



AUSTRALIAN PARENTS FOR CLIMATE ACTION

Australian Parents for Climate Action

Submission to the Department of Climate Change, Energy, the Environment and Water re:

National Electric Vehicle Strategy

31 October 2022

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Australian Parents for Climate Action (AP4CA) represents over 17,000 parents, grandparents and carers from across Australia. We are Australia's leading organisation for parents advocating for a safe climate. Our supporters are from across the political spectrum, across Australian electorates, and from different socio-economic positions. We seek non-partisan responses to climate change and its impacts.

We are focused on pushing Australian governments and businesses to take urgent action to cut Australia's carbon emissions to net zero as quickly as possible. We encourage Australia to take a leadership role on the world stage, leading by example and calling for other nations to take the necessary action to protect our children's futures.

For more information, visit www.ap4ca.org

This submission was prepared by Sydney-based volunteers Anna Harvey and David McEwen, and has been approved by Nic Seton, Chief Executive Officer of Australian Parents for Climate Action. Additional input was provided by other members.

Submission

As parents, the 17,000 supporters of Australian Parents for Climate Action (AP4CA) look to our governments to make rational investments and policy decisions in the best interests of current and future generations. The strategies contained in the draft National Electric Vehicle Strategy will shape the way we travel for decades to come.

AP4CA is concerned that the draft National Electric Vehicle Strategy does not reflect the urgency of the climate crisis. A new electric car has at least 10 tonnes of embodied greenhouse gas emissions. Supporting Australians to ride an electric bike or take an electric bus would be far more effective in lowering our emissions rapidly. We urge the Federal Government to go further and plan to **lower greenhouse gas emissions as *rapidly as possible***, and with ***the highest possible ambition***, as is written in the Paris Agreement.

Our first additional recommendation is to focus on electric bikes and cargo bikes, which can replace cars in our towns and cities. This will do much more for the cost of living than simply focussing on electric cars.

Our second is to consider the safety of our community, and make changes throughout the vehicle fleet. Speed limiters have been introduced for all new cars in the EU – why not Australia?

Below we provide context and a series of recommendations for mandatory inclusions in the new draft National Electric Vehicle Strategy. Some of these are Whole of Government suggestions.

Policy recommendations:

- **Introduce vehicle fuel efficiency standards in line with the EU**
- **Include an objective to increase modal share of electric active and public transport**
 - **Subsidies for electric bikes and electric cargo bikes**
 - Provide **electric bikes / free transit / other forms of transport** for Government employees rather than just private cars (all private cars should be electric)
 - Funds for Federal, State, and local transport planners and engineers for **professional development** for safer streets and cities, with more accessible options for everyone
 - Funding from the Federal Government for transport projects should be reallocated in future to projects that improve conditions for active and public transport – such as:
 - **Safe bike lanes to train stations** with secure parking
 - **Safe streets to schools** (aiming to increase the proportion of school students travelling on foot, wheels, or public transport to school)
 - **Increase frequency** of existing public transport
 - **New transit lines**

- **In Australia, cutting idling from journeys made by ICE vehicles would lower emissions and air pollution by the equivalent of 1.6 million cars.** This would generate substantial health benefits, such as reducing asthma, allergies and systemic inflammation in Australian children.⁷ Many other countries have anti-idling legislation: New York City has since 1972, and authorities in Southern California have been targeting this issue for twenty years. Californian children aged 15 years were tested before and after the changes were implemented: the more recent cohort was found to have increased lung capacity – a sign of a more healthy respiratory system.⁸
- **Cost of living:** a new electric car is at least \$45,000.⁹ A new top-of-the-line electric cargo bike, with 200 kg of capacity, costs just \$10,000 and has a 200 km range!¹⁰
- **Locked in emissions:** Australia hit a new record of electric vehicle sales, with just over 3% of new vehicles electric. This means 97% will continue to pollute for 15+ years.
 - At minimum, the Federal Government should implement best class fuel efficiency standards, but we request that Federal policy changes be implemented now could help people use other, healthier modes of transport in the near term, saving Australians billions in health care costs.
 - Each of the existing ICE vehicles impacts our air quality. Idling in front of schools
- **Embodied emissions:** a new electric car generates at least **10 tonnes** of greenhouse gases, because steel is still made with coal and batteries are still processed with grid electricity. A new electric Ford F150 could generate 20-30 tonnes due to their size.¹¹ For context: “To limit global heating to 1.5 °C, global average per capita emissions should be approximately 2.1t/year by 2030”.¹²
- **Overall, electric bikes are ten times more important for emission reduction than electric cars.**¹³ *This should be reflected in Federal Government policy, such as with:*
 - Bike, electric bike, and electric cargo bike subsidies, such as those run by Councils in partnership with Lug & Carrie in the [City of Sydney](#) and with [Moreland Council](#) in Victoria¹⁴
 - **Transport budgets should be reallocated to active and public transport** rather than projects that support use of private vehicles
 - **Free bikes and public transport** rather than car allowances / leasing / free parking etc. for **public servants and politicians**
- **Inaccessibility:** children and many adults are not able to drive and thus lose their freedom of movement in our cities.

⁷ The Conversation (2020), '[How to cut your fuel bill, clear the air and reduce emissions: stop engine idling](#)'.

⁸ ABC News (2021), '[Removing engine idling time from our car journeys like taking 1.6 million cars off the road](#)'.

⁹ [20223 MG ZS EV - Price, Specs, Range and News | The Driven](#)

¹⁰ [Tern GSD S00](#)

¹¹ Transport & Environment (2020), '[How clean are electric cars? - Campaigning for cleaner transport in Europe](#)'

¹² Oxfam (2020), '[Confronting Carbon Inequality: Putting climate justice at the heart of the COVID-19 recovery](#)'

¹³ [Cycling is ten times more important than electric cars for reaching net-zero cities](#)

¹⁴ AP4CA has no relationship with this company, but many of our members are happy customers

- **Space for parking and roads:** our public space becomes storage for two tonne vehicles instead of bike lanes, green space, playgrounds, rain gardens to mitigate flooding and improve stormwater quality, urban habitat and more.
- **Urban heat and increased risk of flooding:** impermeable parking and road surfaces lead to hotter temperatures¹⁵ and more surface runoff.¹⁶
- **Dangerous, oversized vehicles:** oversized utility vehicles (such as the Chevrolet Ram etc.) have huge blindspots, when they hit an adult they collide with the upper torso and head rather than legs and lower body, are too tall for people walking to see beyond when parked, and have extremely high emissions per km (e.g. 283 g CO₂-e/100 km for the 2021 Ram 1500 Laramie 4 x 4 – the RAM 2500 is reported to emit 386 g CO₂-e/100km).¹⁷ A study in the US estimated that had vehicles not increased in size and weight, over 2000-19, 1100 people walking and riding bikes would not have been struck and killed.¹⁸ Use of these vehicles in our cities is simply not in the public interest.
- **Unaffordable transport** for many – getting around our cities safely should not require a +\$5000 car purchase, which needs to be stored, fuelled, and maintained. A resident in Amsterdam, Paris,¹⁹ Mexico City, Barcelona,²⁰ and elsewhere can move around safely on a \$100 bike. The cost of living crisis should be solved with affordable active transport and public transport, not through expensive new cars.
- **Unaffordable housing:** building a *new parking space for an apartment building* can add **\$100,000 to the cost of a new home**. Many people cannot afford this.
- **Congestion:** private cars are the most inefficient way to move people. A single lane can move 2000 cars an hour, or 16,000 people on bikes.²¹ By reallocating road space, and improving urban planning, people can get around our towns and cities conveniently and safely.
- **GPS:** local traffic and rat-running have increased with the release of in-car GPS systems. Google Maps and others are making our local neighbourhood streets more dangerous.²²
- **Inefficient use of resources:** electric vehicles could be helpful in balancing variable renewable energy supplies, or as a grid connected virtual battery, but this is due to the **inefficiency of private cars, which are on average parked more than 95% of the time**.²³ There are also important questions to answer regarding distribution grid upgrades. If distributed transformers need to be upgraded so that more affluent residents can fast charge their Tesla, who will pay for this?

¹⁵ [Untouchable playgrounds: Urban heat and the future of Western Sydney | Climate Council](#)

¹⁶ [Stormwater innovations mean cities don't just flush rainwater down the drain](#)

¹⁷ [2021 Ram 1500 LARAMIE \(4x4\) crew cab utility Specifications | CarExpert](#), [Hefty CO2 tax would hit big utes, performance cars hard](#)

¹⁸ [Pedestrian deaths and large vehicles - ScienceDirect](#)

¹⁹ [Paris plans to be completely cyclable by 2026](#)

²⁰ [Superblocks are transforming Barcelona. They might work in Australian cities too](#)

²¹ [Making Sydney a Cycling City](#)

²² [The Waze Traffic Effect: 4 Steps for Cities & Neighborhood to Fight Back](#)

²³ [Standing Still | RAC Foundation](#)

- **Micro plastic pollution from tyres breaking down:** plastics from takeaway containers are receiving public attention, but make a relatively small difference per unit as compared with tyres, which release 4kg of microplastics per tyre over their lifetime.²⁴

Where a car is truly needed for accessibility or work requirements, that vehicle should be electric.

However, our cities and towns are currently designed and built so that it is safer to get in a car for a quick trip to the shops. We welcome many of the policy goals contained within these documents, but there are areas in which these policies can and should go further to help improve public health outcomes, and increase the liveability of our towns and cities.

Context: Our climate is changing – fast, and for the worse

AP4CA requests that the Federal Government first incorporate climate change into all Government policy by prioritising measures that avoid and reduce operational and embodied carbon emissions.

The consumption of fossil fuels (coal, oil and gas) is the principal source of anthropogenic greenhouse gas (GHG) emissions that are causing rapid increases in average global temperatures. Average global temperatures have already risen more than 1°C above pre-industrial levels, which has already caused a substantial shift in climatic conditions, increased risk to human health and safety, lowered farm profits (and worsened food security), and increased damaged buildings and property.²⁵

Australia has signed the Paris Climate Agreement, and agreed to hold “the increase in the global average temperature to well below 2°C... and [pursue] efforts to limit the temperature increase to 1.5°C.”²⁶ According to the International Panel on Climate Change, net global anthropogenic CO₂ emissions must decline by about 45% from 2010 levels by 2030, and reach net zero around 2050, if we are to succeed.²⁷

We congratulate the Federal Government on the increase in emission reduction ambition that was recently announced, however, this interim target of 43% falls well short of the 74% off 2005 “fair share” assessment of the Climate Targets Panel, updating the 2014 methodology of the Climate Change Authority.²⁸ We are a wealthy and developed country with higher historic emissions, and should be aiming to decarbonise sooner than those with less means.

²⁴ [Car tyres are major source of ocean microplastics – study | Plastics | The Guardian](#)

²⁵ NSW Department of Planning, Industry and Environment, [‘Impacts of Climate Change’](#).

²⁶ United Nations (2015), [Paris Agreement](#).

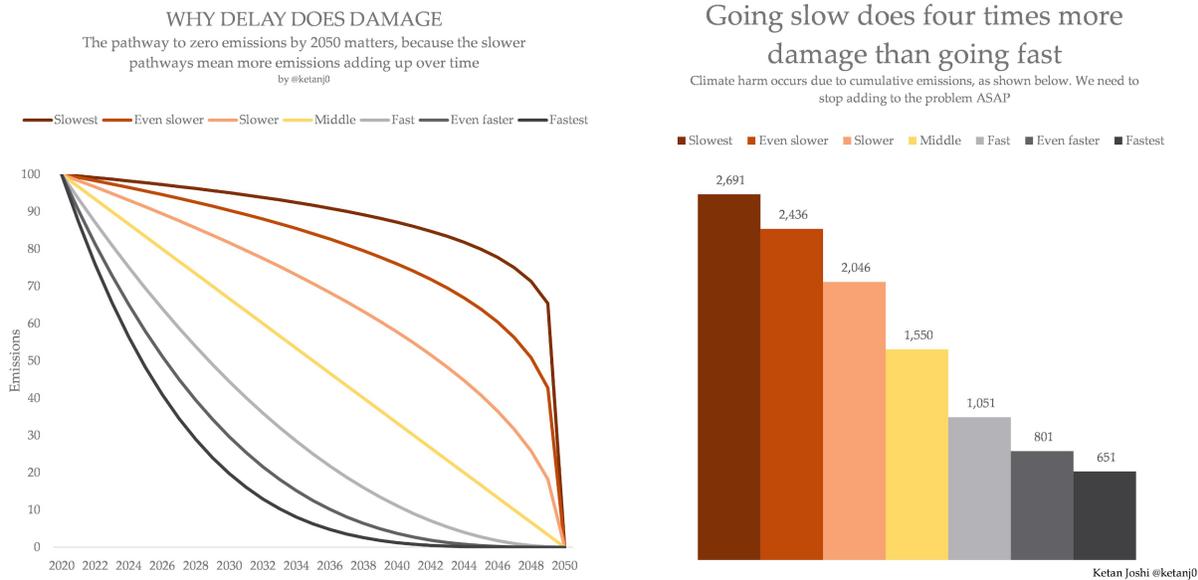
²⁷ Intergovernmental Panel on Climate Change (2018), [Special Report: Global Warming of 1.5°C](#), Chapter 2, Executive Summary. IPCC modelling estimates that global net emissions must decline by 40-60% (interquartile range) and reach net zero by 2045-2055

²⁸ Climate Targets Panel (2021), [Australia’s Paris Agreement Pathways](#)

We should be acting with the highest possible ambition, in order to avoid the worst impacts of global warming, and to benefit from new, clean export industries.

We should be aiming for net zero by 2035.²⁹

Australia needs to cut emissions quickly and aggressively if we are to shoulder our share of the global burden and avoid potentially catastrophic climate impacts for our children. As Figure 1 illustrates, the speed at which we reduce emissions is critical: **winning slowly on climate is still losing.**



*Figure 1: Rapid emissions reduction is critical now. The difference in cumulative emissions between steep cuts now and later is critical. Net zero by 2050 does not limit global temperature rise to 1.5 degrees unless there are steep cuts this decade.*³⁰

Emissions are cumulative: most of the anthropogenic GHGs released into the atmosphere since the start of the industrial revolution are still there, creating an ever heavier heat trapping blanket around the planet. We do not have the technology to effectively remove GHGs from the atmosphere at the gigatonne scale required.³¹ We must avoid the release of GHGs, rather than simply hoping to recapture them, recognising that *any delay in climate action only serves to make the task far more difficult for us and our children.*

Given the magnitude and urgency of the climate crisis, **emissions reduction must be a key issue in every government policy.** *Systemic decisions that increase GHG emissions at this point in*

²⁹ Climate Council (2021), [Aim High, Go Fast: Why Emissions Need to Plummet this Decade](#)

³⁰ Joshi K (2021) ['Why Delay Does Damage'](#).

³¹ Scientists Warning (2018), ['Direct Air Capture'](#).

*history will in future be viewed as acts of intergenerational harm, in direct opposition to the safe future of humanity and the people of Australia.*³²

As such, as an overriding priority, the National Electric Vehicle Strategy *must* prohibit transport development that would increase the vehicle kilometres travelled (VKT) for petrol and diesel vehicles (and air travel), and favour developments that will lead to a modal shift to active and electrified public transport.

In general, the strategy, in conjunction with other strategies, should aim to decrease per person VKT by, for example, making urban development more compact and walkable; by promoting alternatives to travel such as telecommuting; by reducing and consolidating freight deliveries to the greatest possible extent; etc.

We have answered the questions from the consultation that are most relevant to our members below.

1. Do you agree with the objectives and do you think they will achieve our proposed goals? Are there other objectives we should consider?

We welcome and agree with the draft objectives, but we request that electric active and public transport be made more attractive, ahead of moving the private vehicle fleet to electric.

People can get around on electric bikes and cargo bikes for far lower cost, and using far less electricity than in an electric car. Parking a cargo bike takes up far less space than a car. Riding a bike takes up far less road space.

A real modal shift to electric bikes and cargo bikes could mean new parks, greenspace, and even playing fields in our cities. We could plant more urban canopy, improve biodiversity, cool our city, draw down carbon dioxide, and improve flood mitigation.

Electric mobility devices are also extremely popular. If they are used on footpaths, people walking can be hurt or even killed. Road space needs to be reallocated from people in cars and given to people riding bikes, skateboards, mobility devices, scooters, and other devices.

The installation of **safe, accessible, and connected bike networks** will also allow children to walk or ride to school, and improve our national rate of physical inactivity.

Electric cargo bicycles make it possible for many tradespeople to use bikes for their work vehicles. For example there are removalists, and plumbers in the UK whose main form of transport is the electric cargo bicycle.³³ A logistics company that uses these electric cargo

³² The Monitor (2019), [‘The all too ugly truth: Climate change is generational genocide’](#).

³³ Pedal Me (2020), [‘Why Cargo bikes? An empirical analysis of the Pedal Me fleet’](#) and Twitter (2020), [@mzdt’s thread on Hammersmith plumber Shane Topley](#).

bicycles in London recently published an analysis showing that they are able to travel an average of 3.5 km/h faster than vans for a variety of reasons – one being that they can easily find parking.

More greenhouse gases have been saved through the use of electric two- and three-wheelers worldwide than from electric cars. Please support Australians to use an electric bike or other micro-mobility device, or public transport, by:

- Subsidising electric bikes or electric cargo bikes
- Provide **electric bikes / free transit / other forms of transport** for Government employees rather than just private cars (all private cars should be electric)
- Funds for Federal, State, and local transport planners and engineers for **professional development** for safer streets and cities, with more accessible options for everyone
- Funding from the Federal Government for transport projects should be reallocated in future to projects that improve conditions for active and public transport – such as:
 - **Safe bike lanes to train stations** with secure parking
 - **Safe streets to schools** (aiming to increase the proportion of school students travelling on foot, wheels, or public transport to school)
 - **Increase frequency** of existing public transport
 - **New transit lines**
 - **High speed rail**

An objective related to the electricity grid is also needed.

2. What are the implications if other countries accelerate EV uptake faster than Australia?

Our air will be polluted for longer, and our cost of living will continue to rise as energy security worsens.

3. What are suitable indicators to measure if we are on track to achieve our goals and objectives?

We request that indicators such as the following be used to track goals and objectives:

- Transport emissions decrease rapidly, in line with limiting warming to 1.5°C, with five-yearly interim target
- Rapidly lower ICE vehicle sales

4. Are there other measures by governments and industry that could increase affordability and accessibility of EVs to help drive demand?

Demand for electric cars is already far outstripping supply.

Road space reallocation, and support for the purchase/lease of bikes would allow Australians to ride bikes safely for transport within a matter of months.

As a case study, the City of Sydney and Merri-bek (Moreland) Councils³⁴ recently partnered with Transport for NSW and Lug & Carrie to subsidise the first four weeks of an electric cargo bike lease in areas with high density and good bike lanes. This four week trial is long enough for a family to really test the bike. The Lug & Carrie program comes with maintenance, insurance, three types of lock on the bike, and a pick up in a taxi in case something goes wrong on the road. They are also developing an opt-in GPS system so that in the case a bike is stolen, chances of recovering it are higher. This sort of quality model is an excellent introduction to electric cargo bikes.

AP4CA requests that cheap, poor quality electric hire bikes are not subsidised, as in the past they have become a nuisance in our cities, and cluttered up pavements.

5. Over what timeframe should we be incentivising low emission vehicles as we transition to zero emission vehicles?

Incentives should be focussed on those modes and models with **zero emissions**, including electric bikes and cargo bikes and battery electric vehicles (ignoring emissions from the electricity grid, as these will decrease as more renewable electricity enters the grid). Where there is a fit-for-purpose battery electric vehicle equivalent available, hybrid vehicles should not be incentivised. The purchase of vehicles that emit more should be progressively penalised, commensurate with their greenhouse gas emissions and impact on air quality.

6. What information could help increase demand and is Government or industry best placed to inform Australians about EVs?

Please do not assist car manufacturers to sell more motor vehicles.

ICE vehicles should no longer be allowed to be advertised.

³⁴ [Rent an e-bike in Green Square - City of Sydney, Ride & Stride - Zero Carbon Merri-bek](#)

12. Do we need different measures to ensure all segments of the road transport sector are able to reduce emissions, and if so what government and industry measures might well support the uptake of electric bikes, micro-mobility and motorbikes?

Returning to climate pollution and transport planning, there is a strong moral argument to transition as much travel as soon as possible to walking, electric bicycles, and (renewably electrified) public transport, then once our electricity grid is completely renewable, and car manufacturing processes create zero emissions, consider whether a return to car dominance would be preferable. Causing the ocean to engulf entire cities and countries, worsened heat waves which would make Darwin uninhabitable, and supercharged storms and floods – because the status quo seemed too difficult to change – is unconscionable.

Currently on our shared streets, it is not safe to ride a bike or other micro-mobility device. We have excellent examples from the Netherlands, and now Paris, Barcelona, Mexico City, some parts of London, and other locations, in terms of how to make it safer for people to ride bikes. Our neighbourhoods should be retrofitted to be safe for people moving through them on foot and by bike, as should new developments. Public and active transport links should be designed first. To encourage people to use active and public transport more, measures should include:

- Increase the proportion of the population using public transport
- Increase the proportion of the population using active transport
- The proportion of children travelling to school on foot, by bike, and on public transport increases
- Kilometres of separated bike lanes built
- When there is no separation, safe and *enforced* speed limits e.g. 30 km/h. Travelling at this speed has a small impact on the length of a car trip, as it is time stopped at intersections that actually determines the trip length. However, 30 km/h is much safer for other people – stopping distances are shorter, final impact speed is lower, and street visibility is higher for people in cars at this speed.³⁵
- Installation of traffic filters, or creation of low traffic neighbourhoods (through-traffic is kept off local streets with bollards / planters, so that streets are safe for children to walk and play in – GPS has led to much increased traffic in local streets.
- World-class bike parking at new light and heavy rail stations, to make public transport easier to arrive at by bike and on foot
 - Limit commuter car stations as these are very expensive and generally make it harder to walk and ride a bike
- Increase the proportion of executives and decision makers in the public service and employed by members of Government who use active and public transport to arrive at work, and where possible, travel for work.
- The Federal Government should support all traffic and transport planners, engineers, and decision makers in all tiers of Government to complete courses to improve design for

³⁵ 30please (2021), [FAQ – 30please.org](https://www.30please.org/)

people walking and biking, such as the “Designing for Pedestrians and Bicycle Riders” training course in Sydney.³⁶

- Build an east coast high speed rail system
- Bike tourism increases

Safe local streets

A six month evaluation of the Low Traffic Neighbourhood in St Peters, London, found that local streets were healthier, with traffic falling by 57%, cycling increasing 43% and rates of speeding falling 65%.³⁷ Hackney’s London Fields Low Traffic Neighbourhood achieved similar results in its first month, with less traffic recorded on both local and boundary roads.³⁸ **So far, two hospital trusts in London have sponsored low traffic neighbourhoods because of the long-term health benefits of these schemes.**³⁹

The UK’s School Streets initiative has also achieved positive results. A study from 35 London schools found that by implementing temporary restrictions on motorised traffic at school drop-off and pick-up times, the initiative has delivered a 23% reduction in local nitrogen dioxide levels and enabled 18% of parents and carers to avoid having to drive to school.⁴⁰ More than 4 in 5 parents and carers supported the schemes, which were introduced alongside expansions in the separated cycle network and also Low Traffic Neighbourhoods.

Living in the regions

Whether we have high speed rail, or simply fast rail, this should be family friendly and a real rival for travel by air (which has a higher global warming impact due both to the significant additional energy per kg associated with getting airborne, and emissions occurring at altitude). Were aviation to pay for this climate impact, the funds could be used to improve rail connectivity. Frequent flyers should be taxed, and funds invested in improved land transport.⁴¹

New inter-city passenger trains should have a play carriage, as they do on some European trains. A Finnish playground carriage is shown below.⁴²

Bicycles should be allowed on trains without needing to be boxed. Bicycle tourism opportunities should be supported, such as rail trails, and safe separated cycleways next to country roads. Opportunities such as the Riesling Trail in the Clare Valley should be supported and expanded.⁴³

³⁶ Sustainable Transport (2021), '[Training Course RMS D4PBC](#)'

³⁷ London Borough of Islington (2021), '[St Peter's people-friendly streets trial](#)'.

³⁸ Hackney Council (2021), '[Traffic down in London Fields after low traffic neighbourhood](#)'.

³⁹ The Guardian (2020), '[London hospital trust to pay £250k to install LTN for public health benefits](#)'

⁴⁰ Mayor of London (2021), '[New studies show School Streets improve air quality](#)'.

⁴¹ Possible (2021), '[A Free Ride](#)'

⁴² Twitter (2018), '[@natalieben's tweet showing a Finnish playground train carriage](#)'

⁴³ Trails SA (2021), '[The Riesling Trail – Clare Valley](#)'



11:57 PM · Aug 23, 2018 · Twitter for Android

18. Are there other proposals that could help drive demand for EVs and provide a revenue source to help fund road infrastructure?

We note that congestion taxes have been used to lower VKT in cities such as London.⁴⁴ France has a tax on the weight of the vehicle, and a tax on high emitting vehicles (e.g. €40,000 for a Ram utility vehicle).⁴⁵

When the instant asset business write-off was \$150,000, and expensive oversized and over polluting utility vehicles were purchased as a result of this program,⁴⁶ the Australian public were essentially paying many businesses to pollute. This is unconscionable, and we request that efforts be made to ensure this does not happen again.

Other aspects of tax legislation should be changed to discourage the use of fossil fuels at work, in our homes, and elsewhere, and to increase the uptake of renewable electricity and healthy, all-electric appliances.

We also note that the French government will offer a grant of €2,500 (\$AU4,000) for owners of internal combustion engine vehicles who scrap their cars to use towards an electric bicycle,⁴⁷ and a US Federal tax incentive is in development.⁴⁸ Coventry City Council residents in the UK can

⁴⁴ [12 best ways to get cars out of cities – ranked by new research](#)

⁴⁵ [2022 changes for drivers in France: Higher taxes and speed limiters](#)

⁴⁶ [How to make the most of instant asset tax write-off this EOFY - Car News | CarsGuide](#)

⁴⁷ The Driven (2021), [‘France to offer grants for electric bikes in cash for car clunkers program’](#)

⁴⁸ StreetsBlog USA (2021), [‘New Bill Would Help Americans Buy E-Bikes’](#).

trade in an old, polluting car for £3000 worth of credits that can be used for public transport, cycle hire, taxi, and car clubs.⁴⁹

Many people underestimate how much it costs them to own a car⁵⁰ – tell them and they might not buy one/might sell one: A recent study published in Nature “**estimate[d] that educating people in Germany about the true cost could reduce car ownership by up to 37% and cut associated transport emissions by 23%.**”

19. What more needs to be done nationally to ensure we deliver a nationally comprehensive framework for EVs?

AP4CA requests that the Federal Government consider the **whole transport system**, and plan and model a near zero emissions transport system, with emissions that align with 1.5°C of warming.

20. How can we best make sure all Australians get access to the opportunities and benefits from the transition?

AP4CA requests that this transition be made more accessible to all members of our society by assisting in funding infrastructure to make active and public transport safer and more convenient, by improving public transport throughout the country, and by considering well-targeted subsidies for bikes and electric cargo bikes.

We want a world where it is safe and easy for our children to walk or ride a bike to school. This is possible now, with the right policies from each level of Government.

Conclusion

Thank you for considering Australian Parent’s for Climate Action’s submission regarding the National Electric Vehicle Strategy. The Strategy presents a valuable opportunity for the Federal Government to demonstrate its commitment to emissions reduction through practical, systemic, and achievable measures including supporting walking, riding bikes, and public transport to improve our short and long-term health and improve liveability; phasing out polluting internal combustion engines; and making our streets beautiful and welcoming. ***The time for hollow words about “sustainability” and “greening” is over. It’s time for a healthy, safe, highly-mobile Australian society that enriches our lives and supports a stable climate.***

⁴⁹ Coventry City Council (2021), ‘[Mobility credits](#)’

⁵⁰ Nature (2020), ‘[Running a car costs much more than you think](#)’