

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

South Gippsland Shire Council

4 Confirm that you have read and understand this declaration.

Yes

5 First name

Christian

6 Last name

Stefani

7 Email



8 Phone



9 Who are you answering on behalf of?

Organisation

10 Organisation name

South Gippsland Shire Council

11 What best describes you or your organisation?

Government

12 What sector do you represent?

Other: "Local Government"

13 What state or territory do you live in?

Victoria

14 Postcode

3953

15 What area best describes where you live?

Regional area

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.
Not answered
- 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?
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.
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?

Increased mass on roads from electric vehicles is noted as a risk, but there is no mention on how to address the matter. The proposal to review and potentially increase street axle weight limits raises concerns.

Additional funding may need to be provided to local governments to help manage this impact, and more work will need to be done by state government to maintain arterial roads, which are the main corridors used by these larger vehicles.

- 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?

While maritime is stated as hard-to-electrify, it is a consideration that must be taken within South Gippsland. With the two ports at Barry Beach having the potential to assist in the operations and maintenance of the developing offshore wind sector, as stated in the Victorian Government's Implementation Statement 3, it would be a great opportunity to implement low emissions options. As a new initiative, Government incentives could be well utilised

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?

As the Roadmap states that there is a need for more electric vehicle charging infrastructure and associated grid upgrades, we believe the costs of such infrastructure should not be borne by local government.

It is likely there will still be a need for local government to have a role in the planning process of this infrastructure, to ensure selected locations meet local demand and suitability.

This may be through the delivery of funded chargers, or the facilitation of third parties to ensure appropriate placement of chargers to match local needs, avoiding poor decisions and stranded assets.

It is important to note that a substantial influence on emissions related to

transport infrastructure is within the production of construction materials. The recent establishment of the Gippsland Circular Economy Hub could assist with reducing these impacts. Focusing on resource efficiency and upcycling could lead to transport infrastructure decarbonisation.

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
South Gippsland submission_Redacted.pdf

69 Upload a submission

Not answered

70 Upload supporting file

Not answered

71 Upload supporting file

Not answered

31 July 2024



*South Gippsland
Shire Council*

Australian Government
**Department of Infrastructure, Transport, Regional Development, Communications
and the Arts**

Submission made via the Departments *Have your say* website
[Transport and Infrastructure Net Zero Consultation Roadmap | Department of
Infrastructure, Transport, Regional Development, Communications and the Arts](#)

To whom it may concern

**Transport and Infrastructure Net Zero Consultation Roadmap –
South Gippsland Shire Council Submission**

Thank you for the opportunity to participate in the Australian Government's Transport and Infrastructure Net Zero Consultation Roadmap. South Gippsland Shire Council is pleased to provide a submission to assist the development of a plan towards decarbonising transport and transport infrastructure.

South Gippsland Context

South Gippsland is part of Victoria's Gippsland Region and has a population of about 31,000 people, which is projected to rise to 36,000 by 2036. Its major towns are Leongatha, Korumburra, Mirboo North and Foster. South Gippsland has an economy of national significance with regard to food production and is home to one of Australia's most spectacular coastal National Parks, Wilsons Promontory.

South Gippsland is recognised for its rolling green hills, productive farmland and pristine coastline. Despite already being one of Victoria's key food production areas, the region will also have a new, exciting role in renewable energy as the industry develops, safeguarding our environment and moving us towards a zero emissions future.



Consultation Roadmap

The development of the Transport and Infrastructure Net Zero Roadmap and Action Plan will be important in achieving Australia's greenhouse gas emissions reduction targets, reaching net zero by 2050.

Council agrees that all levels of government will need to continue to work together on the planning, design and delivery of this transport and infrastructure investment. Council is supportive of this Roadmap, but acknowledges the challenges that may be faced during its development and implementation.

Many of Council's functions are impacted by our transport and freight network, including a range of our key strategic actions. Council's Economic Development Strategy prioritises, 'supporting enabling infrastructure', which aims to 'build freight and supporting infrastructure and business and community linkages'.

Interest in the future of South Gippsland's transport and freight has been frequently raised by residents, as seen during our current Council Plan 2022-26 development. Council has also adopted selected points as key advocacy priorities in 2024, including:

- Increase road funding to rural councils,
- Leongatha Heavy Vehicle Alternative Route, and
- Increase community transport options.

These priorities may assist in reducing emissions, in addition to addressing safety and accessibility concerns within the Shire.

Council also has a Visitor Economy Strategy, which has a focus on increasing new residents and visitors. With over 1.2 million visitors per year and restricted transport options, tourism is an essential consideration of the Roadmap from a South Gippsland perspective. As South Gippsland does not have a rail network and limited public transport, the pressure on light vehicles is likely to increase.

Council has recently installed six electric vehicle fast chargers across the municipality, supporting the transition to light hybrid and electric vehicles. There are also two 10-seater electric buses used for community transport across the Shire. Additional initiatives such as these will be required, in addition to seeking assistance through Victorian Government programs such as increased public transport.

As the Roadmap states that there is a need for more electric vehicle charging infrastructure and associated grid upgrades, we believe the costs of such infrastructure should not be borne by local government.



It is likely there will still be a need for local government to have a role in the planning process of this infrastructure, to ensure selected locations meet local demand and suitability.

This may be through the delivery of funded chargers, or the facilitation of third parties to ensure appropriate placement of chargers to match local needs, avoiding poor decisions and stranded assets.

Increased mass on roads from electric vehicles is noted as a risk, but there is no mention on how to address the matter. The proposal to review and potentially increase street axle weight limits raises concerns.

As a Council that is already struggling to maintain our extensive local road network, electric vehicles (heavy vehicles and increased mass limits) may have the potential to adversely impact the condition of our roads and further strain our limited resources.

Additional funding may need to be provided to local governments to help manage this impact, and more work will need to be done by state government to maintain arterial roads, which are the main corridors used by these larger vehicles.

While a similar sized battery-electric passenger vehicle will be heavier than an equivalent Internal Combustion Engine (ICE) vehicle, the current trend shows consumer preference for larger 4x4 / SUV type vehicles, which is contributing to the biggest rise in vehicle mass on our roads. This may likely be significantly higher in South Gippsland and other rural areas.

The pending *Australian New Vehicle Efficiency Standard* mentioned in the Consultation Roadmap will help address this. However, it is noted that the changes to the Standard made in March 2024, to shift a number of popular heavier 4x4 vehicles to the Type 2 category, as well as the increase in the “break points” for the headline limits for both Type 1 and Type 2 vehicles, along with the six-month delay to commencement, may dilute the effectiveness of the Standard in the short to medium term.

While the *Australian New Vehicle Efficiency Standard* is an excellent initiative, despite the limitations noted above, more should be done to address the consumer preference to larger SUV and 4x4 vehicles, which could threaten to wipe out many of the gains achieved by the adoption of zero emission vehicles such as battery electric passenger vehicles, while also increasing the deterioration of road pavement condition.



The Roadmap may wish to also consider initiatives to limit the prevalence of larger SUV and 4X4 vehicles on our roads in order to address the short-to-medium term increase in emissions as well as the detrimental effects to road pavement conditions. This could be through initiatives such as a tightening of the *Australian New Vehicle Efficiency Standard* for larger passenger vehicles and a review of the luxury car tax exemption for large vehicles not used for commercial purposes.

The Roadmap states that 'a shift to sustainable, low-key emissions ways of moving goods also necessitates an end-to-end consideration of our freight and supply chains'. Improving efficiency across the freight sector is extremely important for South Gippsland due to the importance of agriculture, notably dairy farms, which must be serviced on a daily basis.

In addition to this, the Victorian Livestock Exchange saleyards at Koonwarra is already one of the largest in Victoria, with a planned further expansion, which will drastically increase freight volumes. This emphasises the challenge raised within the Roadmap, regarding the high upfront cost of switching to low emission heavy vehicles, and again the impacts heavier vehicles has on our road pavements. This is an even larger concern for South Gippsland as many of our roads are unsealed.

While maritime is stated as hard-to-electrify, it is a consideration that must be taken within South Gippsland. With the two ports at Barry Beach having the potential to assist in the operations and maintenance of the developing offshore wind sector, as stated in the Victorian Government's Implementation Statement 3, it would be a great opportunity to implement low emissions options. As a new initiative, Government incentives could be well utilised.

Similarly to maritime, aviation has been identified as hard-to-electrify but again, is a consideration for South Gippsland. With an aerodrome in Leongatha that currently supports our agriculture sector and air ambulance activities, this has the potential to expand with the development of the renewable energy sector.

It is important to note that a substantial influence on emissions related to transport infrastructure is within the production of construction materials. The recent establishment of the Gippsland Circular Economy Hub could assist with reducing these impacts. Focusing on resource efficiency and upcycling could lead to transport infrastructure decarbonisation.

Our Council Plan 2022-2026 has a focus on collaborating with Gippsland councils to 'create a shared vision, partner on the development and delivery of projects which will mitigate greenhouse gas emissions and adapt communities to a changing climate'. Our Municipal Public Health and Wellbeing Plan 2022-2025



also focuses on supporting community and business capacity to adopt sustainable practices and renewable energy.

Council is supportive of a collaborative approach to ensuring the Roadmap can assist in achieving Australia's emissions targets.

Thank you again for the opportunity to provide comment. If you would like further information, please contact [REDACTED]

[REDACTED]

[REDACTED]

Yours sincerely

[REDACTED]

Kerryn Ellis
Chief Executive Officer