

XX 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 [xxx sector/ movements] collectively represent [xxx members/individuals] 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 shift to more shared, public, active and electrified ways of getting around and transporting goods, more often, 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 connection 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 2035. Without decisive action, transport is set to become Australia's highest emitting sector by 2030.³ 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 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.**

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

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^{4,5,6} 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.⁷ 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 cost⁸, 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.⁹ 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 effective in reducing emissions for the transport sector.^{10,11} We should reserve LCLFs for the highest priority use cases - where no other alternatives exist.

⁴ 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.

⁵ Climate Council 2023, *Shifting Gear: The path to cleaner transport*.

⁶ Climateworks 2024, *Decarbonising Australia's transport sector: Diverse solutions for a credible emissions reduction plan*.

⁷ UNEP 2016, *Global Outlook on Walking and Cycling Report Update*, United Nations Environment Programme, Nairobi.

⁸ 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/>

⁹ Beyond Zero Emissions 2023, *Commercial Electric Vehicles Supply Chains*.

¹⁰ 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>

¹¹ The Royal Society 2023, *Net zero aviation fuels: resource requirements and environmental impacts*.

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:

CANA	Nature Conservation Council
Bicycle NSW	Climate and Health Alliance
Bicycle Queensland	People's Climate Action Coalition
Comms Declare	Advocacy for Inclusion
We Ride Australia	Perth Hills Climate Change Interest Group (PHCCIG)
Flightfree Australia	Climate Action Hobart
WestCycle	Environment Victoria
Bike SA	Canberra by Bike Design Company
Pedal Power ACT	Common Grace
Vote Earth Now	Better Streets Australia
Nillumbik Climate Action Team	Bayside Climate Crisis Action Group (BCCAG)
Sweltering Cities	Electric Vehicle Council
Public Transport Users Association	Darebin Climate Action Now (DCAN)
Parents for Climate	Bicycle Network
Yarra Climate Action Now	WalkSydney
Doctors for the Environment Australia	
Conservation Council ACT Region	
Uniting Church in Australia, Synod of Victoria and Tasmania	
Greenpeace Australia Pacific	
Healthy Futures	
Climate Council of Australia	
SEE Change	
Australian Religious Response to Climate Change	
Smart Energy Council	
Lighter Footprints	
Living Streets Canberra	
Climate Action Merribek	
Climate Action Canberra	
Beyond Zero Emissions	
Vote Earth Now	
Rail, Tram and Bus Union	
Australian Electric Vehicle Association	
Ironbark Sustainability	
Grey Power Tasmania	
Tasmanian Climate Collective	
Clarence Climate Action	