

# 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 6, 2024 at 10:47 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  
Newtown Climate
- 4 Confirm that you have read and understand this declaration.  
Yes
- 5 First name  
Eddy
- 6 Last name  
B
- 7 Email  
hello@newtownclimate.org

- 8 Phone  
[REDACTED]
- 9 Who are you answering on behalf of?  
Organisation
- 10 Organisation name  
Newtown Climate
- 11 What best describes you or your organisation?  
Not for profit
- 12 What sector do you represent?  
Climate change/net zero  
Other: "Local community group"
- 13 What state or territory do you live in?  
New South Wales
- 14 Postcode  
2042
- 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.

Not answered

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?

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.

1: Battery electric

2: Hydrogen fuel cell

3: Low carbon liquid fuels

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  
Newtown Climate Submission - Transport and Infrastructure Net Zero Roadmap .pdf
- 69 Upload a submission  
Not answered
- 70 Upload supporting file  
Not answered
- 71 Upload supporting file  
Not answered



## **Newtown Climate Inc. Submission**

### **Transport and Infrastructure Net Zero Roadmap - August 2024**

Newtown Climate is an incorporated community climate organisation based in Newtown in Sydney's Inner West. Our vision is for Newtown to become Australia's first inner-city zero emissions community, through a transition that is fast, fair and fun.

Since our incorporation in 2021 we have talked to hundreds of people in our community who are concerned about climate change and would like to see stronger action to reduce greenhouse gas emissions across all sectors. Many people in our community have taken action to reduce their own contribution to climate change, including by reducing car use and switching to more efficient vehicles, but are frustrated by government policy settings that have seen Australia's contribution to climate change continue to increase.

Transport is a key area for emissions reduction in our community, as it is nationally. With our electricity grid now decarbonising quickly, transport is expected to overtake electricity generation as the main source of Australia's domestic emissions. Climate pollution – and other forms of harmful air pollution – from transport in Australia is still getting worse, decades after governments formally acknowledged the greenhouse effect and promised to contribute to global efforts to address climate change, and despite the strong desire of most Australians to take action on climate change. Our community strongly supports efforts to reduce climate pollution in line with global efforts to limit global temperature rise to 1.5 degrees, as Australia has committed to do under the Paris Agreement.

Active transport is a key area of focus for our organisation and our local community, which has experienced a notable increase in cycling and other forms of micromobility in recent years. Other communities, and governments at all levels, could learn from our community's experience regarding the factors that facilitate a mode shift towards cycling and micromobility. Over the past decade these have included:

- The roll-out by the City of Sydney of a network of safe, separated and well connected bike paths connecting key destinations
- The use of modal filters, traffic calming and lower speed limits on local streets and back lanes to reduce vehicle traffic and make more streets safe for active transport
- The use of pop-up bike paths to rapidly expand the bike network during the COVID-19 pandemic
- Improved pedestrian crossing designs incorporating safe crossing points for bikes and other forms of micromobility
- The increased availability and popularity of e-bikes, including cargo bikes and box bikes, and other electric micromobility solutions like e-scooters, hoverboards and electric skateboards – new technologies which have expanded people's understanding of what can be achieved without a car

All of these factors have, together, led to the beginning of a mode shift towards active transport in the part of our neighbourhood that sits within or directly adjacent to the City of Sydney LGA. Outside of the City of Sydney, where there has not been a similarly strong commitment to delivering safe active transport infrastructure, this shift is lagging behind. Achieving a mode shift towards active transport at a speed and scale that is commensurate with the threat faced by climate change will require a strong commitment to improving active transport infrastructure across Australia. We are concerned that the \$100 million active transport fund is woefully inadequate and will not facilitate such a mode shift on a national level – in fact it would barely be sufficient to roll out safe active transport infrastructure in a single LGA.

Over the past two years our organisation has contributed to dozens of consultation processes at all levels of government regarding transport and infrastructure. In our experience, outside the administration of the City of Sydney, there is an ingrained culture of car-oriented thinking that prevents alternative transport approaches from being seriously considered, let alone funded. This is despite an overwhelming weight of evidence from around the world demonstrating that shifting to active and public transport will reduce climate and air pollution, save people time and money and improve health outcomes. While governments frequently presume that car dependence is a choice of consumers, we have had hundreds of conversations with people in our local area who would prefer to use their cars less, and would prefer that governments put in place the infrastructure and create the conditions for more people to be able to get around by active and public transport as much as possible. In our annual community surveys in 2022 and 2023 our members and supporters ranked active transport and public transport ahead of electric vehicles as preferred avenues for decarbonising transport.

We thank you for the opportunity to make this submission, and look forward to a fast, fair and fun national transition to zero emissions transport.