

56 groups agree: The government's plan to decarbonise the transport sector must set strong targets to cut pollution in a fair, fast and inclusive way, shift to public, shared and active transport and accelerate electrification.

We, the undersigned organisations from the climate, health, union, religious, environment and social service sectors collectively represent over 2.3 million people across Australia. In response to the release of the Federal Government's [Consultation Roadmap](#), **we have written this statement to demonstrate the broad spectrum of support for a transport system that is free of fossil fuels, affordable, equitable, safe, accessible, resilient and reliable.**

The final roadmap and action plan must promote a shift to more shared, public, active and electrified ways of getting around and transporting goods, more often, and set sector specific targets to move us towards a zero pollution transport system with proven, cost-effective and diverse solutions. It must also recognise the significant transport inequality that currently exists, and plan for and invest in a more equitable and inclusive clean system that provides reasonable connections to people, places, goods and services. It must make specific commitments to increase public, shared and active transport and allocate sufficient funding to deliver this, benchmarked to global standards.

These measures are essential to rapidly cutting the emissions from our fastest growing source of climate pollution¹, and ensuring the transport sector does its fair share² to limit global warming as close as possible to 1.5°C. Reaching net zero by 2050 is too late and not aligned with climate science. We have many of the solutions available now to reach net zero by 2035³. Without decisive action, transport is set to become Australia's highest emitting sector by 2030.⁴ We therefore strongly encourage the Government to set a science-based target for cutting transport emissions in line with the Paris Agreement goal of 1.5°C, as this is essential for accountability.

We support the identified principles the Department has outlined will guide its approach to decarbonising the transport sector, including the Consultation Roadmap's emphasis on inclusivity and equity, maximising emissions reduction, minimising cost to the community, drawing on existing evidence-based solutions, and creating new job opportunities for workers in the clean transport sector. We note that a *resilient* transport system is critical to achieving equity and inclusivity and should be considered as part of the principles. A decarbonised transport sector has the added co-benefit of improved health and wellbeing outcomes - reducing the strain on the healthcare system, by addressing traffic-related air pollution and the estimated 11,000 deaths a year associated with it, as well as physical inactivity exacerbated by car dependency. It is also an opportunity to reduce the impact of transport on the cost of living, and tackle road trauma and congestion.

We welcome the inclusion of the avoid-shift-improve framework in the Consultation Roadmap. However, the roadmap currently prioritises technical solutions to *improve* over the need to *avoid* unnecessary, carbon-intensive travel, and *shift* how we move people and goods. **The Roadmap should follow the framework hierarchy accordingly, to determine the most effective measures to**

¹ DCCEEW 2023, *Australia's emissions projections 2023*, Department of Climate Change, Energy, the Environment and Water, Canberra, November.

² Climate Action Tracker n.d., *Fair Share*, accessed: <https://climateactiontracker.org/methodology/cat-rating-methodology/fair-share/>

³ Climate Council 2024, *Seize the Decade: How we empower Australian communities and cut climate pollution 75% by 2030*

⁴ DCCEEW 2023, *Australia's emissions projections 2023*, Department of Climate Change, Energy, the Environment and Water, Canberra, November.

reduce emissions, acknowledging that all need to happen simultaneously. We also want to see a clear action plan and strong targets for how it will cut pollution using this framework.

We endorse the following recommendations:

- 1. Avoiding unnecessary travel should be the first priority.** This should be supported through principles identified in the [Draft National Urban Policy](#), including higher density urban design and the provision of services closer to local communities and homes. In addition, the Department should look at policies to encourage behaviour change to reduce unnecessary travel, such as reducing daily commutes and domestic flights for work, through things like hybrid work models or online meetings. Further priorities may include maximising the efficiency of the existing transport network for freight through last mile optimisation, creating efficiencies in logistic networks, and route optimisation.
- 2. We must *shift* towards cleaner, more efficient modes of transporting people and goods – that are also affordable and accessible to people experiencing a disadvantage.** Enabling mode shift to greater use of public, shared and active transport to, where practical, move away from the use of private cars is essential to reduce emissions for passenger transport^{5,6,7} and also would improve health outcomes, reduce congestion, save people money, create more jobs, and contribute to more connected communities. Investment, economic, regulatory and social signals must align with the increased/decreased usage required for each transport type, with at least 50% of transport budgets going to public transport, and at least 20% to active transport to align with UN recommendations and global best practice.⁸ Similarly, significant investment in shifting road freight towards rail, including infrastructure such as intermodal freight hubs, is required to reach climate targets. We would like to see a strong target set for the percentage of mode shift away from the use of private vehicles and towards electrified public and active transport, and away from road freight to rail.
- 3. Technological solutions to reduce the carbon emissions of transport modes need to be deployed at speed and scale, but *have to* be in combination with avoid and shift measures.** Avoid and shift measures have the least cost⁹, most benefit, and reduce emissions the fastest, and thus should be allocated sufficient funding and resourcing. We do agree that we also need to ramp up our transition to zero-emissions vehicles across passenger and freight transport modes, and there should be targets for when we will achieve 100% new sales share of zero-emissions vehicles for light-duty, buses and trucks for those who need to drive. Further investment must prioritise access to these technologies for people and communities experiencing disadvantage. Additionally, policies to incentivise growth of the domestic manufacturing industry for zero-emissions commercial vehicles should be considered.¹⁰ However, we are concerned about the government's current prioritisation of billions of dollars of investment into Low Carbon Liquid Fuels (LCLFs), given the severe underinvestment in public and active travel modes. LCLFs are neither scalable, sufficiently urgent or cost

⁵ Fulton, L., Reich, T., Ahmad, M., Circella, G., and Mason, J. 2021, *The Compact City Scenario - Electrified*, Institute for Transportation and Development Policy and the University of California, Davis.

⁶ Climate Council 2023, *Shifting Gear: The path to cleaner transport*.

⁷ Climateworks 2024, *Decarbonising Australia's transport sector: Diverse solutions for a credible emissions reduction plan*.

⁸ UNEP 2016, *Global Outlook on Walking and Cycling Report Update*, United Nations Environment Programme, Nairobi.

⁹ SLOCAT 2021, "Tracking Trends in a Time of Change: The Need for Radical Action Towards Sustainable Transport Decarbonisation, Transport and Climate Change Global Status Report – 2nd edition", <https://tcc-gsr.com/>

¹⁰ Beyond Zero Emissions 2023, *Commercial Electric Vehicles Supply Chains*.

effective in reducing emissions for the transport sector.^{11,12} We should reserve LCLFs for the highest priority use cases - where no other alternatives exist.

Good transport policy requires a mix of solutions to enable fast, effective, equitable, inclusive and affordable transport. Collaboration between federal, state, and local governments is essential to ensure a cohesive approach to reducing transport emissions. The roadmap and action plan should specify how all levels of government will collaborate on legislation, planning, design and delivery of transport and infrastructure and investment to overcome current barriers, as well as collaboration with industry stakeholders and the community. **We look forward to engaging with you further on the development of this plan and on a pathway to transform our transport system to be free of fossil fuels, equitable, safe, accessible and reliable.**

Signed by the following 56 organisations, 11 July 2024:

ACOSS	Greenpeace Australia Pacific
Advocacy for Inclusion	Grey Power Tasmania
ARRCC	Healthy Futures
Australian Conservation Foundation	Ironbark Sustainability
Australian Electric Vehicle Association	Lighter Footprints
Bayside Climate Crisis Action Group (BCCAG)	Living Streets Canberra
Better Streets Australia	Nature Conservation Council
Beyond Zero Emissions	Nillumbik Climate Action Team
Bicycle Network	Parents for Climate
Bicycle NSW	Pedal Power ACT
Bicycle Queensland	Peoples Climate Action Coalition T/A Peoples
Bike SA	Climate Assembly
CANA	Perth Hills Climate Change Interest Group
Canberra by Bike Design Company	(PHCCIG)
Clarence Climate Action	Public Transport Users Association
CLEANaS	Queensland Walks
Climate Action Canberra	Rail, Tram and Bus Union
Climate Action Hobart	SEE Change
Climate Action Merribek	Smart Energy Council
Climate and Health Alliance	Solutions for Climate Australia - CANA
Climate Council of Australia	Sweltering Cities
Common Grace	Tasmanian Climate Collective
Comms Declare	Uniting Church in Australia, Synod of Victoria
Conservation Council ACT Region	and Tasmania
Darebin Climate Action Now (DCAN)	Vote Earth Now
Docs Env Aust	WalkSydney
Electric Vehicle Council	We Ride Australia
Environment Victoria	WestCycle
Flightfree Australia	Yarra Climate Action Now
Get Around Cabo Carfree	

¹¹ Becken, S., Mackey, B. and Lee, D. 2023, *There's a buzz about 'sustainable' fuels - but they cannot solve aviation's colossal climate woes*. The Conversation, accessed:

<https://theconversation.com/theres-a-buzz-about-sustainable-fuels-but-they-cannot-solve-aviations-colossal-climate-woes-2054>

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¹² The Royal Society 2023, *Net zero aviation fuels: resource requirements and environmental impacts*.



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GREENPEACE



Nillumbik Climate Action Team



QUEENSLAND WALKS

