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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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
Sydney Airport

4 Confirm that you have read and understand this declaration.
Yes

5 First name
Not answered

6 Last name
Not answered

7 Email
Not answered

8 Phone

Not answered

9 Who are you answering on behalf of?

Organisation

10 Organisation name

Sydney Airport

11 What best describes you or your organisation?

Not answered

12 What sector do you represent?

Other: "Aviation"

13 What state or territory do you live in?

New South Wales

14 Postcode

2020

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.

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?

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?

Yes

48 19.1 Please add details to your response.

SYD broadly agrees with the net zero pathway for aviation (as depicted in Figure 18 of the Roadmap). In the medium- to long-term, SAF remains the primary pathway for aviation to credibly decarbonise. As stated above, Australia is well placed to become a significant global producer of SAF and other renewable fuels. However, their domestic production is dependent on the timely development of clear government policy to establish a local market and catalyse private sector investment in refining capacity. Reducing emissions from fuel burn will significantly decrease the Scope 3 emissions of the airport sector, 85 per cent of which are directly contributed by aircraft.

Further detail is available at
Attachment A.

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?

SYD notes the Department's focus on aircraft-based solutions such as LCLFs and battery electric and hydrogen
propulsion. However, several airspace and airfield efficiency improvements could also be made by Airservices
Australia and the Civil Aviation Safety Authority to minimise the amount of fuel burnt unnecessarily.
Proposed efficiency improvements include:
• Modernisation of SYD's airspace and flight paths,
• Enabling continuous climb operations (CCO), continuous descent operations (CDO), and performance based navigation (PBN),
• Implementation of airport collaborative decision-making (A-CDM),
• Increasing crosswind limits on the parallel runway system to reduce in-air holding delays, and

• Allowing intersection departures to the north instead of requiring aircraft to taxi further and take off from the
end of Runway 34L.
Changes such as these are expected to reduce SYD's Scope 3 emissions by c. 80 ktCO2e by 2050 in comparison
to the baseline, subject to further technical analysis.
The Roadmap also overlooks the role of airports in contributing to ground operations decarbonisation through
brokering solutions with airlines and other operators on matters including:
• Use of electric ground power units (GPUs) and pre-conditioned air (PCA) instead of using aircraft auxiliary
power units (APUs),

• Electrification of aircraft ground support equipment (GSE),
• Single engine taxiing for aircraft that are certified, and
• Use of electric tugs/pushback tractors for aircraft taxiing.
Changes such as these are expected to reduce SYD's Scope 3 emissions by c. 130 ktCO2e by 2050 in comparison
to the baseline

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.

Federally leased airports (FLAs), including SYD, present a unique challenge for decarbonisation when considering
ground transport provision to and from airports. As outlined in the Roadmap, ground transport provision is primarily
a responsibility for state and local governments, with additional investment and facilitation from the federal
government where required. FLAs, as private entities leased on federal land, are considered by state and local
government as activity centres outside of their remit. Conversely, the federal government regards ground transport
as a state and local government responsibility. This means airports are not readily considered and integrated into
transport policy, planning and investment, with decarbonisation being no exception.
Mass transit is also a key component of airport connectivity. While vehicle movements will continue to represent a
large proportion of travel to and from SYD, connections by high-frequency rail and bus services will be critical to
decarbonise the sector as passengers and employee numbers increase. Ensuring networks are planned and
optimised for connections to and from SYD is critical. At present, the station access fee associated with train services
to and from SYD precludes the uptake of public transport usage by the airport's more than 30,000 workers, while a
majority of airport workers are located in areas that are not accessible by a direct bus route. SYD has advocated to
the NSW Government for the removal of the station access fee for airport workers and for a rapid bus route

connecting the precinct to what will soon be a metro station at Sydenham.

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

SYD_Submission_Transport_and_Infrastructure_Net_Zero_Consultation_Roadmap.665263bf_Redacted.pdf

69 Upload a submission

SYD_Submission_Attachment_A.7f742a3e_Redacted.pdf

70 Upload supporting file

Not answered

71 Upload supporting file

Not answered

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24 July 2024

Low Carbon Liquid Fuels Consultation Secretariat
Department of Infrastructure, Transport, Regional Development, Communication and the Arts
lclfconsultation@infrastructure.gov.au

Low carbon liquid fuels (LCLF) consultation paper submission

Sydney Airport (**SYD**) is pleased to provide a submission in response to the Low Carbon Liquid Fuels Consultation Paper (**the Consultation Paper**). As noted in our submission to the Aviation Green Paper, sustainable aviation fuel (**SAF**) is the primary pathway for the domestic aviation sector to credibly decarbonise. Without SAF, Australia risks being priced out of the global aviation network once emissions reductions strategies and carbon pricing begin to take effect on the international aviation industry. This would have a devastating impact on Australian tourism, business, trade and the economy more broadly.

While Australia is well placed to become a significant global producer of SAF and other renewable fuels, domestic production is dependent on the timely development of clear government policy to establish a local market and catalyse private sector investment in refining capacity. SYD notes the Australian Government's recent announcement of a new *Future Made in Australia Act* to anchor a coordinated package of reforms and initiatives to support the growth of new domestic industries. SYD particularly welcomes the identification of the low carbon liquid fuels (**LCLF**) industry as a priority sector for industry growth through the legislative package.

SYD supports the Government's legislated target of 43 per cent emissions reductions by 2030, and Net Zero by 2050. As an organisation, we are also committed to reducing emissions and are actively exploring opportunities to accelerate our own Net Zero (Scope 1 and 2 emissions) by 2030 target. It is the reduction of our Scope 3 emissions, however, that will have the most positive impact to the sector and contribute to the Government's own targets. Unfortunately, there is no clear path to doing so without a domestic SAF industry.

The LCLF opportunity

As noted in the Consultation Paper, the domestic aviation sector is among those projected to represent close to 20 per cent of Australia's emissions out to 2030, by which point Australia has committed to have reached emissions levels of 43 per cent below 2005 levels. It is widely understood that electrification and renewable hydrogen will not be viable options for decades to come, and so LCLFs, specifically SAF, will remain the primary pathway to decarbonisation until around 2050.

The CSIRO's Sustainable Aviation Fuel Roadmap (2023) notes that Australia's large landmass, temperate climates, advanced farming practices, access to renewable feedstocks, established supply chains and renewable energy potential are all assets in developing a range of feedstocks to support a domestic SAF and renewable diesel industry. As per the Consultation Paper, a domestic LCLF industry could potentially support between 10,700 – 28,100 additional jobs by 2030, and 13,400 – 35,300 additional jobs by 2050, with at least one in four expected to be located in regional areas. In 2022 alone, Australia exported 400 kilotons of tallow and approximately 3.4 million tonnes of canola seed to Europe, demonstrating the nation's ability to competitively produce feedstocks for the production of LCLFs.

SYD welcomes the opportunity to provide input to Government on both supply and demand-side options to support a domestic LCLF industry. The Australian Government needs to set a clear, articulated objective for LCLFs, including SAF, that is underpinned by global best practice policy mechanisms as set out below.

Government should play an active role in supporting the development of a domestic LCLF market

Without domestic production incentives, feedstock and biofuels will continue to be exported for a higher return. Government should ensure that Australian feedstock is prioritised for use in SAF production and catalyse industry

uptake with a volume-based target for domestic SAF sales – at least until such time as a mandate is set.

Over the long term, and once a domestic SAF industry has matured, Government could consider the addition of carbon intensity requirements to SAF usage targets. Doing so would encourage refiners to optimise their feedstock supply chains and pursue actual life cycle carbon assessments (i.e., under the International Civil Aviation Organisation Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), as has been observed in the United States, or the more current GREET framework, as has been observed in Canada).

The development of a LCLF certification framework

A LCLF certification process should be developed through expansion of the Guarantee of Origin Scheme to track and verify emissions from the production of LCLFs. The LCLF certification process should include emissions reduction thresholds which increase over time as part of the eligibility criteria for LCLFs to receive support under a production incentive program. It is important that emissions reduction thresholds are initially set with the aim of maximising the portfolio of Australian feedstocks eligible for use in LCLFs to allow for the rapid establishment of an Australian LCLF industry.

Sustainability criteria for Australian-produced SAF should also be developed, ensuring interoperability with international schemes such as the CORSIA Sustainability Criteria for CORSIA Eligible Fuels, and adapt CORSIA lifecycle assessment (**LCA**) methodologies for feedstocks produced in Australia to better reflect Australian LCAs.

Implementation of a transparent market for trading LCLF credits

An efficient and credible LCLF market is needed to support the trading of LCLF certificates generated within Australia by producers.

Changes to the National Greenhouse and Energy Reporting (**NGER**) Act and Safeguard Mechanism should be introduced to enable the LCLF trading mechanism to exist. Whilst a SAF emission factor is now available in the NGER Scheme to enable an airline to claim Scope 1 emissions reductions through combustion of SAF, this approach only recognises the physical fuel throughput in an airport's jet fuel infrastructure (location-based accounting methodology) and not any trading of LCLF certificates that may exist in the future (market-based accounting methodology). A market-based approach would result in a more streamlined and pragmatic method of enabling a reduction in an airline's Scope 1 emissions and an airport's Scope 3 emissions through trading of LCLF certificates and accelerate SAF adoption. Any such system should be transparent to enable an airport to have access to the data for their Scope 3 emissions inventories.

The development of a domestic book and claim system should also be considered to track chain-of-custody of LCLF certificates that will be generated and traded within Australia to support a domestic production industry. This system should aim to integrate into any international book and claim systems in the future, once Australian produced SAF is internationally competitive.

Establishment of supply-side (incentive) policy measures

Incentive-based solutions are essential to develop domestic SAF refining. As we are seeing globally, targeted incentives (such as production tax incentives) are proving effective in closing the gap between global incentives. SAF supply is the most critical Scope 3 decarbonisation lever available to Australian airports.

SYD suggests that the Government introduce production tax incentives to support domestic SAF production over other forms of incentives. Production tax incentives provide a direct incentive to produce LCLFs with a predictable benefit correlated with the emissions intensity of a fuel. Production tax incentives will result in tangible emissions reduction; encourage behaviours across the supply chain to innovate; and can represent a range of risk sharing outcomes between industry and Government.

There should exist different rates of incentives to support SAF production over renewable diesel, or certain proportions of production volumes prescribed towards SAF, given it is cheaper to produce renewable diesel. Doing so would be proportionate to the role SAF will play in an airport's Scope 3 emissions reductions, and subsequently

the nation's carbon emissions reductions. Whilst renewable diesel will support an airport's Scope 3 emissions reduction (e.g., through use in airport ground support equipment or construction plant and machinery), the use of SAF will have by far the greatest impact on emissions reduction over time, particularly given electrification of such equipment is also expected to occur.

There will remain a role for fixed-grant amount incentives, such as the ARENA SAF Funding Initiative, to support the development of domestic SAF production from renewable feedstocks. SYD supports their continuation as a domestic industry is established.

Establishment of demand-side mandates

SYD supports the establishment of demand-side mandates such as a SAF Supply Mandate or Fuel Carbon Intensity Standard in line with industry best practice to provide market certainty and incentivise uptake of LCLFs.

Any demand-side mandates would need to be supported by an emission intensity compliance program administered under the NGER Scheme and should ramp up over time. Carbon intensity requirements for SAF must balance the dual objectives of utilising a broad portfolio of Australian feedstocks to catalyse refining capacity and applying downward pressure on SAF carbon intensity over the long term through feedstock and supply chain enhancement. The aim would be to prevent perverse outcomes of Australian feedstocks being exported and SAF produced overseas and then imported back into the country.

Demand-side interventions should deliver appropriate volumes of SAF relative to other LCLFs, giving regard to the additional costs associated with producing SAF, its premium to fossil jet fuel, and the acute lack of alternate decarbonisation pathways for medium and long-haul aviation.

SYD appreciates the opportunity to share the above input for the Department's consideration. Should you require further detail, please contact [redacted]

Kind regards,

[redacted]

Karen Tompkins
Group Executive, Government Relations, Sustainability and Legal

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26 July 2024

Net Zero Unit
Department of Infrastructure, Transport, Regional Development, Communication and the Arts
GPO Box 594
CANBERRA ACT 2601

via email: NetZero@infrastructure.gov.au

Submission – Transport and Infrastructure Net Zero Consultation Roadmap

Sydney Airport (**SYD**) is the heart of Australia's aviation industry, being the largest airport in Australia and the oldest continually operating commercial airport in the world. Australia's busiest airport saw around 35 million passengers arriving and departing during 2022-23, and almost 45 million passengers annually prior to the pandemic. As the nation's gateway airport to the rest of the world, SYD contributes over $42 billion in economic activity, generates or facilities more than 330,000 jobs, and facilities over 200,000 tonnes of international airfreight.[1] International aviation more broadly contributes $100 billion to the national economy on an annual basis.

Being a long-haul destination, Australia has no viable alternatives for connecting to the rest of the world. There are also no viable alternatives for domestic and interstate air travel planned for the foreseeable future. As such, it is imperative that industry and governments work together to decarbonise the aviation sector and ensure its viability well into the future.

SYD is committed to achieving net zero Scope 1 and 2 emissions by 2030 and is actively working to reduce the emissions for which it is directly responsible. There are several immediate actions that the Australian Government can also take to reduce emissions at, and around, Sydney Airport. For example, modernisation of SYD's airspace and flightpaths – which have not been updated for a quarter of a century – would not only achieve better noise outcomes for the local community, but also reduce aircraft emissions.

More broadly, however, sustainable aviation fuel (**SAF**) remains the primary pathway for aviation to credibly decarbonise in the medium-long term. Australia is well placed to become a significant global producer of SAF and other low carbon liquid fuels (**LCLF**s), and the economic opportunity should a domestic industry be established is substantial. However, production of SAF in Australia is dependent on the timely development of clear government policy to establish a local market and catalyse private sector investment in SAF refining capacity.

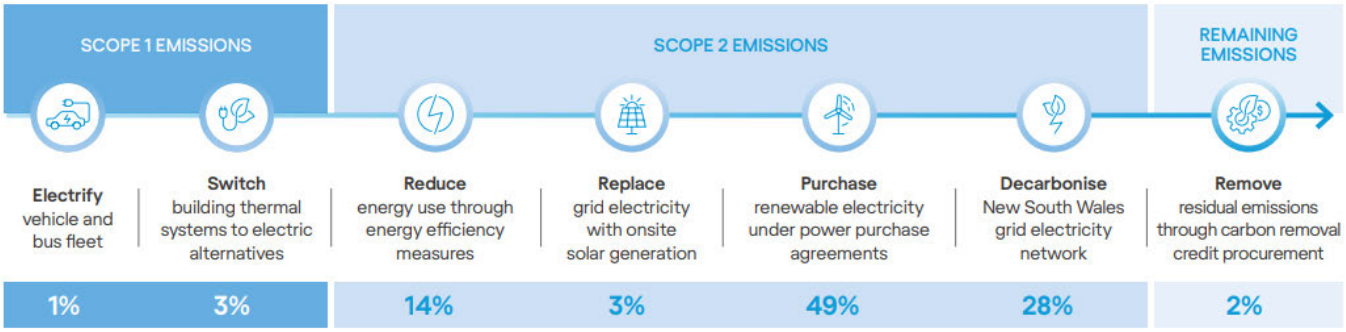
SYD notes the Australian Government's recent announcement of a new Future Made in Australia Act to anchor a coordinated package of reforms and initiatives to support the growth of new domestic industries. SYD particularly welcomes the identification of the LCLF industry as a priority sector for industry growth through the legislative package and was pleased to provide a submission as part of the consultation process.

It is essential that Australian Government policy supports sustainable aviation in Australia and keeps pace with leading international jurisdictions. Otherwise, there is a real risk of being priced out of the global aviation network should the industry fall behind or fail to decarbonise. SYD welcomes any opportunity to work with government to bring the domestic SAF opportunity to life and progress the decarbonisation of the aviation sector.

SYD's commitment to achieving net zero (Scope 1 and Scope 2 emissions) by 2030

SYD is committed to achieving net zero by 2030 for emissions under its operational control (known as Scope 1 and Scope 2 emissions). Illustrated below, SYD's strategic roadmap to net zero Scope 1 and 2 depicts the percentage each measure is anticipated to contribute towards achievement of the emissions target, although it will be refined over time.

[1] As at 2021.



% contribution to overall achievement of Net Zero Roadmap for Scope 1 and 2 emissions by 2030.

The low carbon liquid fuels opportunity

As noted by the Transport and Infrastructure Net Zero Consultation Roadmap (**the Roadmap**), aviation is a hard-to-electrify sector in which SAF will be the primary technology to reduce emissions in the short-to-medium term. The CSIRO's Sustainable Aviation Fuel Roadmap (2023) notes that Australia's large landmass, temperate climates, advanced farming practices, access to renewable feedstocks, established supply chains and renewable energy potential are all assets in developing a range of feedstocks to support a domestic SAF and renewable diesel industry. A domestic LCLF industry could also potentially support between 10,700 – 28,100 additional jobs by 2030, and 13,400 – 35,300 additional jobs by 2050, with at least one in four expected to be located in regional areas.

SYD welcomed the opportunity to provide input to government on both supply and demand-side options to support a domestic LCLF industry. A copy of SYD's submission to the LCLF Consultation Paper is provided at **Attachment A**.

Responding to the Roadmap

SYD is pleased to provide more targeted response to the below questions from the Roadmap.

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

SYD broadly agrees with the net zero pathway for aviation (as depicted in Figure 18 of the Roadmap). In the medium-long term, SAF remains the primary pathway for aviation to credibly decarbonise. As stated above, Australia is well placed to become a significant global producer of SAF and other renewable fuels. However, their domestic production is dependent on the timely development of clear government policy to establish a local market and catalyse private sector investment in refining capacity. Reducing emissions from fuel burn will significantly decrease the Scope 3 emissions of the airport sector, 85 per cent of which are directly contributed by aircraft. Further detail is available at **Attachment A**.

What additional actions by governments, communities, industry and other stakeholders need to be taken now and, in the future to reduce aviation emissions?

SYD notes the Department's focus on aircraft-based solutions such as LCLFs and battery electric and hydrogen propulsion. However, several airspace and airfield efficiency improvements could also be made by Airservices Australia and the Civil Aviation Safety Authority to minimise the amount of fuel burnt unnecessarily.

Proposed efficiency improvements include:

- Modernisation of SYD's airspace and flight paths,
- Enabling continuous climb operations (**CCO**), continuous descent operations (**CDO**), and performance-based navigation (**PBN**),
- Implementation of airport collaborative decision-making (**A-CDM**),
- Increasing crosswind limits on the parallel runway system to reduce in-air holding delays, and

- Allowing intersection departures to the north instead of requiring aircraft to taxi further and take off from the end of Runway 34L.

Changes such as these are expected to reduce SYD's Scope 3 emissions by c. 80 ktCO2e by 2050 in comparison to the baseline, subject to further technical analysis.

The Roadmap also overlooks the role of airports in contributing to ground operations decarbonisation through brokering solutions with airlines and other operators on matters including:

- Use of electric ground power units (GPUs) and pre-conditioned air (PCA) instead of using aircraft auxiliary power units (APUs),
- Electrification of aircraft ground support equipment (GSE),
- Single engine taxiing for aircraft that are certified, and
- Use of electric tugs/pushback tractors for aircraft taxiing.

Changes such as these are expected to reduce SYD's Scope 3 emissions by c. 130 ktCO2e by 2050 in comparison to the baseline.

Do you agree with the proposed net zero pathway for transport infrastructure?

Federally leased airports (**FLAs**), including SYD, present a unique challenge for decarbonisation when considering ground transport provision to and from airports. As outlined in the Roadmap, ground transport provision is primarily a responsibility for state and local governments, with additional investment and facilitation from the federal government where required. FLAs, as private entities leased on federal land, are considered by state and local government as activity centres outside of their remit. Conversely, the federal government regards ground transport as a state and local government responsibility. This means airports are not readily considered and integrated into transport policy, planning and investment, with decarbonisation being no exception.

Mass transit is also a key component of airport connectivity. While vehicle movements will continue to represent a large proportion of travel to and from SYD, connections by high-frequency rail and bus services will be critical to decarbonise the sector as passengers and employee numbers increase. Ensuring networks are planned and optimised for connections to and from SYD is critical. At present, the station access fee associated with train services to and from SYD precludes the uptake of public transport usage by the airport's more than 30,000 workers, while a majority of airport workers are located in areas that are not accessible by a direct bus route. SYD has advocated to the NSW Government for the removal of the station access fee for airport workers and for a rapid bus route connecting the precinct to what will soon be a metro station at Sydenham.

Moving forward

SYD acknowledges that the effective decarbonisation of the aviation sector cannot be achieved by any one party in isolation. As such, SYD welcomes and encourages any opportunity to work with the Australian Government, relevant departments, and areas of the sector to achieve Net Zero by 2050. To that effect, please contact [redacted] should you require further detail.

Yours sincerely,

[redacted]

Karen Tompkins
Group Executive, Government Relations, Sustainability and Legal

Attachment A: SYD Submission in response to the Low Carbon Liquid Fuels Consultation Paper, 24 July 2024.