

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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Response ID:

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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

Peoples Climate Assembly

4 Confirm that you have read and understand this declaration.

Yes

5 First name

Amy

6 Last name

Blain

7 Email

[REDACTED]

- 8 Phone
[REDACTED]
- 9 Who are you answering on behalf of?
Organisation
- 10 Organisation name
Peoples Climate Action Coalition T/A Peoples Climate Assembly
- 11 What best describes you or your organisation?
Not for profit
- 12 What sector do you represent?
Climate change/net zero
- 13 What state or territory do you live in?
Australian Capital Territory
- 14 Postcode
2601
- 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.
See attached submission
- 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.
See attached submission
- 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.
See attached submission
- 22 4. What should be included in a national policy framework for active and public transport and how should it be developed?
See attached submission
- 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?
See attached submission
- 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?
See attached submission
- 25 6.2. How would these actions address the identified challenges and opportunities for emissions reduction in the movement of goods?
See attached submission
- 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.
See attached submission
- 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?
See attached submission
- 29 8.2 How would these actions address the identified challenges and opportunities to reduce light vehicle emissions?
See attached submission
- 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
See attached submission
- 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
- 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.

See attached submission

- 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.

1: Battery electric

- 39 14.1 Please add details to your response. Why did you rank them in that order?

See attached submission

- 40 15. What role should low carbon liquid fuels play in rail decarbonisation?

See attached submission

- 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?

See attached submission

- 42 16.1 How would these actions address the identified challenges and

opportunities to reduce rail emissions?

See attached submission

43 17. Do you agree with the proposed net zero pathway for maritime?

Not answered

44 17.1 Please add details to your response.

See attached submission

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?

See attached submission

46 18.2 How would these actions address the identified challenges and opportunities to reduce maritime emissions?

See attached submission

47 19. Do you agree with the proposed net zero pathway for aviation?

See attached submission

48 19.1 Please add details to your response.

See attached submission

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?
See attached submission
- 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.
See attached submission
- 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?
See attached submission
- 54 22.1 How would these actions address the identified challenges and opportunities to reduce transport infrastructure emissions?
See attached submission
- 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?
Consult
- 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?
See attached submission
- 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?
See attached submission
- 66 Would you like to upload a document?
Yes
- 67 Have you removed any identifying information from your submission?
Yes
- 68 Upload a submission
PCA Submission to Transport & Infrastructure Net Zero Roadmap.pdf
- 69 Upload a submission
Not answered
- 70 Upload supporting file
Not answered
- 71 Upload supporting file
Not answered



Peoples Climate Action Coalition

PO Box 544,
Canberra ACT 2601

Peoples Climate Assembly Submission on Transport & Infrastructure Net Zero Roadmap

The Peoples Climate Assembly (PCA) welcomes the opportunity to make a submission on the proposed Transport & Infrastructure Net Zero Roadmap. The Peoples Climate Assembly was one of the 57 organisations that signed onto CANA's Joint statement on the Roadmap.

Reducing Transport Sector Emissions is Urgent and Critical

We know that this is the critical decade for decisive and ambitious climate action, as UN Secretary General, Antonio Guterres, said at COP27 back in 2022, the world is *"on a Highway to Hell with our foot still on the accelerator."*¹

We know from the Roadmap *"...climate pollution from Australia's transport industry is rising with the sector on track to be the country's biggest polluter by 2030. The vehicles on our roads are responsible for around 83% of the carbon emissions coming from transport (DITRDCA, 2024)."*²

Transport emissions must rapidly reduce this decade for Australia to meet its international commitments and to put the brakes on accelerating and increasingly catastrophic climate disasters. We agree with the Climate Council's recommendation:

*"The Transport and Infrastructure Net Zero Roadmap and Action Plan should align decarbonisation targets and action as close as possible with a carbon budget that provides a 67% chance of limiting warming to 1.5°C and achieving net zero by 2035."*³

Positive Impacts on Health From Shifting Transport Norms

Transport is a major source of air pollution, which negatively impacts on health. Research shows that vehicle emissions in Australia are responsible for:

- 11,105 premature deaths in adults per year
- 12,210 cardiovascular hospitalisations per year
- 6,840 respiratory hospitalisations per year
- 66,000 active asthma cases per year in the 0-18 age group⁴

Investing in shared, active and alternative transport options will have environmental, economic and health benefits.

1

<https://www.independent.co.uk/climate-change/news/antonio-guterres-prime-minister-world-boris-johnson-ukraine-b2219428.html>

² Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA) (2024). Transport and Infrastructure Net Zero Consultation Roadmap. Accessed at: www.infrastructure.gov.au/sites/default/files/documents/transport-and-infrastructure-net-zero-consultation-roadmap.pdf

³ <https://www.climatecouncil.org.au/resources/submission-transport-and-infrastructure-net-zero-consultation-roadmap/>

⁴ <https://dea.org.au/doctors-new-vehicle-efficiency-standard-will-save-lives-on-our-roads/>

Avoid-Shift-Improve Framework Needs Significant Investment and Action

The transport sector in Australia accounted for 19% of Australia's emissions in 2022. Passenger cars and light commercial vehicles contribute 60% of our transport emissions and over 10% of Australia's total emissions.

The Avoid-Shift-Improve framework in the Roadmap is absolutely necessary; there must be accompanying funding and investment to drive avoidance, shifting and improving transport options.

We agree with AEVA's recommendation that we need to *"Shift funding away from demand-inducing road projects, and into more efficient and productive options like rail"*

Active Transport Needs to Be Included and Funded at Roadmap Start

As the Climate Council states, *"By prioritising shared and active transport in Australia's transport mix we can cut climate pollution from transport by more than 50% by the end of this decade (Climate Council 2024b)."*

We agree with the Climate Council's recommendation for a *"Shared Transport Service Standard, providing the whole community with services that operate at least every 15 minutes from 7am to 7pm within 800 metres of every home."*

We agree with the AEVA submission recommendations:

- *Avoiding unnecessary travel through better urban and regional planning, transit-oriented design of residential areas, and better connected cultural, educational and industry hubs*
- *Assign a fixed proportion of transport budgets to cycling and walking infrastructure*

Electric bikes and active transport options need to play a significant role in decarbonising our transport sector and should be central to the Roadmap. Plans for actively encouraging active travel should be in the Roadmap from the start. The recent announcement of the \$100 million Active Transport Fund over four years for infrastructure, is a great start, but is nowhere near the level of investment in roads. This balance needs to be changed to shift people from their cars.

Peter Bourke, the General Manager of Bicycle Industries Australia and the Executive Officer of We Ride Australia, estimates that increasing the number of e-bike commutes by just 5%, will have a massive impact on traffic congestion, the environment, our health and carbon emissions. Bourke notes that 50% of all trips across our cities are now less than 5 kilometres - a perfect distance for e-biking. We need good, complete, connected and safe infrastructure for entire journeys from home to school, to work, to sports and activities to encourage Avoidance and Shifting in transport choices. We want people to consider e-bikes and bikes to replace shorter journeys where they can, and as a replacement for second or additional ICE vehicles. We know that this will positively impact congestion, environment, health and local economies, with people walking and riding more likely to stop at local businesses on their journeys.

People-first Over Cars Approach

Shared and Active Travel needs to be prioritised on major roads to act as an incentive to take alternative options to the car. Traffic lights should be programmed to prioritise shared and active travellers. This must include active travel by wheelchair users, path and road planners should design and prioritise upgrading curbs and ramp access to guarantee wheelchair-friendly connected journeys, informed by wheelchair users.

We strongly support the Climate Council recommendation:

- *include measures to make streets friendly for people first, not cars. As a priority, this should include lowering the default national speed limit to 30 km/h around schools and other community activity centres, as well as on local and suburban streets*

We would add that school zones should operate during school holidays and all-day or at least to cover before and after care hours and the hours of holiday programs.

Bike buses and shared and active travel commuting groups should be promoted and encouraged with safe routes developed rather than incorporated into existing road infrastructure. There are good examples of protected covered bike lanes (with solar panel shades), car free zones and cycling cultures fostered by investment in infrastructure in the Netherlands and Paris.

Access to Electric Vehicles, Ensuring Equity with Subsidies, Buy-Back Scheme, Concessional Finance

There are equity issues and just-transition issues for people on lower incomes, who are unable to upgrade their ICE vehicles to EVs. Assistance schemes similar to the ACT's \$15K interest free loans should be considered at a national level. Other subsidies, rebate, buy-back schemes or concessional finance or or purchase incentives for low-income people must be considered. Assistance for replacing petrol cars for low income earners should be prioritised. Options like shared EVs for apartments, house shares and public housing should be available. We should dispel the notion that every ICE car must be replaced with an EV, the assumption should be that alternatives should be encouraged. Electric bikes should absolutely be considered in concessional finance arrangements which could be available on the basis that approved bikes and batteries were purchased from approved businesses.

Disability access for EV charging

When planning EV charging points, these must also be informed by wheelchair users with standards that ensure they are accessible.

Avoiding Flights

France recently imposed a ban on short-haul domestic flights; journeys that are possible in less than two-and-a-half hours by train cannot be taken as a flight⁵. This should similarly be brought in for Australia. It is important that regional and rural communities are still well connected but many business trips could be conducted virtually or using bus and rail routes.

The only effective way currently available for emissions reductions from aviation to align with the Paris Agreement is through a reduction in the number of flights. E-fuels have carbon emissions; they are not carbon neutral. The Roadmap should not be reliant on E-fuels when they are not proven to be carbon-neutral and should instead focus on Avoid.

Emissions from International flights should be included in Australian emissions total and the Aviation industry should report on Scope 3 emissions and non-CO2 emissions. Carbon offsets should be excluded from the calculation of aviation emissions.

We agree with Flight Frees recommendations to ban airline advertising, frequent flyer schemes, halt airport expansions and penalise the aviation industry from greenwashing with false advertising of carbon neutral fuels.

⁵ 14 Euronews, 23 May 2023. <https://www.euronews.com/green/2022/12/02/is-france-banning-private-jets-everything-we-know-from-a-week-of-green-transport-proposals>

Electrification and improvement of Rail

There should be a national program to electrify regional rail services. At the moment, electrification only extends to the outer suburban boundary, after which diesel locomotives take over. Electrifying the regional rail system would lead to a massive reduction in emissions, and unless action is taken quickly to do this, rail operators will be forced to purchase new diesel rolling stock which would delay the transition in rail for decades.⁶ Rail freight is much less polluting than road freight, but this advantage will be lost if the rail system isn't electrified either by overhead lines or by battery powered locomotives.

In addition, action should be taken to significantly upgrade rail lines between major cities so that rail travel becomes speedier and a real alternative to short haul flights. While a High-Speed Rail would be the optimum solution, a 'faster' rail service would be a good interim step to help divert travel and freight onto the rail system.

Rethinking Shipping

Australia relies on sea transport for 99% of our exports and the Australian economy is absolutely dependent on shipping. If the shipping industry were a country, it would be the world's sixth-largest greenhouse gas emitter. Shipping impacts on marine ecosystems and marine life. Cargo shipping is responsible for roughly as much carbon each year as the global aviation industry. Shifting the culture from an expectation of getting "anything you want at any time" needs to be urgently disrupted, with companies like Amazon, Shein and Temu being properly regulated and charged for the emissions related to their fast-delivery products.

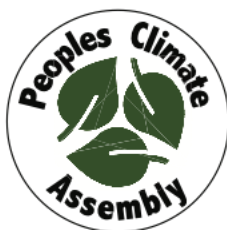
Yours sincerely

Amy Blain

Chair of the Peoples Climate Assembly

6 August 2024

The Peoples Climate Action Coalition T/A Peoples Climate Assembly (PCA) is a coalition of various climate groups including Australian Parents for Climate Action Canberra, 350/Move Beyond Coal Canberra, the ACF Community Canberra, Climate Action Canberra, Conservation Council ACT Region, and Extinction Rebellion ACT. The PCA is an organisation that believes we need to Act Now to reach zero emissions at emergency speed.



The Peoples Climate Assembly acknowledges that we live on the stolen land of the Indigenous people of Australia. We acknowledge the Ngunawal and Ngambri people, the traditional custodians of the land on which Canberra is situated. Their sovereignty was never ceded. We pay our deepest respects to our nation's First Peoples and to Elders, past and present.

⁶ Elias Visontay, *Freight operators will buy new diesel trains if governments don't back green alternatives, industry says*. The Guardian 15 July 2024 <https://www.theguardian.com/australia-news/article/2024/jul/15/freight-operators-will-buy-new-diesel-trains-if-governments-dont-back-green-alternatives-industry-says>