

Transport and Infrastructure Net Zero Consultation Roadmap

Take the survey

Department of Climate Change, Energy, Environment and Water

Response received at:

July 23, 2024 at 1:42 PM GMT+10

Response ID:

sbm2f73c79a2ea747b78aa4e

- 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
City of Darebin
- 4 Confirm that you have read and understand this declaration.
Yes
- 5 First name
Not answered
- 6 Last name
Not answered
- 7 Email
Not answered

- 8** Phone
Not answered
- 9** Who are you answering on behalf of?
Not answered
- 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?
Victoria
- 14** Postcode
Not answered
- 15** What area best describes where you live?
City
- 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?
Not answered
- 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?
Not answered
- 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?
Not answered
- 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

Appendix A - Transport and Infrastructure Net Zero Consultation - Darebin submission.pdf

69 Upload a submission

Not answered

70 Upload supporting file

Not answered

71 Upload supporting file

Not answered

Appendix A – Darebin Council’s proposed submission to the Commonwealth Government’s Transport and Infrastructure Net Zero Roadmap and Action Plan consultation

Darebin City Council represents a diverse Local Government Area in the inner northern suburbs of Melbourne. We have demonstrated leadership in area of emissions reductions and addressing the Climate Emergency, being the first local government worldwide to declare a Climate Emergency.

Darebin Council strongly supports the actions being taken by the Commonwealth to achieve net zero emissions in transport to achieve their greenhouse gas emissions reduction targets.

This submission is in four components of: leadership, setting targets and measuring, infrastructure spending, and incentives.

1. Commonwealth to demonstrate leadership on the avoid-shift-improve hierarchy

Darebin is very supportive of the Commonwealth Government’s intention to move towards using the *avoid-shift-improve* hierarchy as a way of moving to net zero transport emissions. This reflects the Darebin Transport Strategy 2007-2027, including targets to reduce the use of private vehicles, and to increase the share of walking, cycling and public transport trips.

Reducing the number and length of trips taken by private vehicle is the best way to reduce carbon emissions. The other negative impacts that private vehicle use has on the community would also be avoided.

Reducing vehicle trips and reducing the share of cars and trucks will extend the life of road infrastructure. Extending the useable life of transport infrastructure reduce the required amount of embodied energy in road maintenance. However, with electric vehicles currently being heavier than internal combustion engine vehicles, if car and truck volumes remain constant or continue to rise, then road maintenance would need to be undertaken more often. This scenario would result in an increase in the embodied energy required to maintain road infrastructure.

A reduction in vehicle movements through trip avoidance or modal shift towards active and public transport may also reduce the amount of public space required for the storage of motor vehicles. Reduced private vehicle storage on public land and infrastructure could allow that space to be repurposed to support carbon negative uses, such as tree planting and native gardens. Avoidance of trips may be possible when people live near the services they are seeking, which can be enabled through planning decisions.

2. Establish standardised metrics to track progress of the avoid-shift-improve hierarchy, and use this to incentivise other levels of government

To ensure that Local and State Governments can help the Commonwealth to achieve net zero transport, it is important that all of these bodies have a metric that they can measure their programs’ performances. A common metric would enable local and interstate peers to compare their performance against each other.

Currently there is no agreed upon and readily available data source for transport modal split and vehicle distance travelled. These two metrics could be the cornerstone of a future net zero transport plan. The Census currently provides the most robust data, however the lengthy time periods between surveys makes this data less useful to local governments. The net zero plan should create and measure targets regularly and, preferably, automatically to provide governments and the public robust transport data.

The Commonwealth Government could use this data to incentivise Local and State governments to reduce vehicle travel and increase sustainable transport mode share through funding based upon progress towards Net Zero. This would encourage Local and State governments to prioritise programs and infrastructure that more closely aligns with net zero transport goals, whilst also helping local governments to fund important local projects and programs.

3. Take a leading role in targeting infrastructure spending towards active and public transport

The Commonwealth Government could take a leading role to create a stream of active transport infrastructure funding for Local Governments that is dedicated to the delivery of active travel infrastructure. Local governments have very strong links with the local community and understand the needs of the local communities. This understanding could support delivery of projects that create safer local road infrastructure. Local Governments are finding it increasingly challenging to fund local road safety infrastructure projects and eagerly seek out opportunities from Commonwealth and State governments to assist.

By creating a dedicated stream of active transport infrastructure funding, the Commonwealth would create an incentive for local governments to develop and deliver more active transport infrastructure. This would reduce vehicle travel and increase sustainable mode share. Funding through a grant scheme is less desirable, as it creates uncertainty and reduces the incentives for local government to invest in the development of safe active travel infrastructure project designs.

4. Regulate and incentivise consumers and businesses to use lower impact vehicles

Significant work has previously been done on considering ways of funding road infrastructure. The [productivity commission's paper in 2017 on funding and investment in better roads](#) has many conclusions, including to move to a road user pricing model. The Commission's Public Infrastructure inquiry 2014 also indicated alternative funding models may also be available, like road user pricing. Darebin Council encourages further exploration of work previously completed in this area with consideration of the new transport context involving, the urgent need to reduce emissions, the expected role EV's will play in the transport system and working dynamics, such as hybrid models where working from home is an option.

The above could be done in conjunction with stronger Vehicle Emissions Standards to incentivise less polluting consumer choices and to compel industry to adapt to demand.

Reducing the emissions of private vehicles will require a large investment into electric vehicle charging infrastructure. The Commonwealth Government should lead by creating a coordinated investment scheme into new chargers, and provide regulatory oversight to ensure safe standards and operators.

The Commonwealth Government should consider providing incentives for mode shifting, particularly to e-bikes and e-scooters. E-bikes can be used as a second vehicle for families, a car replacement, or for commercial deliveries near activity centres and inner suburbs. E-bike subsidies have previously been implemented in several jurisdictions and shown to be effective. However, funding these at scale is typically beyond the resources of Local Governments.

Darebin City Council remains dedicated to achieving Net Zero and would welcome the opportunity to speak with you directly to help Australia reach the Government's legislated greenhouse gas emissions reduction targets.