Transport and Infrastructure Net Zero Consultation Roadmap

Take the survey

Department of Climate Change, Energy, Environment and Water

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2 Please indicate how and if you want your submission published.
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3 Published name
Tasmanian Climate Collective

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

Tasmanian Climate Collective

11 What best describes you or your organisation?

Not answered

12 What sector do you represent?

Not answered

13 What state or territory do you live in?

Tasmania

14 Postcode

7000

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?

Yes

19 2.1 Please add details to your response.

The roadmap fails to adequately emphasise the existing options available for reducing transport emissions, instead favouring potentially harmful technology improvements. More
focus on 'Avoid' and 'Shift' strategies can significantly reduce transport demand and promote
more sustainable transportation choices without over-reliance on technologies that may carry detrimental environmental impacts [2]. Initiatives such as enhancing shared transport
systems and encouraging active travel modes like walking and cycling, are foundational approaches that can lead to meaningful reductions in overall transport volume. These methods contribute directly to lower emissions and build healthier communities by minimising air pollution.
Recommendation: Setting an ambitious target of achieving a 50% reduction in total transport emissions by 2030 through robust implementation of 'Avoid' and 'Shift' strategies
within Australia's broader decarbonisation framework. More ambitious goals could be placed
in different regions of the country - like a 60% reduction in Tasmania as suggested by the UTAS Policy Exchange [3].

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?

Promoting Safe Active Travel

Adopting policies that create safer and more inviting environments for pedestrians and cyclists are needed to encourage shared and active transport, reducing reliance on cars, and
ultimately achieving net zero targets. The World Health Organization has produced a valuable information pack outlining the myriad benefits of setting 30 km/h speed limits in busy urban centres [5]. These measures can significantly decrease traffic-related injuries and fatalities, while also promoting walking and cycling as viable modes of transportation. Lower speed limits can enhance safety and make streets more pleasant, accessible spaces for everyone.
Recommendation: Develop policies that introduce maximum speed limits at 30 km/h in busy urban areas to promote pedestrian safety, boost cyclist participation, and facilitate a shift towards active and shared modes of transport.
Priority for Shared and Active Transport
Creating dedicated access for shared and active transport on major roads that connect popular destinations or suburbs can greatly reduce congestion, especially during peak hours. Updating national guidelines to support this initiative is essential. Establishing dedicated lanes or routes for cyclists and shared transport can decrease travel times across
the network. This approach also improves safety for vulnerable road users like cyclists and
pedestrians. When measures are implemented to facilitate their movement, the likelihood of
accidents significantly decreases, promoting more responsible behaviour among all road users.
Recommendation: Initiate a review of existing national transport infrastructure guidelines to
incorporate provisions that prioritise shared and active transports' accessibility. Especially
along busier corridors connected with key destinations. This should be executed alongside
community consultations to ensure inclusivity in decision-making processes.

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?

To achieve an ambitious transition towards a sustainable transport system, the electrification
of passenger vehicles must be prioritised, ensuring that by 2030, at least one-third of all passenger kilometres are travelled in electric vehicles [2]. Focusing on vehicles that cover high mileage (taxis, Uber, buses, etc.) can speed up this shift while better serving urban populations. Light electric vehicles should exclusively utilise battery power; there is no justification for relying on alternative fuel types when clean energy advancements have made batteries both effective and accessible. Additionally, Climate Tasmania advocates for
the electrification of the entire Tasmanian bus fleet by 2030 as a significant step toward decreasing carbon emissions in Tasmania [6].
Recommendation: One-third of passenger kilometres should be travelled in electric vehicles by 2030.

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?

The government must establish a concrete goal for heavy vehicle
electrification with an initial target that at least 17% of heavy freight road transport transitions
to zero-emission solutions by 2030. This is notwithstanding that it is crucial to promote the
use of rail freight where possible due to its lower environmental impact compared with road
transport.

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?

Develop a comprehensive strategy for expanding intercity rail services that prioritises speed, reliability, and coverage connecting all major cities in Australia. A focus on modernising infrastructure will provide viable alternatives to car travel.

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

Tasmanian Climate Collective Submission on the Transport and Infrastructure Net Zero Consultation Roadmap 250724.pdf

69 Upload a submission

Not answered

70 Upload supporting file

Not answered

71 Upload supporting file

Not answered

Tasmanian Climate Collective Submission on the Transport and Infrastructure Net Zero Consultation Roadmap

25th July 2024

Tasmanian Climate Collective (TCC) offers this submission in our ongoing efforts to support the necessary actions required to mitigate and adapt to climate change, as recommended by the clear scientific evidence and advice. We ask you to act on this evidence and advice, in the best interests of all Australians, despite any vested interest's lobbying and influence.

TCC is a group of committed organisations and individuals from across lutruwita/Tasmania who advocate for evidence based action on climate change. The Collective is made up of climate action, social and environmental groups and grassroots organisations. Tasmanian Climate Collective has no political affiliation and is composed of scientists, farmers, doctors, teachers, nurses and other concerned citizens calling for more action on climate change and a just transition for all Tasmanians.

TCC makes numerous submissions to consultations such as this in our efforts to improve the chance of a safe, healthy and fair Tasmania. As a 100% volunteer run organisation, this takes many hours from many people. Even then, our submissions compete with those made by paid employees and lobbyists of powerful industries with vested interests. The David vs Goliath nature of our efforts takes a huge toll on our volunteers who would rather be giving their time to other causes, such as schools, sports, community care, etc. The excessive influence of lobbyists, political donors and powerful industries with vested interests currently prevents politicians and decision makers from acting on the best advice of independent experts in the interests of all Australians. Before we address the consultation specifics, we would like to make a single clear recommendation:

Recommendation: Politicians and other decision makers in the Federal government should adopt better consultation practices that require expert input as well as meaningful participation from the broader community.

Better consultation practices are more inclusive, transparent and considerate of all stakeholders. They can help improve the quality and legitimacy of decision-making by:

- Ensuring that all stakeholders are informed and involved in the process.
- Respecting the views and values of experts and citizens.
- Providing transparency and accountability for the decisions made.

Improved consultation practices would reduce the workload and stress placed on volunteer groups like TCC, who feel the need to regularly participate in an unfair consultation process that requires us to provide expert, evidence-based recommendations. Tasmanians want more ambitious climate policies based on scientific advice. They also want less influence of vested interests on decision-making. Therefore, TCC demands that the government follows better consultation practices and listens to experts and citizens, not to high greenhouse gas emitters.

National Emissions Reduction Target

The government needs to take greater strides towards improving its national emissions reduction target in order to slow the escalating impacts of climate change on our communities, which are becoming increasingly vulnerable due to extreme weather events. We propose a target of reducing greenhouse gas emissions by 75% by 2030 and achieving net zero emissions by 2035, as advocated by the Climate Council [1]. Striving for stricter targets aligns us with global best practices. It also spurs necessary investments in existing transport solutions that can alleviate reliance on travel where possible, encourage behavioural shifts toward cleaner alternatives, and increase further investment into electrification technologies across the transport sector.

Recommendation: Update the national emission reduction target to a 75% reduction - based on 2005 levels - by 2030 and net zero by 2035.

Transport Emission Reductions Through Avoid and Shift

The roadmap fails to adequately emphasise the existing options available for reducing transport emissions, instead favouring potentially harmful technology improvements. More focus on 'Avoid' and 'Shift' strategies can significantly reduce transport demand and promote more sustainable transportation choices without over-reliance on technologies that may carry detrimental environmental impacts [2]. Initiatives such as enhancing shared transport systems and encouraging active travel modes like walking and cycling, are foundational approaches that can lead to meaningful reductions in overall transport volume. These methods contribute directly to lower emissions and build healthier communities by minimising air pollution.

Recommendation: Setting an ambitious target of achieving a 50% reduction in total transport emissions by 2030 through robust implementation of 'Avoid' and 'Shift' strategies within Australia’s broader decarbonisation framework. More ambitious goals could be placed in different regions of the country - like a 60% reduction in Tasmania as suggested by the UTAS Policy Exchange [3].

Mode Shift Targets

The intention to develop targets for mode shift highlights the Government's commitment to transforming Australia's transport systems. Implementing targets for mode shift specifically for passenger and freight transport is an essential strategy for achieving rapid reductions in greenhouse gas emissions this decade. Setting achievable goals — such as a reduction of 30% from private vehicles towards shared and active transportation and transitioning road-based freight to rail by a third — will significantly lower carbon emissions [2]. When clear objectives are established, the public is more likely to embrace alternative methods such as cycling, walking, or using public transport; these changes should lead to healthier communities while reducing traffic.

Recommendation: The Australian Government should establish stringent mode shift targets of 30% for passenger movements away from private vehicle use within the next ten years and aim for at least a third of all road freight to transition to rail during the same period.

Concerns Over E-Fuels Development

A report prepared by The Tree Projects, in collaboration with the Tasmanian Climate Collective and the Wilderness Society, highlights a concerning trend regarding proposed e-fuel facilities in northern Tasmania [4]. These projects are anticipated to depend heavily on biomass sourced from our native forests, which poses a significant risk given that native forest logging is already the state's largest source of polluting emissions. Rather than focusing predominantly on low-emission fuel development - especially at the expense of sustainable practices - the government must emphasise strategies centred around avoidance, shifting transport methods towards more accessible options such as shared transport or cycling infrastructure, and accelerating electrification efforts across all facets of transportation. This approach helps avert potential unintended consequences from developing unnecessary, low-emission fuels.

Recommendation: Prioritise support for avoid, shift, and electrification strategies in transport before diverting attention towards developing unproven, low-emission fuels.

Shared Transport Services Expansion

The establishment of frequent shared transport services is a necessary step toward reducing transport emissions. We should implement a robust network of high-frequency transport options - operating every quarter of an hour from 7 am to 7 pm within an accessible distance of all homes in major cities [2]. This can significantly decrease reliance on private vehicles, thereby reducing emissions and alleviating traffic congestion.

Additionally, expanding these services into under-served rural areas is needed to ensure equitable access to crucial resources and opportunities. This will help combat isolation among low-income individuals or families who might otherwise struggle to find reliable transportation. It's vital that local groups, such as Circular Economy Huon in Tasmania, are engaged in this process since their insights can lead to tailored solutions that address community needs.

Recommendation: Develop a network of shared transport services operating every quarter of an hour within urban centres. And expand these routes into regional areas where needed, prioritising accessibility for low-income populations across Australia.

Promoting Safe Active Travel

Adopting policies that create safer and more inviting environments for pedestrians and cyclists are needed to encourage shared and active transport, reducing reliance on cars, and

ultimately achieving net zero targets. The World Health Organization has produced a valuable information pack outlining the myriad benefits of setting 30 km/h speed limits in busy urban centres [5]. These measures can significantly decrease traffic-related injuries and fatalities, while also promoting walking and cycling as viable modes of transportation. Lower speed limits can enhance safety and make streets more pleasant, accessible spaces for everyone.

Recommendation: Develop policies that introduce maximum speed limits at 30 km/h in busy urban areas to promote pedestrian safety, boost cyclist participation, and facilitate a shift towards active and shared modes of transport.

Priority for Shared and Active Transport

Creating dedicated access for shared and active transport on major roads that connect popular destinations or suburbs can greatly reduce congestion, especially during peak hours. Updating national guidelines to support this initiative is essential. Establishing dedicated lanes or routes for cyclists and shared transport can decrease travel times across the network. This approach also improves safety for vulnerable road users like cyclists and pedestrians. When measures are implemented to facilitate their movement, the likelihood of accidents significantly decreases, promoting more responsible behaviour among all road users.

Recommendation: Initiate a review of existing national transport infrastructure guidelines to incorporate provisions that prioritise shared and active transports' accessibility. Especially along busier corridors connected with key destinations. This should be executed alongside community consultations to ensure inclusivity in decision-making processes.

Electrification Initiatives for Passenger Vehicles

To achieve an ambitious transition towards a sustainable transport system, the electrification of passenger vehicles must be prioritised, ensuring that by 2030, at least one-third of all passenger kilometres are travelled in electric vehicles [2]. Focusing on vehicles that cover high mileage (taxis, Uber, buses, etc.) can speed up this shift while better serving urban populations. Light electric vehicles should exclusively utilise battery power; there is no justification for relying on alternative fuel types when clean energy advancements have made batteries both effective and accessible. Additionally, Climate Tasmania advocates for the electrification of the entire Tasmanian bus fleet by 2030 as a significant step toward decreasing carbon emissions in Tasmania [6].

Recommendation: One-third of passenger kilometres should be travelled in electric vehicles by 2030.

Transition Towards Fewer Internal Combustion Engine Vehicles

Shifting to fewer and lighter personal vehicles is essential for mitigating transport emissions in Australia. We need to encourage urban households - who on average own two internal combustion engine (ICE) vehicles [2] - to make the switch to battery-powered electric vehicles. By replacing just one ICE car with an electric vehicle families can lower their carbon emissions. Additionally, promoting alternatives such as electric bikes, scooters, and shared transport options - with the support of targeted subsidies - can help develop more sustainable commuting habits and help reduce reliance on private vehicles altogether. Establishing a national deadline for phasing out new ICE sales by 2035 could serve as an effective long-term strategy. However, consideration should be given to local circumstances. For example, Climate Tasmania's proposal to halt light ICE vehicle sales by 2030 could be an acceptable option for other regions [6].

Recommendation: We propose setting a definitive end date for all light ICE vehicle sales by 2035. This should include incentives for trading in older fossil-fuel cars, while also encouraging households to reduce their overall vehicle ownership.

Vehicle-to-Grid Systems Support

There is a need to support vehicle to grid systems. Allowing electric vehicles to not only draw power from the grid but also return surplus energy can contribute to grid stability and renewable energy integration. This dual functionality allows for more efficient use of clean energy sources while providing electric vehicle owners with an additional revenue stream through potential participation in demand response programs. Moreover, implementing vehicle to grid technology actively involves everyday Australians in climate solutions. Governmental support for such initiatives is necessary to get existing technology rolled out.

Recommendation: We urge the government to focus on making the necessary regulatory changes that enable broad adoption of vehicle to grid charging systems.

Other Recommendations

Recommendation: Develop a comprehensive strategy for expanding intercity rail services that prioritises speed, reliability, and coverage connecting all major cities in Australia. A focus on modernising infrastructure will provide viable alternatives to car travel.

Recommendation: The government must establish a concrete goal for heavy vehicle electrification with an initial target that at least 17% of heavy freight road transport transitions to zero-emission solutions by 2030. This is notwithstanding that it is crucial to promote the use of rail freight where possible due to its lower environmental impact compared with road transport.

Tasmanian Climate Collective

References

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