

Freight Leaders' Roundtable

10 March 2020 – Melbourne

Presentation by:

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A2EP Freight Transport Roadmap: Update and [re]launch

The draft of the Roadmap distributed at the meeting is available [here](#).

Please note that amendments were planned following consultation. Check for the latest at a2ep.org.au

The Australian Alliance for Energy Productivity (A2EP), in partnership with MOV3MENT, convened a roundtable of freight leaders in Melbourne in March 2020. The purpose of the meeting was to share information and canvass ideas about improving energy productivity in freight transport. The roundtable was attended by about thirty leaders from industry, government and academia. We featured three international guest presenters: Sophie Punte, Rick Mihelic and Andy Eastlake. For more information about the roundtable and about our other work on energy productivity in the freight transport sector visit: A2EP > a2ep.org.au and MOV3MENT > MOV3MENT.com.au.

Or contact us: a2ep@a2ep.org.au or mark@mov3ment.com.au

Road freight productivity plateau since 1990

Road freight costs increased
+5% from 1998-2018
(versus -31% decrease prior)

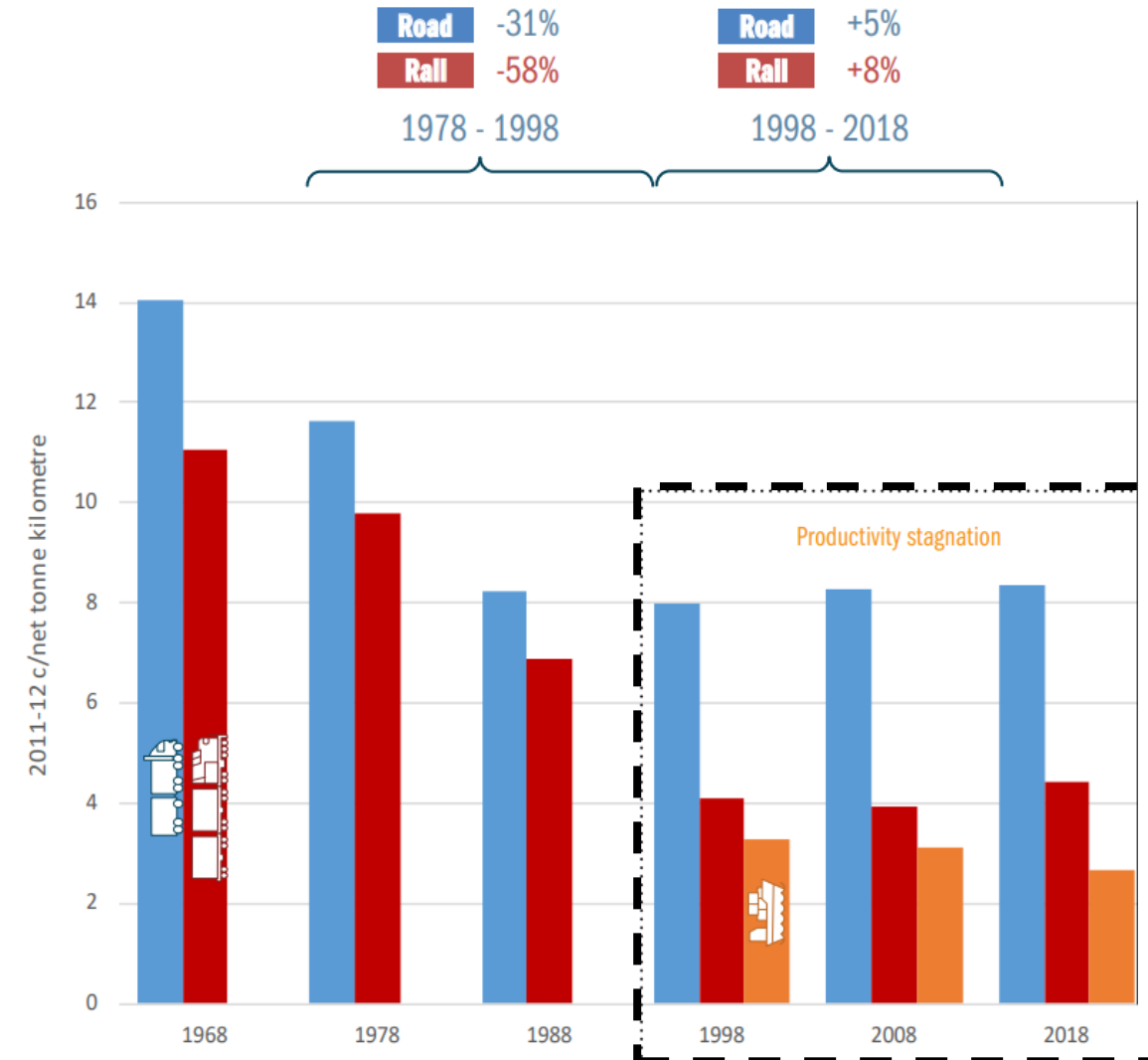


Figure 2.3: Productivity Stagnation in the Freight Sector⁷

Source: Transport & Infrastructure council 2019,
National Freight and Supply Chain Strategy,
www.FreightAustralia.gov.au



Barriers and market failures constrain uptake



Capital intensive industry (top end)

Low margins, very old fleet (bottom end)



Managers are over-stretched, reactive, and operations focused



They have limited knowledge of energy efficiency



They believe they're doing all they can (don't know what you don't know)

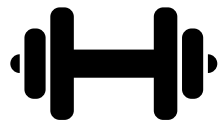
→ Unlike electricity and gas programs, there are no /few support measures for fleets



Move more stuff OR focus on energy?

BOTH

- National Freight and Supply Chain Strategy (NFSCS)
 - NFSCS National Action Plan and State Implementation plans
 - New freight/ports strategies Victoria, NSW, Qld, WA
 - Establishment of Freight Australia and Freight Victoria
 - Launch of Freight Data Hubs (NSW, national)
 - National Policy Framework for Land Transport Technology
 - Land Transport Technology Action Plan
 - Heavy Vehicle Road Reform
 - Changes to the Heavy Vehicle National Law (HVNL)
 - Changes to the national Road Vehicle Standards (RVS)
 -
- G20 Energy Efficiency Action Plan
 - International Energy Agency 90-day obligation
 - Ministerial Forum on vehicle emissions
 - National Energy Productivity Plan
 - Paris Agreement



NSW Energy Efficiency programs

“The **NSW Energy Savings Scheme (ESS)** cuts electricity and gas use by creating financial incentives for households and businesses to be more energy efficient.”

Education and instruction

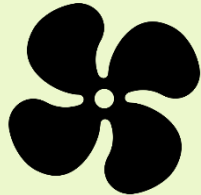
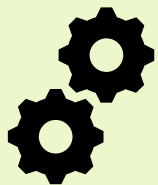
- Guides
- Coaching
- Courses

Audit support

- Energy audits
- Tailored advice
- Technical support

Grants and funding

- Rebates
- Grants for replacements
- Install meters



Essentially just an electricity & gas program



Victorian Energy Efficiency programs

2017 audit of 9 “energy” programs and policies

- Renewable energy
- Households
- Manufacturing
- Houses and buildings

=> **No support for road freight businesses**

Energy Assessment Grants supporting businesses with up to \$20,000 to assess energy use and develop saving opportunities.



No road freight component



The Roadmap and measures

1. Develop an integrated transport energy transition strategy.

Responsibility: collaboration between Commonwealth, state governments, industry, academia

2. Implement efficiency standards or ratings for new vehicles.

Responsibility: Commonwealth government

3. Build energy productivity knowledge, skills, and data.

Responsibility: Industry, NGOs, governments (supporting).

The Roadmap and measures

4. Promote and support mode shift.

Responsibility: Industry and governments

5. Enable wider use of high productivity freight vehicles.

Responsibility: NVHR, local and state governments

6. Incentives to support highly efficient or low emission vehicles and fuels

Responsibility: All levels of government, ARENA, CEFC

Feedback, priorities and implementation

- 6 Roadmap recommendations
- Additional ideas from insights (post-it) session
- Alignment and gaps?
- 2 key questions:
 - current status and owner?
 - What's required to progress it?
- 2 of 6 are important but already have a "home"
 - Rail mode shift
 - High Productivity Freight Vehicles

Roadmap Action Plan

1. Develop integrated transport energy transition strategy.
2. Implement efficiency standards or ratings for new vehicles.
3. Build energy productivity knowledge, skills, and data.
4. Promote and support mode shift.
5. Enable wider use of high productivity freight vehicles.
6. Incentives to support highly efficient or low emission vehicles and fuels.

