Transport and Infrastructure Net Zero Consultation Roadmap

Take the survey

Department of Climate Change, Energy, Environment and Water

Response received at:
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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
Clarence Climate Action

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?

Organisation

10 Organisation name

Clarence Climate Action

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?

Tasmania

14 Postcode

7018

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.

Focusing on the “Avoid” and “Shift” elements of the “Avoid, Shift, Improve” framework will be
crucial to quickly reduce transport-related emissions over this decade. We recommend that
more emphasis is placed on these two components than currently proposed in the draft roadmap. Prioritising “Avoid” strategies can reduce unnecessary transport needs by integrating residential, commercial, and recreational areas to minimise travel demand. Additionally, expanding shared options — such as public buses and rideshare services — is vital for implementing effective change under the “Shift” category. Investments in reliable and
affordable transportation alternatives empower individuals to opt out of using private vehicles
altogether. To capture these opportunities fully we recommend that a target of 50% reduction in transport emissions by 2030 should be attempted through focusing solely on the "Avoid" and "Shift" elements of the 'Avoid, Shift, Improve' framework. This reduction has previously been suggested by the Climate Council (Climate Council, 2024).

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.

We welcome the inclusion of mode shift targets in the Transport and Infrastructure Net Zero
Consultation Roadmap; however, we recommend establishing specific targets for both passenger (30% reduction) and freight (one-third reduction) transport to expedite emissions reductions over this decade. Aiming for a 30% reduction in reliance on personal vehicles through increased adoption of shared and active transport options is necessary, alongside a goal that one-third of road freight transitions to rail (Climate Council,
2024). Establishing clear mode shift targets creates a robust framework that can guide targeted policy decisions and strategic investments in infrastructure. This will make it easier
to monitor progress towards our net zero objectives.

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?

Ensuring Social Equity through Public Transport Access

Access to reliable public transport is essential for fostering social equity and sustainable commuting patterns in urban areas. The federal government should collaborate with state governments to establish comprehensive transportation options that cater to all individuals, regardless of their socio-economic status or location within an urban environment. The increased availability of such public transport will encourage people to shift away from private car dependency, leading not only to lower carbon footprints but also positively contributing toward the overall mobility landscape in our cities. Therefore, we recommend that the government prioritise and fund initiatives aimed at developing these frequent shared transit networks - specifically implementing services that operate four times an hour during the day (07:00 to 19:00) across major urban areas - as part of its Transport and Infrastructure Net Zero Consultation Roadmap efforts.

Policies to Promote Shared and Active Transport Modes

In order to encourage the shift towards shared and active transport modes, it is important for the government to adopt policies that prioritise people-friendly environments over cars. One impactful measure would be lowering speed limits near schools and busy areas to a maximum of 30 km/h. This significant reduction in speed not only enhances safety for pedestrians - particularly children and other vulnerable populations - but also encourages walking and cycling by making these areas more inviting. Research supports this initiative - for instance, a study conducted by van den Dool et al. indicates that implementing 30 km/h speed limits could reduce transport casualties by approximately 7% annually in Australia (30please.org, 2019). Therefore, we recommend the implementation of 30 km/h speed limits in busy areas as an important policy change aimed at enhancing street safety and encouraging a shift to shared and active transport 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?

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?

Electrification Initiatives within the Transportation Sector

The urgent need to reduce transport emissions and combat climate change makes it essential for Australia to encourage more people to travel using electric vehicles. Setting a target for at least one-third of all passenger kilometres to be travelled in electric vehicles by 2030 addresses this (Climate Council, 2024). This goal will significantly reduce emissions from the transport sector. We recommend introducing a target that ensures one-third of all passenger kilometres travelled in 2030 be in electric vehicles. Additionally, electrification efforts should be focused initially on high-mileage personal vehicles such as taxis, rideshare services, and government fleets. Focusing on these vehicle categories - responsible for a disproportionate share of overall mileage - ensures more

rapid
and efficient progress towards our targets. Transitioning these vehicles from fossil fuels to
battery power is vital for meaningful emission reductions. It is also vital that we provide incentives throughout this transition journey so that no individual or community gets left behind.
Reducing Household Car Ownership
Currently, Australian households average two fossil fuel vehicles each. Reducing the number
of cars owned by households is a vital step in decreasing transport emissions. This involves
not only encouraging households to switch to electric vehicles but also reducing their total
vehicle ownership. To effectively transition towards a low-emission transport system, we must focus on owning fewer and lighter vehicles, while phasing out sales of fossil fuel vehicles by establishing an end date for their sale no later than 2035. This shift can be achieved through initiatives that incentivise urban residents to exchange one existing car
for an electric vehicle, while replacing the second with shared options or active transportation methods like e-bikes or scooters. Promoting policies that offer financial incentives to help households trade in their fossil fuel vehicles will facilitate this transition and
ease traffic in urban areas. It is essential that alternative shared and active transportation options are made readily available to encourage rapid adoption.

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

Transport and Infrastructure Net Zero Consultation Roadmap Submission_Clarence Climate Action.pdf

69 Upload a submission

Not answered

70 Upload supporting file

Not answered

71 Upload supporting file

Not answered

Clarence Climate Action Transport and Infrastructure Net Zero Consultation Roadmap Submission

Clarence Climate Action is a grassroots community climate group dedicated to pursuing meaningful and effective climate action within our local government area in Tasmania. Our organisation is made up of passionate volunteers who are working towards positive climate solutions. Together we can make a better future.

Our response to the Transport and Infrastructure Net Zero Consultation Roadmap:

Strategic Recommendations for Emission Reductions

Recent research consistently underscores the urgent need for more ambitious climate goals, demonstrating that slower approaches will not suffice in preventing catastrophic impacts on ecosystems, human health, and our economy. To combat the climate crisis and align with global efforts to limit warming to 1.5℃, the government must strengthen its emissions reduction target to a minimum of 75% by 2030 (Climate Council, 2023). Setting this improved target would demonstrate Australian leadership on the climate front. **We recommend that a commitment be made to pursue an immediate revision of the national emissions targets toward achieving at least a 75% reduction by 2030 and net zero by 2035.**

Focusing on the “Avoid” and “Shift” elements of the “Avoid, Shift, Improve” framework will be crucial to quickly reduce transport-related emissions over this decade. We recommend that more emphasis is placed on these two components than currently proposed in the draft roadmap. Prioritising “Avoid” strategies can reduce unnecessary transport needs by integrating residential, commercial, and recreational areas to minimise travel demand. Additionally, expanding shared options — such as public buses and rideshare services — is vital for implementing effective change under the “Shift” category. Investments in reliable and affordable transportation alternatives empower individuals to opt out of using private vehicles altogether. To capture these opportunities fully **we recommend that a target of 50% reduction in transport emissions by 2030 should be attempted through focusing solely on the "Avoid" and "Shift" elements of the 'Avoid, Shift, Improve' framework.** This reduction has previously been suggested by the Climate Council (Climate Council, 2024).

Specific Transport Mode Shift Targets

We welcome the inclusion of mode shift targets in the Transport and Infrastructure Net Zero Consultation Roadmap; however, **we recommend establishing specific targets for both passenger (30% reduction) and freight (one-third reduction) transport to expedite emissions reductions over this decade.** Aiming for a 30% reduction in reliance on personal vehicles through increased adoption of shared and active transport options is necessary, alongside a goal that one-third of road freight transitions to rail (Climate Council, 2024). Establishing clear mode shift targets creates a robust framework that can guide targeted policy decisions and strategic investments in infrastructure. This will make it easier to monitor progress towards our net zero objectives.

Evaluation of Low-Carbon Liquid Fuels (LCLF)

Careful evaluation of low-carbon liquid fuels (LCLF) production is essential to ensure that we accurately assess the role of these fuels in our transition towards a net-zero future. While LCLF can contribute to emission reductions, priority must be given to mode shift and general transport electrification, as it can significantly lower emissions without depending on new or unproven technologies. Concerns are surfacing in Tasmania due to the proposed development of two e-fuel producers that will likely require native forest biomass in production. Such initiatives risk increasing emissions due to enhanced native forest logging activities (The Tree Projects, 2024). Thus, **we recommend exercising greater caution during the planned roll-out of LCLFs and advocate for an increased emphasis on established technologies which have already proven effective at lowering carbon footprints** - avoidance of unnecessary travel, shifting behaviours and electrifying everything.

Ensuring Social Equity through Public Transport Access

Access to reliable public transport is essential for fostering social equity and sustainable commuting patterns in urban areas. The federal government should collaborate with state governments to establish comprehensive transportation options that cater to all individuals, regardless of their socio-economic status or location within an urban environment. The increased availability of such public transport will encourage people to shift away from private car dependency, leading not only to lower carbon footprints but also positively contributing toward the overall mobility landscape in our cities. Therefore, **we recommend that the government prioritise and fund initiatives aimed at developing these frequent shared transit networks - specifically implementing services that operate four times an hour during the day (07:00 to 19:00) across major urban areas** - as part of its Transport and Infrastructure Net Zero Consultation Roadmap efforts.

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limits in busy areas as an important policy change aimed at enhancing street safety and encouraging a shift to shared and active transport options.

Amending Road Rules for Sustainable Travel Options

Revising the Australian road rules to give priority access on major roads to shared and active transport can help create a lower emission transport system. Prioritising these transport modes in busy areas can significantly reduce traffic congestion, resulting in smoother flow of vehicle traffic and improved journey times for everyone. **We recommend that the government take action to amend the road rules to give priority to shared and active transport users.** This approach incentivises commuters to opt for non-private vehicle solutions. As congestion eases due to increased reliance on shared and active transportation options, it will further promote their uptake among the public and help achieve net-zero outcomes.

Electrification Initiatives within the Transportation Sector

The urgent need to reduce transport emissions and combat climate change makes it essential for Australia to encourage more people to travel using electric vehicles. Setting a target for at least one-third of all passenger kilometres to be travelled in electric vehicles by 2030 addresses this (Climate Council, 2024). This goal will significantly reduce emissions from the transport sector. **We recommend introducing a target that ensures one-third of all passenger kilometres travelled in 2030 be in electric vehicles. Additionally, electrification efforts should be focused initially on high-mileage personal vehicles such as taxis, rideshare services, and government fleets.** Focusing on these vehicle categories - responsible for a disproportionate share of overall mileage - ensures more rapid and efficient progress towards our targets. Transitioning these vehicles from fossil fuels to battery power is vital for meaningful emission reductions. It is also vital that we provide incentives throughout this transition journey so that no individual or community gets left behind.

Reducing Household Car Ownership

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Vehicle-to-Grid Technology Implementation

The introduction of vehicle-to-grid (V2G) charging would be an opportunity to transform electric vehicles into active participants in our energy grid, rather than mere passive consumers. Enabling electric vehicles to feed electricity back into the grid during peak

demand periods, we can balance energy supply and reduce strain on existing infrastructure. It can also provide vehicle owners with potential cost savings. **We recommend the development of comprehensive regulatory and policy pathways to facilitate V2G technology across urban and rural settings.** Such frameworks should include incentives for both utility companies and private consumers, while addressing necessary standards for interoperability among different vehicle models. Creating a supportive environment for V2G initiatives can improve our transport systems' role in achieving net-zero emissions whilst laying the groundwork for a more resilient electrical network.

Kind Regards,
Clarence Climate Action

References

30please.org, 2019:

- https://30please.org/wp-content/uploads/2021/02/ACRS-Safe-Street-Neighbourhoods-2019-Update-vs2.1-WA-NSW.pdf

Climate Council, 2023:

- https://www.climatecouncil.org.au/wp-content/uploads/2023/09/Mission-Zero_Updated-190923_IL_2.pdf

Climate Council, 2024:

- https://www.climatecouncil.org.au/wp-content/uploads/2024/03/CC_MVSA0394-CC-Report-Next-Wave_V8-FA-Screen-Single.pdf

The Tree Projects, 2024:

- https://www.thetreeprojects.com/s/Hydrogen-and-E-fuel-Report-tyka.pdf