

This submission comes from a working transport planner. I have run a small consultancy in Sydney ("Kilsby Australia") for over eight years now.

Thank you for providing the opportunity to comment on the Issues Papers. I will stick to what I know best, the "transport" section of Issues Paper 5. (I was the chairman of the Engineers Australia National Committee on Transport in 2003-04, and I chaired the EA Sydney Division Transport Panel in 2006-07).

The Issues Paper you released does not account for the phenomenon/ of Peak Oil, where production from new fields fails to affect the natural decline of old fields (Campbell, 2008). As Campbell noted, "[Peak Oil] is sometimes dismissively referred to as a theory, when in reality it is based on the simple observation that the consumption of any finite resource must start and end, passing a peak in between..... It can apply equally well to an individual well, an oilfield, a region, a country or the world as a whole."

In no particular order, I would invite you to consider the following points.

1) Peak Oil is a real factor that is affecting the price of oil right now, and will lead to shortages soon. The "experts" have long been engaged in a fruitless debate about exactly when the peak will have been reached, when the crucial fact for risk management is that that point will be reached sooner or later. Because of its heavy dependence on oil, the transport sector will be badly affected when oil shortages materialise, if no viable alternative is in place by then. Car use in cities is the area where there are most alternatives, and so more fossil fuel savings (and hence emissions) will be expected from this area than any other.

2) Nevertheless, there are some markets, even in cities, not amenable to any alternative. As Bowers et al (2006) argue, the traditional division of transport into goods movement and person movement overlooks these sectors, which include the defusing of emergencies (police, fire-fighters etc), the maintenance of the built environment (e.g. by tradespeople, as well as some goods movement e.g. garbage trucks) and trips that support the economy (most trips at work) or society at large (e.g. serving a passenger, especially those too young, too disabled or too old to drive themselves). Most transport planning uses data from the five-yearly Census, which provides a wealth of data on the journey to work but throws no light on the other person trips that are made each day. In Sydney in 2002 commuter trips only accounted for just over 15% of weekday person movement (NSW Government, 2006) and just over 4% at the weekend.

3) It is lack of suitable non-car infrastructure that limits the modal choice available to car users. Existing assessment processes favour road projects over public transport. However it must be recognised that investment in public transport infrastructure in cities may not be the most effective way to reduce emissions - improvements in public transport services will result in diversion of short-distance walk trips, medium-distance cycle trips, car passenger trips over all distances and more travel by existing public transport users before diverting any car driver trips (in other words the outcome may be less sustainable, in greenhouse emission terms, than the existing situation. Only careful analysis will establish when this is not the case. But

reducing greenhouse gas emissions is rarely the main objective of public transport investment - compared to, for instance, reducing road congestion at peak periods).

4) Are you in a position to quantify the impact of FBT, a perverse tax incentive that encourages greenhouse emissions ?

#### References

- Campbell C (2008). Association for the Study of Peak Oil (ASPO) newsletter, April 2008, item 1024 - accessible at [http://www.aspo-ireland.org/contentFiles/newsletterPDFs/newsletter88\\_200804.pdf](http://www.aspo-ireland.org/contentFiles/newsletterPDFs/newsletter88_200804.pdf)
- Bowers D., Kilsby D & Sahhar S (2006) Promoting Australia's Growth through Efficient, Integrated Transport Infrastructure, Proceedings of 28th Australasian Transport Research Forum, Gold Coast, accessible at [http://www.patrec.org/atrf/papers/2006/1470\\_Bowers,%20Kilsby%20&%20Sahhar%20\(2006\).pdf](http://www.patrec.org/atrf/papers/2006/1470_Bowers,%20Kilsby%20&%20Sahhar%20(2006).pdf)
- NSW Government (2006) Urban Transport Statement, accessible at [http://www.nsw.gov.au/docs/Urban\\_Transport\\_Statement.pdf](http://www.nsw.gov.au/docs/Urban_Transport_Statement.pdf)