting file

Not answered