



BUILDING OUR CLEAN TRANSPORT FUTURE

Infrastructure to reduce pollution and get us moving

Clean, connected, liveable cities and communities.

The Greens will prioritise public transport to take the pressure off our congested roads and improve our quality of life. Instead of polluting toll roads, we will invest \$25 billion over ten years for public transport infrastructure, low pollution buses and light rail. This will make our cities and towns more liveable, and reduce pollution that is bad for our health and our climate.

People are spending too much time stuck in traffic. It's bad for people and bad for the planet. We need to urgently improve our trains, buses, bikeways and walking paths to get us moving around more easily, reduce our reliance on fossil fuels and cut our transport related pollution.

Our transport system needs to be usable by everyone. A world-class public transport system will fix traffic congestion and make our economy more productive.

The Greens believe that the best, most economically efficient way to deliver on these transport objectives is to invest in:

- A range of efficient public transport projects as first priority, before more urban mega-roads;
- Bicycle and pedestrian friendly cities to increase the amount of travel by walking and cycling;
- World class passenger and freight rail networks to connect our cities and regions and support industry;
- Road safety measures that keep everyone safe, including cyclists and motorcyclists.

The Greens clean transport plan will:

- Provide **\$10 billion over four years for priority public transport projects** around the country
- Establish an annual **\$250 million Active Transport Fund** for cycling and walking infrastructure
- **Fast track high speed rail**
- Commit an **additional \$500 million to shift freight onto rail** through new rail freight lines
- Invest an additional **\$250m in arterial road works** to maximise efficient traffic flow and enable better bus services to suburban and outer-urban communities
- Commit to **\$300 million** in additional funding for the **Black Spot road safety program**
- Accelerate the electric vehicle revolution through **\$201 million in infrastructure and fleet grants**, and **five years' worth of free registration for new fully electric vehicles**.

> PUTTING PUBLIC TRANSPORT FIRST

The Greens will invest an initial \$10 billion over four years as the first instalment in a ten year \$25 billion commitment to prioritise the public transport that Australians need to fix traffic congestion, reduce pollution and make our cities and towns healthy and liveable.

With this commitment, we are making a strong statement to prioritise public transport over roads. After years of neglect it's time to invest in public transport and give people the choice to leave their car at home.

The Greens' commitment will turbo-charge priority projects still awaiting federal funding contributions, such as:

- \$1bn for Sydney light rail connections
- \$1bn for Airport Rail in Melbourne
- \$500m for MAX Light Rail in Perth
- \$500m for the AdeLINK tram network
- \$82m for Hobart Light Rail
- \$2bn for Brisbane Cross River Rail
- \$400m for Canberra Light Rail stage 2

Our public transport funding will include an incentive program to boost low emissions buses and trams, cutting pollution and boosting efficiency of public transport services:

- We will offset the extra cost to bus operators of making their bus fleets cleaner and greener, by providing a subsidy of up to \$150K for buses in their fleet that are due for upgrade to be replaced with hybrid or electric buses, up to a total cost of \$500m.
- We will invest in local manufacturing of light rail vehicles by contributing up to half the cost of state and territory government purchases of new trams manufactured in Australia, up to a total spend of \$200m.

> A NATIONAL FUND FOR BIKES AND WALKING

The Greens will establish an Active Transport Fund worth \$250 million annually for cycling and walking infrastructure¹.

The Greens believe active transport infrastructure should be funded by all three levels of government, so that local, state and federal governments are working towards a common and integrated vision. The federal government plays a role in funding roads, rail and other infrastructure – the Greens want clean, healthy transport infrastructure included in the federal transport plan.

> HIGH SPEED RAIL TO TRANSFORM TRAVEL

The Greens want to get east coast fast rail on track. High Speed Rail between Australia's eastern mainland cities is a nation building project that will transform how we move around the country and will be central to the shift to a clean economy. High speed rail's time has come, but Australia needs courage and vision to get it moving.

The Greens' full High Speed Rail plan will be announced in a separate package.

> SHIFTING FREIGHT ONTO RAIL

The Greens will commit an additional \$500 million towards projects which shift freight onto rail, to reduce pollution from freight movements across the country and within urban freight networks.

This commitment would progress key freight rail projects such as Inland Rail between Melbourne and Brisbane, and would improve urban freight rail connections which shift trucks off residential streets, to improve safety and reduce pollution levels close to residential communities.

> UPGRADING MAIN ROADS FOR CONNECTIVITY AND BUS PRIORITY

We will invest an additional \$250 million in arterial road works to maximise efficient traffic flow and enable better bus services to suburban and outer-urban communities. We want to make sure people in our suburban, outer urban and regional areas have safe and efficient roads, especially in areas where mass transit options are limited. Through improved arterials, bus priority lanes and fixing blockages to traffic flow, communities will be better connected.

> KEEPING EVERYONE SAFE ON OUR ROADS

The Greens will commit to \$300 million in additional funding for the Black Spot road safety program. We want to see this additional funding flow to urgent and effective road safety fixes, with a particular focus on rural roads and on dangerous black spots that are endangering cyclists and motorcyclists on our roads.

> ACCELERATING THE ELECTRIC VEHICLE REVOLUTION

The Greens are driving the transition from petroleum to electric vehicles, by providing incentives for Australian consumers, businesses and government to take up clean electric vehicle technologies². As a core element of our plan for a clean transport mix, EVs powered by renewables and battery storage will form a key part of our pollution-free future. The Greens will:

- Fund free registration for the first five years after purchase of a fully electric vehicle
- Provide \$151 million in grants to support local governments, state governments and car park operators to install electric vehicle charging infrastructure
- Provide \$50 million in grants to support government and non-government organisations to meet the gap between the cost on electric vehicle and a conventional vehicle
- Increase the luxury car tax to 50% for conventional fossil fuel vehicles over \$100,000 to provide to drive consumer choices towards electric vehicles
- Include firms involved in electric vehicle manufacturing in the government's Automotive Transformation Scheme to grow the jobs and skills in the new electric vehicle industry.

> SMART USE OF BORROWING TO FUND INFRASTRUCTURE

The financing for our transport funding package comes from the Greens' Australian Infrastructure Bank³ facility, which will provide a long-term revenue plan and decouple long range infrastructure financing from the annual budget cycle. Instead of having public money tied up in lazy and speculative investment — particularly the housing market — the Greens want to redirect spending towards the new economy.

Through the Australian Infrastructure Bank, the Greens will increase Commonwealth investment in infrastructure by up to \$75 billion.

¹ [greens.org.au/bike-plan](https://www.greens.org.au/bike-plan)

² www.greens.org.au/ev-revolution

³ www.greens.org.au/infrastructure-bank

The Greens will additionally make savings by redirecting unspent funds allocated for polluting toll roads, including WestConnex and Perth Freight Link, and by reversing the Abbott-era privatisation agenda to reinvest the ‘asset recycling’ fund toward infrastructure built in the public interest.

> GETTING PROJECT SELECTION RIGHT

Choosing the right projects is important to ensure the public gets the infrastructure it needs, to improve the confidence of investors and, in turn, reduce the cost of finance. Calls to depoliticise infrastructure funding have been made consistently to the point that it has become a cliché. Too often, major infrastructure decisions are made for short-term, politically expedient reasons, rather than in the long-term public interest.

The Greens accept that the government of the day will play a central role in deciding which projects to build and where they’re built. Indeed, making sound decisions in the public interest is a core part of the government’s job. They are democratically accountable to the public, while authorities and independent bodies are not. However, The Greens propose a model that would make the political dimensions of any decisions transparent.

Federal, state and local departments and agencies seeking federal funding would be required to develop a project proposal. The proposal would include an assessment of the project’s merits. In the case of large projects, this would be a comprehensive cost-benefit analysis that takes into account economic, social and environmental impacts.

These proposals would then be submitted to Infrastructure Australia. Infrastructure Australia would evaluate each proposal and make a recommendation to government on which projects deserve funding. Importantly, this recommendation would be made available to the public by Infrastructure Australia at the same time that it is given to government. The government would either accept or reject Infrastructure Australia’s recommendations in light of the independent and publicly available evaluation.