



# Framework for Transportation



## Welcome

This is a reference for the book, *Creating a Better Climate Future*, by Philip Kent-Hughes. This guide has been developed to help you take action on reducing emissions. This and other guides can be downloaded at: [climate-action.org](https://climate-action.org).



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# Framework for Transportation

Each country shares responsibilities for transportation between national, state, or local government levels in different ways. The following outlines some elements that should be considered by government.

## **Objectives, plan, and communication**

The national, state, or local and city governments should

- Conduct regional and local community engagement to find the best solutions for infrastructure, regulation, and support.
- Decide on renewable energy objectives for 2030, 2040, and 2050.
- Develop a plan.
- Communicate and promote to the nation the objectives and the plan and how they will be achieved.
- Provide policy stability so that households and business can plan investments in renewable energy.

## **Make long-term planning normal**

It should be against the law for a state or national government not to have a long-term integrated transportation plan that looks forward at least ten years. Election cycles, where leaders are only in power between three and four years, encourage leaders to focus on getting a handful of projects completed before they need to think about the lead-up to the next election. The consequence is that long-term planning (+10 to 20 years) and ongoing planning for cities and towns that are experiencing rapid expansion is often not done. One option could be that an ongoing committee of political representatives from the major parties and independents should be formed. The intention would be to create long-term plans for public transportation and infrastructure.

### **Promote and expand public transport**

More people are expected to live in urban areas, increasing from 55% in 2020 to 68% in 2050.<sup>298</sup> Cities can use this as an opportunity to expand their public transportation, which would reduce congestion on roads. In highly populated areas, mass transit is the most efficient option, saving time and significant costs to the economy.<sup>299</sup> Decreases in travel time will also reduce costs, fuel or energy, and wear on road vehicles. Governments should invest in mass transit and encourage private investment with tax incentives or subsidies.

### **Switch public transport**

Government could also mandate that all public transportation that can run on electricity, such as trains and streetcars, should be powered by renewable energy. State-owned public transportation should be switched to zero emissions. Privately owned public transportation should be encouraged to switch with subsidies, tax incentives, and, if necessary, regulation. Phase in electrified or hydrogen-powered buses.

### **Incentivize zero-emissions vehicle ownership**

Currently, some zero-emissions vehicles have a higher upfront cost compared to older internal combustion engine vehicles. The costs of zero-emissions vehicles will decrease faster if the industry is supported. Governments could create purchase incentives by reducing or removing registration fees, import tariffs, sales tax, stamp duty, or other fees on zero-emissions vehicles. This revenue could be recovered by applying additional fees and taxes on luxury cars with internal combustion engines.

### **Government leadership**

Local, state, and national governments should increase the number of zero-emissions vehicles in their fleets. Governments should set a policy where all new government vehicles must be zero emissions. If governments in many countries did this, it would drive the rapid change. This should include setting up a charging infrastructure at government locations.

### **Phase out fossil fuel combustion engines**

Many countries and cities around the world have proposed dates for phasing out the sale of passenger vehicles powered by fossil fuels. This could take the form of gradually increasing sales taxes, or prohibition on the importation, production, or sales of new vehicles with internal combustion engines. These could be phased in; for example, all car and motorcycle sales by 2030, and all bus and truck sales by 2035.

### **Building standards to promote zero-emissions infrastructure**

Governments should update the relevant building and planning requirements to ensure that all new commercial developments are equipped with electric vehicle charging. Supermarkets and shopping centers should be encouraged to install recharge points. Interstate highways and regional towns should also have electric vehicle charging infrastructure to support long-distance driving.

### **Promote active transport**

Active transportation is human powered, such as walking, cycling, e-bikes, and e-scooters. Government should provide adequate infrastructure to help people travel safely. This can include crosswalks, overpasses, sidewalks, bike paths, and bike lanes on roads. State and local laws can also contribute to protecting pedestrians and cyclists and improve the safety of active transportation.

### **Drive innovation now**

The government should signal to rail, air, and sea transportation industries that they must do more now to speed up the development of zero-emissions solutions. National and state governments can support innovation with subsidies, investment, and tax reduction incentives.

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