

# Transport and Infrastructure Net Zero Consultation Roadmap

## Take the survey

Department of Climate Change, Energy, Environment and Water

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Response received at:

August 5, 2024 at 9:04 PM GMT+10

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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  
Sustainable Cities Collective
- 4 Confirm that you have read and understand this declaration.  
Yes
- 5 First name  
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sustainablecities@melbournefoe.org.au

- 8 Phone  
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- 9 Who are you answering on behalf of?  
Organisation
- 10 Organisation name  
Friends of the Earth - Sustainable Cities Collective
- 11 What best describes you or your organisation?  
Not for profit
- 12 What sector do you represent?  
Climate change/net zero  
Public transport
- 13 What state or territory do you live in?  
Victoria
- 14 Postcode  
3184
- 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.

More emphasis needs to be placed on Avoid and Shift approaches

**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.

Not answered

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

The full economic costing (including health and environmental costs) of different transport investments needs to be undertaken.

Access to active and public transport needs to be considered a basic right.

It may be necessary to reconsider minimum distances to transit in order to deliver more frequent and direct bus services.

**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?

Active and public transport infrastructure needs to be taken more seriously. It is imperative, not optional.

**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?

Invest more in active and public transport and in creating activity centres away from the city centre.

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

These would help people avoid journeys and shift to other transport modes for necessary trips.

**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?

No

- 52 21.1 Please add details to your response.

Need more focus on avoid and shift approaches.

- 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?  
Need to undertake full cost benefit analyses, measuring health and environmental costs.

- 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?

Cost-benefit analysis.

- 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  
213 Redacted  
20240726\_Transport\_and\_Infrastructure\_Net\_Zero\_Consultation\_Roadmap.730c0459.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: SUBMISSION

**Organisation name:** Friends of the Earth (FoE) Melbourne, Sustainable Cities Collective

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[REDACTED]

**Type of submission:** Public

The Friends of the Earth's Sustainable Cities Collective welcomes the development of the Transport and Infrastructure Net Zero Roadmap and Action Plan, and the opportunity to provide feedback on this.

We strongly support the joint statement from 11/07/2024 signed by 56 groups under the auspices of the Climate Action Network Australia. We would like to add our voice to the calls for a transport system that is free of fossil fuels, affordable, equitable, safe, accessible, resilient and reliable.

In particular, we wish to highlight the central role that buses play in the public transport system. Already, significant numbers of Australians rely on buses to get them from A to B, and many more use them to connect to tram and train networks.

A connected grid of clean, electric buses, running every 10 minutes, will reduce emissions and increase access to jobs, education, healthcare and social opportunities. According to research by the University of Melbourne<sup>1</sup>, a reformed bus system in Melbourne could increase the number of people who have access to a local activity centre within 30 mins by up to an

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1

[https://msd.unimelb.edu.au/\\_data/assets/pdf\\_file/0003/4224729/Better-Buses-for-Melbournes-West-launch.pdf](https://msd.unimelb.edu.au/_data/assets/pdf_file/0003/4224729/Better-Buses-for-Melbournes-West-launch.pdf)



astonishing 1115%. This has the potential to dramatically reduce the number of car trips, with one bus capable of removing 40 cars from the road, dramatically reducing transport emissions.

Strengthening and improving bus networks is a cost-effective solution that can be rolled out quickly, and supports meeting both environmental and social equity targets. In fact, the research from the University of Melbourne has shown that an enhanced 'clean slate' bus network in Melbourne's western suburbs can be delivered at a similar operating cost to current services. While adding rail infrastructure can indeed be expensive, the statement "...there is also a significant cost to governments in investing in public and active transport infrastructure" on page 25 is misleading and dangerous. We fear that it may be taken as an excuse for those responsible for making infrastructure and transport investment decisions not to improve active and public transport systems.

Furthermore, we recommend that a cost-benefit analysis be taken when appraising costs of investing in transport infrastructure. Only when environmental and health costs are also taken into consideration can a fair comparison be undertaken between different investment choices.

In line with the joint statement, we also welcome the inclusion of the avoid-shift-improve framework in the Consultation Roadmap. However, we are also concerned by the focus on technical solutions to improve, rather than following the framework hierarchy which calls for the greatest priority to be placed on avoid measures, followed by shift, and lastly improve. We would like to emphasise that, as included in the joint statement, "avoid and shift measures have the least cost, most benefit, and reduce emissions the fastest, and thus should be allocated sufficient funding and resourcing." Health and equity benefits in particular are much greater as a result of avoid and shift approaches. Following from this, improve approaches should be focussed on public transit, commercial, and freight rather than private passenger vehicles.