

2025 consultation

Submission type	Upload
Submitter	GoGet
Response ID	269748

Disclaimer

This document is a submission to the Net Zero Commission’s 2025 consultation. As part of the consultation process, the commission has committed to publishing the submissions it receives. Submissions do not represent the views of the commission.

Net Zero Commission 2025 Consultation

GoGet thanks NSW Net Zero Commission for the opportunity to provide feedback on climate change and adaptation. This submission focuses on Question 9, regarding approaches to accelerate rapid decarbonisation across passenger transport in New South Wales. We highlight the significant positive impact of carshare and advocate for its formal recognition and government support as a key tool to reduce transport emissions and achieve mode shift targets.

Background

GoGet has been operating in NSW since 2003 and has had an immense positive impact (table 1) on providing a sustainable alternative to private cars by reducing;

- Ownership (preventing the manufacture and destruction of multiple vehicles per carshare vehicle).
- Use (acting as an opt in road user charge carshare members drive 50% few VKT per year) and thus emissions
- Parking (reducing embedded carbon in our residential and commercial buildings, and freeing up street space for trees, pedestrians and bike lanes)

Table 1. GoGet's impact in NSW (Dec 2024 member survey)

Key metric	NSW
GoGet Members	182,649
Personal Members	144,628
Business Members	38,021
Personal members deferred car purchase	57% (81,570)
Personal Members no longer own a car	64% (92,244)
Parking Saved, km	195.6
Parking saved, # parking spots	36,217
Driving km avoided in 2024	289,256,000
CO2 Emissions prevented in 2024 (tonnes CO2)	74,628

Carshare being enabled and promoted by local and State governments has an impressive Benefit to cost ratio between 20:1 to 6:1¹². As such, carshare is a tool the government can support to rapidly decrease emissions and congestion in NSW at little to no cost (Table 2).

¹ SGS Economics & Planning. (2012). Benefit-Cost Analysis of Car Share within the City of Sydney

² Boyle, P. (2016). The impact of car share services in Australia. International Car sharing association.

Table 2. Carshare benefits

Benefit	How carshare reduces emissions
VKT Reduction	Car share programs have demonstrated an average reduction in annual Vehicle Kilometres Travelled (VKT) of 30-50% per member, primarily due to increased awareness of driving costs and promotion of alternative transport modes ² .
Reduced traffic congestion	Thanks to the fact that carshare users drive less, the whole community benefits due to reduced traffic congestion, which leads to reduced emissions.
Vehicle Replacement	Each dedicated car share vehicle can replace at least 10 privately owned vehicles, resulting in a significant reduction in on-street parking demand and freeing up valuable public space. This also reduces the lifecycle emissions associated with the production and disposal of multiple private cars ¹ .

GoGet asks to formally recognise carshare as a tool to reduce transport emissions.

Despite proven community and environmental benefits, many Councils block or stall installation of carshare bays due to a perceived parking loss or a few residents' objections. GoGet asks the NSW Net Zero Commission to push Transport for NSW to create mode shift targets and promote carshare to enable mode shift, reducing CO2 emissions and congestion.

Considering that mode shift is difficult to measure, GoGet proposes using reduction in car ownership as one of the criteria Transport for NSW monitors and reports on as an indicator of mode shift for the reasons outlined below.

1. Strong Correlation Between Car Ownership and Travel Mode Choices

Car ownership is one of the most powerful predictors of how people travel. Households with a private car are significantly more likely to use it for most trips—often by default—because the sunk costs make each additional trip feel “free.” Once a person gives up owning a car, they are much more likely to substitute their travel with public transport, walking, cycling, and shared mobility.

2. Car Ownership is Quantifiable and Verifiable

Unlike self-reported travel behavior, which is subject to bias or memory error, car ownership data is:

- Objective
- Is already included in Census, which helps with consistency and does not require more resources
- Trackable over time to observe trends

3. Indicates a Long-Term Commitment

Considering that buying and selling a car generally requires significant time and effort, it is not a temporary decision—it's a significant lifestyle change. It signals a long-term commitment to using alternative transport modes. Car ownership is not something that people can easily opt in and opt out, so it is a relatively stable indicator.

Conclusion

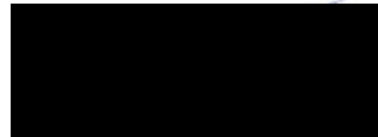
GoGet appreciates the opportunity to provide feedback on the Net Zero Commission 2025 consultation. We strongly encourage the Net Zero Commission to review the impact carshare can have on transport emissions and use carshare as a cost effective enabler to accelerate rapid decarbonisation across passenger transport in New South Wales.

We welcome any further discussion and would be pleased to provide additional data.



GoGet Carshare

██████████@GoGet.com.au



GoGet Carshare

██████████@GoGet.com.au