Transport and Infrastructure Net Zero Consultation Roadmap

Take the survey

Department of Climate Change, Energy, Environment and Water

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

3 Published name
Department of Transport and Planning Victoria

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Yes

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9 Who are you answering on behalf of?

Organisation

10 Organisation name

Department of Transport and Planning Victoria

11 What best describes you or your organisation?

Government

12 What sector do you represent?

All transport

13 What state or territory do you live in?

Victoria

14 Postcode

3000

15 What area best describes where you live?

City

16 1. Do you support the proposed guiding principles?

Yes

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?

Yes

19 2.1 Please add details to your response.

To meet our emissions reduction targets, we need ambitious actions that make use of all opportunities to reduce transport emissions. As noted in the discussion paper, the Avoid-Shift-Improve (ASI) framework is an effective tool for identifying opportunities to decarbonise the transport sector. The Victorian Government is undertaking comprehensive action across the ASI framework to decrease transport emissions.

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?

Investment in low emission transport delivers a dual benefit of mode shift as well as supporting development that reduces the need for travel. The Victorian Government welcomes the recently released Commonwealth Infrastructure Policy Statement which recognises the need to invest in projects that encourage and enable integrated and more sustainable approaches to land use.

The Victorian Government is targeting 25 per cent of trips to be walking or bike riding by 2030 and acknowledges the Australian Government's decision to invest $100 million in a new Active Transport Fund open to states and territories. However, this amount will be limited when divided among the states and territories. Given the high cost involved in installing active transport infrastructure, additional funds from the Commonwealth would accelerate our shared goal of supporting zero emissions travel.

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?

Preparing the network for heavy ZEVs. Heavy ZEVs have higher comparative masses and roads will require additional support to withstand these vehicles. Greater investment by the Commonwealth will be required to prepare the network for their use. In addition, a nationally consistent technology strategy to support harmonisation will also support the cross-border operations of freight as new technologies become more common. Support for charging infrastructure for heavy vehicle operations will be required on nationally significant freight routes.

Supporting and growing rail freight. Rail is a less emission intensive mode of freight transport than road. Supporting mode shift to optimise the use of rail will reduce freight sector emissions and provide additional benefits such as reduced costs due to avoided road crashes, congestion and air quality impacts. The Victorian Government has invested in regional rail reliability and implemented a Port Rail Shuttle Network to increase options for freight on rail. The Commonwealth should explore mechanisms to support mode shift, including through providing rebates for use of rail as well as further support for the rail network in Victoria.

Reducing the emissions profile of the fleet. Heavy vehicles have long lifespans and will operate well into the future. Some freight tasks such as long haul or remote area freight would require zero emissions refuelling infrastructure that may be some time away. Consideration should be given to Low Carbon Liquid Fuels (LCLFs) as part of a suite of zero emission solutions for heavy vehicles and regional rail for both passenger and freight. The Commonwealth should support development of LCLFs, including through production/supply chains and demand incentives while ensuring that LCLF does not negatively impact ZEV uptake in duty cycles where zero emission trucks are viable.

As with light vehicles, the total cost of ownership and cost of purchasing new ZEVs has been identified as a key challenge to decarbonisation of the freight sector. The Commonwealth has key levers to increase uptake such as tax incentives or subsidies to reduce the total cost of ownership of new zero emission trucks. Similar to the light vehicle market, supply of zero emission heavy vehicles can be guaranteed through regulatory tools similar to the NVES.

Increasing knowledge and supporting investment. There is limited understanding within industry, particularly with smaller operators, about the benefits and costs of switching to ZEVs. Moving to ZEVs will require fundamental changes in how businesses operate, as it is not just a matter of replacing a heavy ICEV with a heavy ZEV. Supporting trials and

pilots and information sharing will be important to enable informed industry choices.
In its work to develop freight decarbonisation policies, the Victorian Government has undertaken a significant amount of industry consultation. The consistent challenges highlighted by stakeholders are the operational complexity of the transition, technology availability and maturity and the comparative cost of zero emission technology against ICEVs

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?

The Consultation Roadmap's discussion of policy measures to support change in the light vehicle segment focusses mainly on implementation of the NVES and further reforms to the electricity grid to support further ZEV uptake. Additional policy action that helps to remove barriers to early adoption, like upfront cost, is required to ensure a timely fleet transition. The Commonwealth has a number of tools at its disposal such as taxation and grants to financially incentivise the uptake of ZEVs. Additional potential policy reforms to ensure ZEVs are incentivised over ICEVs that could be considered include further review of the application of the luxury car tax to ZEVs, decoupling of the luxury car tax from the electric vehicle discount cap, and review of fringe benefits tax (FBT) treatments for both commercial and private use and charging, including for example FBT benefits for the use of private ZEVs charged at the workplace.

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?

well as further support for the rail network in Victoria.
Reducing the emissions profile of the fleet. Heavy vehicles have long lifespans and will operate well into the future. Some freight tasks such as long haul or remote area freight would require zero emissions refuelling infrastructure that may be some time away. Consideration should be given to Low Carbon Liquid Fuels (LCLFs) as part of a suite of zero emission solutions for heavy vehicles and regional rail for both passenger and freight. The Commonwealth should support development of LCLFs, including through production/supply chains and demand incentives while ensuring that LCLF does not negatively impact ZEV uptake in duty cycles where zero emission trucks are viable.
As with light vehicles, the total cost of ownership and cost of purchasing new ZEVs has been identified as a key challenge to decarbonisation of the freight sector. The

Commonwealth has key levers to increase uptake such as tax incentives or subsidies to reduce the total cost of ownership of new zero emission trucks. Similar to the light vehicle market, supply of zero emission heavy vehicles can be guaranteed through regulatory tools similar to the NVES.

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?

Supporting and growing rail freight. Rail is a less emission intensive mode of freight transport than road. Supporting mode shift to optimise the use of rail will reduce freight sector emissions and provide additional benefits such as reduced costs due to avoided road crashes, congestion and air quality impacts. The Victorian Government has invested in regional rail reliability and implemented a Port Rail Shuttle Network to increase options for freight on rail. The Commonwealth should explore mechanisms to support mode shift, including through providing rebates for use of rail as well as further support for the rail network in Victoria.

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?

Victoria recommends the final Net Zero Roadmap further explore additional policy opportunities for the Commonwealth and jurisdictions to work together to accelerate transformation of the light vehicle fleet, building on the important state, territory and Commonwealth policies already in place.

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

Victorian Government submission to Transport and Infrastructure Net Zero Consultation Roadmap.docx

69 Upload a submission

Not answered

70 Upload supporting file

Not answered

71 Upload supporting file

Not answered

Victorian Government Submission

TRANSPORT AND INFRASTRUCTURE NET ZERO CONSULTATION ROADMAP

The Victorian Government welcomes the opportunity to make a submission on the Department of Infrastructure, Transport, Regional Development Communications and the Arts' *Transport and Infrastructure Net Zero Consultation Roadmap* (the Consultation Roadmap).

Key recommendations in response to the Consultation Roadmap:

- The Final Roadmap should step out an emissions reduction pathway for the transport sector consistent with national targets and international commitments to work towards limiting global temperatures increases to 1.5 degrees above pre-industrial levels.
- Further Commonwealth action to accelerate the transition to zero emission vehicles in the short term is vital to ensure long term targets are met. This includes additional Commonwealth funding to invest in supporting infrastructure and programs.
- Decarbonisation of freight will require extensive collaboration between jurisdictions and industry, exploration of Low Carbon Liquid Fuels and targeting of mode shift to rail.
- Ongoing support for sustainable transport infrastructure delivers a dual benefit when combined with better land use planning by supporting mode shift and reducing travel.
- To further decarbonise transport infrastructure, consideration should be given to how industry and supply chains will be supported and how actions delivered under industry sector plans will align with the Net Zero Roadmap.

Transport's importance for Emissions Targets.

Victoria has committed to achieving net zero emissions by 2045 and has set ambitious interim emissions reduction targets towards this goal, including 45-50 per cent against 2005 levels by 2030 and 75-80 per cent against 2005 levels by 2035. All other Australian jurisdictions including the Commonwealth, have committed to achieving net zero emissions by 2050 or earlier.

Transport emissions currently make up approximately one quarter of Victorian emissions and 19 per cent of Australian emissions and are projected to be Australia's largest source of emissions by 2030. Reducing transport emissions is essential for Victoria and Australia to meet their net zero emissions goals.

The case for ambitious action in transport is strong, given the increasing availability of technology-ready and cost-effective solutions in many parts of transport compared to other sectors. Strong early action to decarbonise transport, capitalising on the significant reforms already underway in the energy sector, will position Victoria and Australia well to meet future emissions targets.

While states, territories and the Commonwealth have all begun taking steps to begin the transition to low emissions transport, the transport sector is broad and complex. As the Consultation Roadmap clearly shows, different segments are facing their own specific challenges and opportunities, many are operating in a market driven at the national or international level, and all have to interact with local, state and national governments. The task of change is challenging.

The Commonwealth's Net Zero Roadmap process provides a valuable opportunity to set the future policy agenda and provide all governments with a more strategic framework for coordinated action over the coming years. Victoria recommends that the final Roadmap has a clear policy objective linking further action on transport to state and national emissions targets, stepping out a clear, measurable pathway to ensure the transport sector adequately contributes to these shared objectives. This includes Australia's 2030 emissions reduction target of 43 per cent below 2005 levels, and our international commitments to work towards limiting global temperatures increases to 1.5 degrees above pre-industrial levels.

Victoria looks forward to the opportunity to work closely with the Commonwealth and other jurisdiction on the Final Roadmap.

Early transitioning of light vehicles to zero emissions technology is vital.

Victoria is doing its part to encourage the transition to zero emissions vehicles. In May 2021, the Victorian Government released its *Zero Emission Vehicle Roadmap*, putting forward a suite of policies and programs to remove barriers to zero emission vehicle (ZEV) uptake and leverage opportunities associated with the impacts of this critical transition. The Victorian Government also committed $100 million towards the decarbonisation of the transport sector, including funding for Australia's first public ZEV subsidy program, and a commitment to a target of half of all new light vehicle sales to be ZEVs by 2030.

In addition, in October 2021, Victoria, along with other Australian states and territories, was signatory to the COP26 transport declaration in Glasgow committing to convert the Victorian Government car and van fleets to ZEVs by 2035. The declaration also committed Victoria to putting in place policies that will enable, accelerate, or otherwise incentivise the transition to ZEVs as soon as possible, and to the extent possible within our jurisdictional powers. This was further bolstered by leading manufacturers committing to work towards reaching 100 per cent zero emission new car and van sales in leading markets by 2035 or earlier. The signatories included Ford, GM, Mercedes-Benz and Volvo.

At the national level, the Commonwealth's National Electric Vehicle Strategy and New Vehicle Efficiency Standard (NVES) are important recent reforms that will drive further improvements to the light vehicle fleet. The NVES in particular is expected to strengthen the supply of ZEVs into the Australian market.

However, significant policy challenges remain. Further acceleration in ZEV uptake is required to ensure we meet our emissions targets. A continuing key barrier is the upfront purchase price of ZEVs, which remain significantly higher than equivalent internal combustion engine vehicles (ICEVs). Consumer research in Australia and overseas indicates this is the most significant barrier to ZEV uptake. Specific market segments such as commercial light vehicles also still have limited ZEV options. Current rates of vehicle turnover also mean any actions taken to reduce fleet emissions now will take years to have full impact, with potential implications for meeting targets.

The Consultation Roadmap's discussion of policy measures to support change in the light vehicle segment focusses mainly on implementation of the NVES and further reforms to the electricity grid to support further ZEV uptake. Additional policy action that helps to remove barriers to early adoption, like upfront cost, is required to ensure a timely fleet transition. The Commonwealth has a number of tools at its disposal such as taxation and grants to financially incentivise the uptake of ZEVs. Additional potential policy reforms to ensure ZEVs are incentivised over ICEVs that could be considered include further review of the application of the luxury car tax to ZEVs, decoupling of the luxury car tax from the electric vehicle discount cap, and review of fringe benefits tax (FBT) treatments for both commercial and private use and charging, including for example FBT benefits for the use of private ZEVs charged at the workplace.

Victoria recommends the final Net Zero Roadmap further explore additional policy opportunities for the Commonwealth and jurisdictions to work together to accelerate transformation of the light vehicle fleet, building on the important state, territory and Commonwealth policies already in place.

The availability of electric vehicle charging infrastructure will need to match our ambition in the short term as ZEVs become more common on our roads. The National Electric Vehicle Strategy (NEVS) is focussed on the resources, systems and infrastructure needed to support rapid ZEV uptake. While significant progress has already been made, major barriers to grid preparedness and rollout of charging infrastructure remain. Priority reforms to ZEV grid integration agreed by Energy Ministers, including most recently the National Consumer Energy Resources Roadmap, should be expedited so some of these barriers can be addressed as quickly as possible. The Commonwealth, States and Territories should also continue to work closely to enable bi-directional ZEV charging and introduction of vehicle to grid technology. These technologies will generate significant bill savings for ZEV owners, open up new revenue streams for energy market participants and help reduce electricity costs for all Australians.

There is also a key role for the Commonwealth in ensuring the transition is equitable, particularly regarding access to electric vehicle charging in regional and remote areas.

Decarbonising freight requires extensive collaboration between jurisdictions and industry, exploration of Low Carbon Liquid Fuels and targeting of mode shift to rail.

The transition to ZEV technology for heavy vehicles is in the very early stages in Australia with limited availability of vehicles, high upfront costs and a lack of industry experience with integrating ZEVs into existing complex supply chains. The Commonwealth can play a key role in the decarbonisation of freight through:

Preparing the network for heavy ZEVs. Heavy ZEVs have higher comparative masses and roads will require additional support to withstand these vehicles. Greater investment by the Commonwealth will be required to prepare the network for

their use. In addition, a nationally consistent technology strategy to support harmonisation will also support the cross-border operations of freight as new technologies become more common. Support for charging infrastructure for heavy vehicle operations will be required on nationally significant freight routes.

Supporting and growing rail freight. Rail is a less emission intensive mode of freight transport than road. Supporting mode shift to optimise the use of rail will reduce freight sector emissions and provide additional benefits such as reduced costs due to avoided road crashes, congestion and air quality impacts. The Victorian Government has invested in regional rail reliability and implemented a Port Rail Shuttle Network to increase options for freight on rail. The Commonwealth should explore mechanisms to support mode shift, including through providing rebates for use of rail as well as further support for the rail network in Victoria.

Reducing the emissions profile of the fleet. Heavy vehicles have long lifespans and will operate well into the future. Some freight tasks such as long haul or remote area freight would require zero emissions refuelling infrastructure that may be some time away. Consideration should be given to Low Carbon Liquid Fuels (LCLFs) as part of a suite of zero emission solutions for heavy vehicles and regional rail for both passenger and freight. The Commonwealth should support development of LCLFs, including through production/supply chains and demand incentives while ensuring that LCLF does not negatively impact ZEV uptake in duty cycles where zero emission trucks are viable.

As with light vehicles, the total cost of ownership and cost of purchasing new ZEVs has been identified as a key challenge to decarbonisation of the freight sector. The Commonwealth has key levers to increase uptake such as tax incentives or subsidies to reduce the total cost of ownership of new zero emission trucks. Similar to the light vehicle market, supply of zero emission heavy vehicles can be guaranteed through regulatory tools similar to the NVES.

Increasing knowledge and supporting investment. There is limited understanding within industry, particularly with smaller operators, about the benefits and costs of switching to ZEVs. Moving to ZEVs will require fundamental changes in how businesses operate, as it is not just a matter of replacing a heavy ICEV with a heavy ZEV. Supporting trials and pilots and information sharing will be important to enable informed industry choices.

In its work to develop freight decarbonisation policies, the Victorian Government has undertaken a significant amount of industry consultation. The consistent challenges highlighted by stakeholders are the operational complexity of the transition, technology availability and maturity and the comparative cost of zero emission technology against ICEVs

Low Carbon Liquid Fuels investment and development opportunities.

The Consultation Roadmap clearly outlines the need for development of LCLFs to support decarbonisation of harder to abate transport segments such as aviation, shipping and some heavy vehicles, as well as the potential opportunities a local LCLF industry could create for new investment, jobs and its alignment with circular economy principles.

Victoria is actively exploring opportunities to support the production of renewable fuels including methanol and other renewable fuels such as sustainable aviation fuel (SAF). There is already industrial activity in this space with HAMR Energy, a low carbon fuels and energy company, developing the Portland Renewable Fuels Project which aims to produce renewable methanol for shipping using residual biomass and renewable hydrogen. There is also potential for the project to produce hydrogen for ZEV heavy vehicles and SAF in the future.

The Commonwealth's recently announced Hydrogen Production Tax Incentive and future potential decisions about LCLF production could provide additional opportunities to further expand and accelerate these state-based initiatives. Victoria will explore the potential to scale up such projects through joined-up investment with the Commonwealth and other partners.

Decarbonisation opportunities beyond the transition to ZEVs.

To meet our emissions reduction targets, we need ambitious actions that make use of all opportunities to reduce transport emissions. As noted in the discussion paper, the Avoid-Shift-Improve (ASI) framework is an effective tool for identifying opportunities to decarbonise the transport sector. The Victorian Government is undertaking comprehensive action across the ASI framework to decrease transport emissions.

Victoria's Housing Statement outlines our vision for more sustainable housing that decreases the need to travel by building more homes closer to where people have the jobs, schools, hospitals and sustainable transport options. Our priority precincts, National Employment and Innovation Clusters and suburbs are expected to deliver around 150,000 homes.

In addition to our Housing Statement, the Victorian Government is undertaking an extensive transport infrastructure program in sustainable transport modes including the Metro Tunnel, Level crossing removals and the Suburban Rail

Loop. Our infrastructure investment is supported by increases in public transport service levels, including an extensive bus reform program through Victoria's Bus Plan. Investment in low emission transport delivers a dual benefit of mode shift as well as supporting development that reduces the need for travel. The Victorian Government welcomes the recently released Commonwealth Infrastructure Policy Statement which recognises the need to invest in projects that encourage and enable integrated and more sustainable approaches to land use.

The Victorian Government is targeting 25 per cent of trips to be walking or bike riding by 2030 and acknowledges the Australian Government's decision to invest $100 million in a new Active Transport Fund open to states and territories. However, this amount will be limited when divided among the states and territories. Given the high cost involved in installing active transport infrastructure, additional funds from the Commonwealth would accelerate our shared goal of supporting zero emissions travel.

Victoria is leading in the decarbonisation of transport infrastructure.

Transport projects delivered by the Victorian Infrastructure Delivery Authority (VIDA), as part of Victoria's Big Build, are guided by a decarbonisation strategy that outlines a clear pathway to reduce emissions. This includes actively targeting high embodied carbon materials such as concrete, steel and asphalt. The Suburban Rail Loop East has also committed to reducing emissions, including through embodied carbon in materials, preferencing electrification, low carbon fuels and sourcing renewable energy. Both the North East Link and the Suburban Rail Loop East will be carbon neutral during operations.

Victoria has implemented a Recycled First policy to drive greater use of recycled and reused materials, encourage innovation and develop demand. To date, 4.3 million tonnes of recycled material have been used on Big Build projects under the policy since March 2020.

The Victorian Government established a new body named ecologiQ to support the implementation of the Recycled First policy by offering technical leadership, education and resources, connecting contractors with suppliers and supporting research and innovation.

It is noted the Net Zero Roadmap highlights the role LCLFs will play decarbonising transport operations. Application of these fuels in the short to medium term will also play a role decarbonising energy demands for heavy and static plant on construction sites. Given the emissions reduction focus on materials in transport infrastructure, the Commonwealth should consider how industry and supply chains will be supported and how actions delivered under industry sector plans will align with the Net Zero Roadmap.

Ongoing collaboration is key.

Victoria looks forward to working with the Commonwealth and other jurisdictions on ways of further advancing this broader transport policy reform agenda as part of the Net Zero Roadmap process, as well as continuing to participate in relevant policymaking forums such as the Energy and Climate Change Ministerial Council and the Infrastructure and Transport Ministers' Meeting.