Transport and Infrastructure Net Zero Consultation Roadmap

Take the survey

Department of Climate Change, Energy, Environment and Water

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1 Confirm that you have read and understand this privacy notice.
Yes

2 Please indicate how and if you want your submission published.
Public

3 Published name
Asthma Australia

4 Confirm that you have read and understand this declaration.
Yes

5 First name
Angela

6 Last name
Cartwright

7 Email
[redacted]

8 Phone

Not answered

9 Who are you answering on behalf of?

Organisation

10 Organisation name

Asthma Australia

11 What best describes you or your organisation?

Not for profit

12 What sector do you represent?

Other: "Health"

13 What state or territory do you live in?

New South Wales

14 Postcode

2538

15 What area best describes where you live?

Regional area

16 1. Do you support the proposed guiding principles?

Not answered

17 1.1 Please add details to your response.

Not answered

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

Not answered

19 2.1 Please add details to your response.

Not answered

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

Not answered

21 3.1 Please add details to your response.

Not answered

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

Not answered

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?

As the Consultation Roadmap indicates road transport is increasing, the Transport and Infrastructure
Net Zero Roadmap and Action Plan must prioritise urgently reducing reliance on passenger vehicles.
Increasing access to active and public transport will both reduce reliance on passenger vehicles and
generate valuable co-benefits for health and wellbeing. Transitioning to active and public transport
has been shown to improve cardiovascular, respiratory, musculoskeletal, diabetic, and cognitive
health outcomes by reducing air pollution, increasing physical activity, and reducing environmental
noise.
13 While the Australian Government's Active Transport Fund will help states and territories
deliver cycling and walking path infrastructure, further investment is needed to expand access to
active transport, for example, through increased walking and cycling infrastructure, as well as public

transport, and to engage with Australian communities to increase uptake of these options

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?

Not answered

25 6.2. How would these actions address the identified challenges and opportunities for emissions reduction in the movement of goods?

A meaningful and rapid reduction in vehicle emissions can contribute to reducing the burden of
asthma in Australia by both mitigating climate change and delivering immediate improvements in air
quality. Asthma Australia urges the Australian Government to accelerate efforts to reduce transport
emissions and prioritise actions to reduce emissions from road transport. Accelerating these actions
over the coming years is critical to mitigating climate change and will result in vital short- and -long
term health co-benefits by immediately improving air quality.

26 7. Do you agree with the proposed net zero pathway for light road vehicles?

Not answered

27 7.1 Please add details to your response.

Not answered

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?

Not answered

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

Not answered

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

Not answered

31 9.1 Please add details to your response

Not answered

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?

Not answered

37 13.1 Please add details to your response.

Not answered

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.

Not answered

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?

Not answered

42 16.1 How would these actions address the identified challenges and opportunities to reduce rail emissions?

Not answered

43 17. Do you agree with the proposed net zero pathway for maritime?

Not answered

44 17.1 Please add details to your response.

Not answered

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?

Not answered

48 19.1 Please add details to your response.

Not answered

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?

Not answered

52 21.1 Please add details to your response.

Not answered

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?

Not answered

54 22.1 How would these actions address the identified challenges and opportunities to reduce transport infrastructure emissions?

Not answered

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?

Not answered

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?

Not answered

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

While the Australian Government's Active Transport Fund will help states and territories deliver cycling and walking path infrastructure, further investment is needed to expand access to
active transport, for example, through increased walking and cycling infrastructure, as well as public
transport, and to engage with Australian communities to increase uptake of these options

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

Not answered

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?

Not answered

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

Not answered

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

Not answered

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

Not answered

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?

Yes

67 Have you removed any identifying information from your submission?

Yes

68 Upload a submission

Asthma Australia submission - Transport and Infrastructure Net Zero Consultation Roadmap - July 2024.pdf

69 Upload a submission

Not answered

70 Upload supporting file

Not answered

71 Upload supporting file

Not answered

Transport and Infrastructure Net Zero Consultation Roadmap

Asthma Australia Submission, July 2024

Asthma Australia welcomes the opportunity to comment on the Transport and Infrastructure Net Zero Consultation Roadmap (the Consultation Roadmap). Australia is experiencing the compounding and cascading effects of climate change.[1] In the past decade, our communities have been affected by the catastrophic 2016 Melbourne thunderstorm asthma event, drought-driven dust storms, the 2019-20 bushfires and prolonged bushfire smoke crisis, record temperatures and heatwaves, repeated heavy rainfall and flooding events and a related mould epidemic. Climate change is increasing the frequency, severity, and duration of these natural hazards, all of which can trigger asthma symptoms and flare-ups and increase the risk of developing the condition.[2] As a result, it is imperative that Australian governments act to urgently and significantly reduce human-made emissions. Failing to do so will leave people with asthma, and many other populations who are vulnerable to poor air quality, exposed to serious health risks.

ASTHMA AND CLIMATE CHANGE

Asthma affects 1 in 9 Australians, or 2.8 million people, with children being the most impacted. People with asthma are particularly vulnerable to adverse health impacts associated with climate change and air pollution.[3] Australia's asthma prevalence is high by international comparison, as are our rates of asthma hospitalisation and mortality.[4] People with asthma experience poorer health outcomes and quality of life and they may live for a long period of time with its associated disability. As one of the largest population groups vulnerable to climate change and poor air quality, people with asthma need rapid decarbonisation, as well as urgent adaptation measures.

THE CONSULTATION ROADMAP

The Consultation Roadmap recognises transport is the third largest emissions source and will become the highest greenhouse gas emitting sector in Australia by 2030 if further action is not taken. There is considerable opportunity for Australia to reduce transport-related emissions, particularly in relation to road transport, which accounts for 83% of transport emissions.[5]

In addition to contributing to climate change, vehicles are a major source of air pollution in urban areas.[6] Vehicles produce a range of pollutants that can harm health, including particulate matter and nitrogen dioxide.[7] Research has demonstrated that relatively low levels of nitrogen dioxide are associated with the onset of asthma in children, as well as respiratory symptoms.[8] Nitrogen dioxide can also cause asthma exacerbations in adults and a range of additional respiratory health problems.[9]

Asthma Australia refers to our joint submission with the Centre for Safe Air to the inquiry into the transition to electric vehicles,[10] which articulates the broader health damage associated with vehicle emissions, including tailpipe emissions, tyre and brake wear and roadway dust dispersion. The submission also recognises the disproportionate, detrimental impact of traffic-related air pollution on people living in lower socio-economic areas. These areas typically have greater road density, including major roads with high traffic volumes and heavy vehicles, as well as greater industrial air pollution, compared with higher socio-economic areas.[11] While this disproportionate exposure to air pollution leads to inequitable health impacts,[12] it also represents an opportunity to increase health equity by prioritising transport decarbonisation actions that reduce air pollution in lower socioeconomic areas.

As the Consultation Roadmap indicates road transport is increasing, the Transport and Infrastructure Net Zero Roadmap and Action Plan must prioritise urgently reducing reliance on passenger vehicles. Increasing access to active and public transport will both reduce reliance on passenger vehicles and generate valuable co-benefits for health and wellbeing. Transitioning to active and public transport has been shown to improve cardiovascular, respiratory, musculoskeletal, diabetic, and cognitive health outcomes by reducing air pollution, increasing physical activity, and reducing environmental noise.[13] While the Australian Government's Active Transport Fund will help states and territories deliver cycling and walking path infrastructure, further investment is needed to expand access to active transport, for example, through increased walking and cycling infrastructure, as well as public transport, and to engage with Australian communities to increase uptake of these options.

A meaningful and rapid reduction in vehicle emissions can contribute to reducing the burden of asthma in Australia by both mitigating climate change and delivering immediate improvements in air quality. Asthma Australia urges the Australian Government to accelerate efforts to reduce transport emissions and prioritise actions to reduce emissions from road transport. Accelerating these actions over the coming years is critical to mitigating climate change and will result in vital short-and -long term health co-benefits by immediately improving air quality.

ABOUT ASTHMA AUSTRALIA

Asthma is a respiratory condition that affects 2.8 million Australians, with children being the most impacted. Asthma is responsible for at least one Australian death every day, making it a serious health concern. More than 30,000 people are hospitalised each year due to asthma, yet 80% of these hospitalisations are considered potentially avoidable. Despite the prevalence of asthma, it is often misunderstood, causing fear and anxiety for those living with the condition.

Asthma Australia has been the leading charity for people with asthma and their communities for over 60 years. The challenges of climate change, unhealthy air, and health inequity make it more important than ever for people with asthma to have a voice. We search for new and progressive approaches to challenge the status quo. Our work is grounded in evidence and centred on the experiences of people affected by asthma. We believe by listening to those living with asthma, designing solutions with them, and influencing change, people with asthma can live freely, unrestricted by their asthma.

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