

2025 consultation

Submission type	Guided submission
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Response ID	272307

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2025 consultation questions

1. What can you tell us about your experience of the impacts of climate change and how can the commission seek to reflect and respond to this in its work?	<p>The principal personal experience of climate change is the loss of confidence in the future security and health of our children and subsequent generations. It is corrosive. We do our personal best with solar panels, EVs, e-bikes and better consumer choices. But society remains addicted to consumption and the status quo. Practically, there are early adaptation demands on me - such as flood, fire and drought risk. But mostly, the current harm is anxiety about lack of urgency by governments and the malaise in public information (principally media) that promote a business-as-usual culture and see climate change mitigation action as an inconvenience.</p> <p>The Commission is an excellent initiative to embed in NSW government and society a forward-looking approach to policy and public information around climate change. From a transport emissions perspective, the NSW Government should divert government advertising away from fatuous campaigns like 'Stop it or cop it!' and promote active and public transport, smaller and safer electric cars and freight vehicles and lower speed.</p> <p>Policy around quickly reducing emissions from energy (coal and gas) in favour of sustainable solar, wind and thermal sources is essential, as is robust regulation of methane escape from mining activities.</p> <p>NSW can be a national and global leader in a sustainable future and the Net Zero Commission is a welcome part of that leadership.</p>
2. What actions can the commission take to engage across the community to help drive the shifts needed for the net zero transition and for effective climate change mitigation and adaptation?	<ul style="list-style-type: none">• Lead policy and public awareness-building and education around the energy transition.• Secure government advertising funding for campaigns on television, radio and social media to promote benefits of climate change mitigation: household and commercial energy, transport (public and active transport then electric passenger and freight vehicles) and training/employment in renewable energy sectors.• Develop policies to incentivise rural and regional areas to host renewable energy industries (for example: energy supply discounts, employment programs).• Engage with National Cabinet's Infrastructure and Transport Committee to compel transport (ie vehicle) advertising that has a harm health warning about emissions from advertised vehicles. Equivalent to tobacco and gambling.• Focus on NSW Local Government upskilling for better urban planning to reduce car-centrism and moto-normativity - including around mandatory charging for car parking (ie private storage on public land), parking requirements in new developments and facilitating active transport and interconnections with public transport.

<p>3. How should the commission best engage with First Nations people to learn about cultural knowledge and practices to support adaptation, and what information and evidence should it draw on to inform its understanding of these practices?</p>	
<p>4. What additional mechanisms, support, or incentives can meaningfully empower and enhance First Nations people's involvement in climate mitigation, adaptation and environmental stewardship?</p>	
<p>5. What additional information and evidence should the commission consider when assessing progress towards NSW's targets for reducing net greenhouse gas emissions?</p>	<ul style="list-style-type: none"> • Methane escape from mining • Emissions from coal and gas extracted in NSW and burnt in other jurisdictions • Unnecessary purchase and use of larger petrol/diesel commercial vehicles for urban passenger use - and better economic incentives to reduce the trend. • Mode shift from passenger journeys in vehicles to public transport and active transport - including the proportion of • transport spending on active and public transport compared to private road transport
<p>6. The speed of deployment of electricity generation and infrastructure is a key risk to emissions reduction targets. What more could be done to fast-track deployment?</p>	<ul style="list-style-type: none"> • Prove effectiveness of large-scale wind and solar within and close to Sydney • Increase consumer protections for solar and battery home installations • Publicise the success and experience of renewables in similar jurisdictions - such as the UK and Norway
<p>7. Are the measures now in place sufficient to ensure community engagement and benefit sharing from the build out of infrastructure for the energy transition?</p>	<p>'Social' media disinformation is a challenge. Consider mass media and social media campaigns to outline benefits of renewables and electrification for households, industries and transport</p>

<p>8. Are First Nations communities adequately engaged and included in sharing the benefits of the transition? What more could be done, and by whom?</p>	
<p>9. What are likely to prove the most effective approaches to accelerate rapid decarbonisation across freight and passenger transport?</p>	<p>Better urban planning in Sydney, Newcastle and Wollongong</p> <ul style="list-style-type: none"> • Active (walking and biking) and public transport prioritised over passenger journeys in cars • Separate walking and biking paths • Immediate start to active transport with new high-rise centres in Sydney • Prioritise vehicle use for goods and low-mobility passengers <p>Passengers; behavioural change, consumer choice and regulation</p> <ul style="list-style-type: none"> • Support fewer vehicle journeys with smaller, no-emission or low-emission cars. • Congestion charging and low-emission zones, similar to London • End the toll subsidies for Sydney motorways • Compel local councils to change behaviour through mandatory car parking charge on all streets – with app-based systems that charge less for low-emission vehicles (see Hammersmith and Fulham, UK). This is also a source of revenue for councils to fund active and public transport infrastructure and encourage mode shift. • Stop 'car bloat' with unnecessary use of commercial 'crew cab ute' vehicles in urban areas. Lower vehicle registration for no and low-emission vehicles, sharply rising for higher-emission and larger vehicles • Via National Cabinet's Infrastructure and Transport Committee, introduce content restrictions for advertising for vehicles around environmentally damaging and fast driving. Health warnings around emissions pollution and pedestrian danger. • Strengthen New Vehicle Efficiency Standards. These are in the right direction but need strengthening. Another one for National Cabinet. • Support convenient and accessible EV-charging facilities. Compel NSW Local Government to reserve space for them (not like Inner West Council which allows the on-street EV chargers to be parked out by diesel and petrol vehicles. <p>Freight – short haul</p>

	<ul style="list-style-type: none"> • Build demand for zero-emissions trucks and vehicles by making them competitive assets for business investment • Unlock supply of zero-emissions trucks by revising weight limitations on heavy vehicles • Formulate incentives to help small operators purchase zero-emissions trucks and vehicles • Emissions-based access and charges - including toll discounts for electric vehicles • Formulate policies and programs to support market innovations in last-mile deliveries <p>Long haul</p> <ul style="list-style-type: none"> • Make rail a competitive mode-choice for long-haul freight • Prioritise policies that increase operational efficiencies and reduce costs • Invest in rail, port and intermodal infrastructure to facilitate an expanded role for rail freight • Provide guidance, vehicle trials and integrated use-cases for long-haul trucks • Assess the gaps and opportunities for zero-emissions technology in long-haul road freight • Toll discounts for battery electric heavy vehicles. • Demonstrate working pilots with industry
10. What specific actions or policies could increase uptake of emissions reduction strategies in agriculture, both in the short and long term?	
11. Given the uncertainties in land-sector net emissions, how should NSW incorporate this sector into the states climate policy and emissions profile?	
12. What specific actions could increase carbon storage and resilience of the existing carbon stock in the land sector and meaningfully enhance the application of First Nations people's knowledge and practices?	

13. What policies or programs at a sectoral level could complement the Safeguard Mechanism to support the accelerated decarbonisation of heavy industry in NSW?	
14. What measures could accelerate industrial heat electrification in NSW, where technology is viable?	
15. What short to medium term measures could be prioritised to address the systemic challenges regarding waste generation and resource recovery?	<ul style="list-style-type: none"> • 'Producer pays' for packaging recovery or disposal. That is, charge the business or retailer for the cost of the container or packaging. • Double, at least, the existing 10c container return deposit • A single, nation-wide regime of waste recycling for households and businesses
16. How could transparency of how coal mines meet their Safeguard Mechanism obligations be improved?	
17. What measures would lead to coal mines prioritising on-site abatement over offsetting?	
18. What measures should be considered beyond the Safeguard Mechanism to reduce emissions of the resources sector, particularly methane emissions, to meet NSW's emissions reduction targets?	
19. What additional measures could accelerate electrification and increase energy efficiency of new and existing buildings?	<ul style="list-style-type: none"> • Zoning to minimise car parking inside and outside residential and commercial buildings. Prioritise disability passenger transport and freight/delivery. • Building standards to improve insulation and cooking with electricity.
20. How could social equity be better addressed in the	

transition to an electrified built environment?	
21. What approaches could NSW consider to eliminate refrigerants with a GWP >10 from buildings?	
22. What should be included in an emissions monitoring framework for NSW in the context of the transition to net zero, including any specific metrics and indicators?	<ul style="list-style-type: none"> • With vehicle transport, monitor and calculate 'unused seats' in passenger transport vehicle journeys • Monitor and calculate additional emissions from oversized vehicles - compared to a basic no-emission or low-emission vehicle. Use that data to apply additional registration or road use costs to the high-emission, larger vehicles.
23. The adaptation objective is for NSW to be more resilient to a changing climate. The Act allows for regulations to further define the adaptation objective. What does a more resilient NSW look like to you?	<ul style="list-style-type: none"> • Well informed as a society about the urgency and benefits of climate resilient behaviour • A society where state and local government pricing of services takes into account climate harm (private vehicles principally, but also commercial operations such as shopping centres). We have to break the cycle of large passenger vehicles and more air conditioning in buildings.
24. What additional information and evidence should the commission consider when assessing progress towards the adaptation objective?	<ul style="list-style-type: none"> • Proportion of the transport budget spent on active and public transport • Achievement of mode shift from private vehicles to active and public transport
25. How can adaptation planning better use the NSW Government's climate change projections (NARClIM)?	
26. What other information or tools are needed to support decision-makers in NSW?	Behavioural analysis for mode shift from private vehicles to public and active transport.
27. What initiatives should the commission consider in assessing NSW's preparation and responses to extreme heat and humidity events in NSW?	Biodiversity and tree planting in cities to reduce heat stress in residential and commercial areas. Inner West Council needs a prod in that direction. I've been asking for street trees for 20 years but they won't put them in because they'd take up street car parking (which is free!). This is 1km from the CBD of Sydney!
Are there any other pieces of evidence or	

**feedback you would like
to add?**