

**Johnston, HeatherG**

From: Haines, Tammara on behalf of ESDD Ministerials - Government Services  
 Sent: Monday, 10 September 2012 10:50 AM  
 To: ESDD Ministerials - City Planning; ESDD Ministerials - Planning Delivery  
 Cc: Donaldson, Nyah; Strudwicke, Kym  
 Subject: 12/22604 - Function - ACT Planning Forum - Combined Community Councils PlanWise - 22 September 2012  
 Attachments: Combined Community Councils PlanWise ACT Planning Forum; CORRO: qs and run sheet for 22 september forum; 12\_22604 - Ministerial-Function - ACT Planning Forum - Combined Community Councils PlanWise - 22 September 2012.obr



**ACT**  
Government

Environment and  
Sustainable Development

## Ministerial Correspondence / Brief Request Form

**Objective Number: 12/22604**

**Date due Ministerial Services: 14 September 2012**

**Date due Deputy Director-General: 14 September 2012**

**Date due Director-General: 18 September 2012**

**Date due MINISTER'S OFFICE: 20 September 2012**

**Priority: Urgent / Normal**

**Critical Date:**

**Subject: Function - ACT Planning Forum - Combined Community Councils PlanWise - 22 September 2012**

**To:**

**City Planning**

Regulation and Services

Policy

**Planning Delivery**

Corporate

Director-General ESDD

**Response by:**

**Minister**

Chief Minister

Director-General ESDD

Minister Chief of Staff

Adviser

Other:

**Action required:**

Reply to correspondence

Media Release

**Speaking Notes**

ESD Directorate response

Dept Officer to attend

Power Point Presentation

Information brief

**Functions Brief**  
(inc arrangements brief)

Fact Sheet

Information only / NFA

Phone contact to writer

**Meeting / Event:**

Time:

Date:

Duration:

Location:

Event Contact/Organiser:

Equipment:

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**Further Information:**

## Johnston, HeatherG

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**From:** CORBELL  
**Sent:** Friday, 7 September 2012 10:57 AM  
**To:** Cameron, Lesley; Boogs, Monika  
**Cc:** Guest, Clare  
**Subject:** CORRO: qs and run sheet for 22 september forum  
**Attachments:** PreelectionPlanningForum2012QuestionsandIssues.docx; PlanningForumRunSheetdraft8Sept.docx

FYI – Planning forum

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**From:** Jenny Stewart [mailto:jstewart@wvcc.org.au]  
**Sent:** Friday, 7 September 2012 9:17 AM  
**To:** CORBELL  
**Subject:** qs and run sheet for 22 september forum

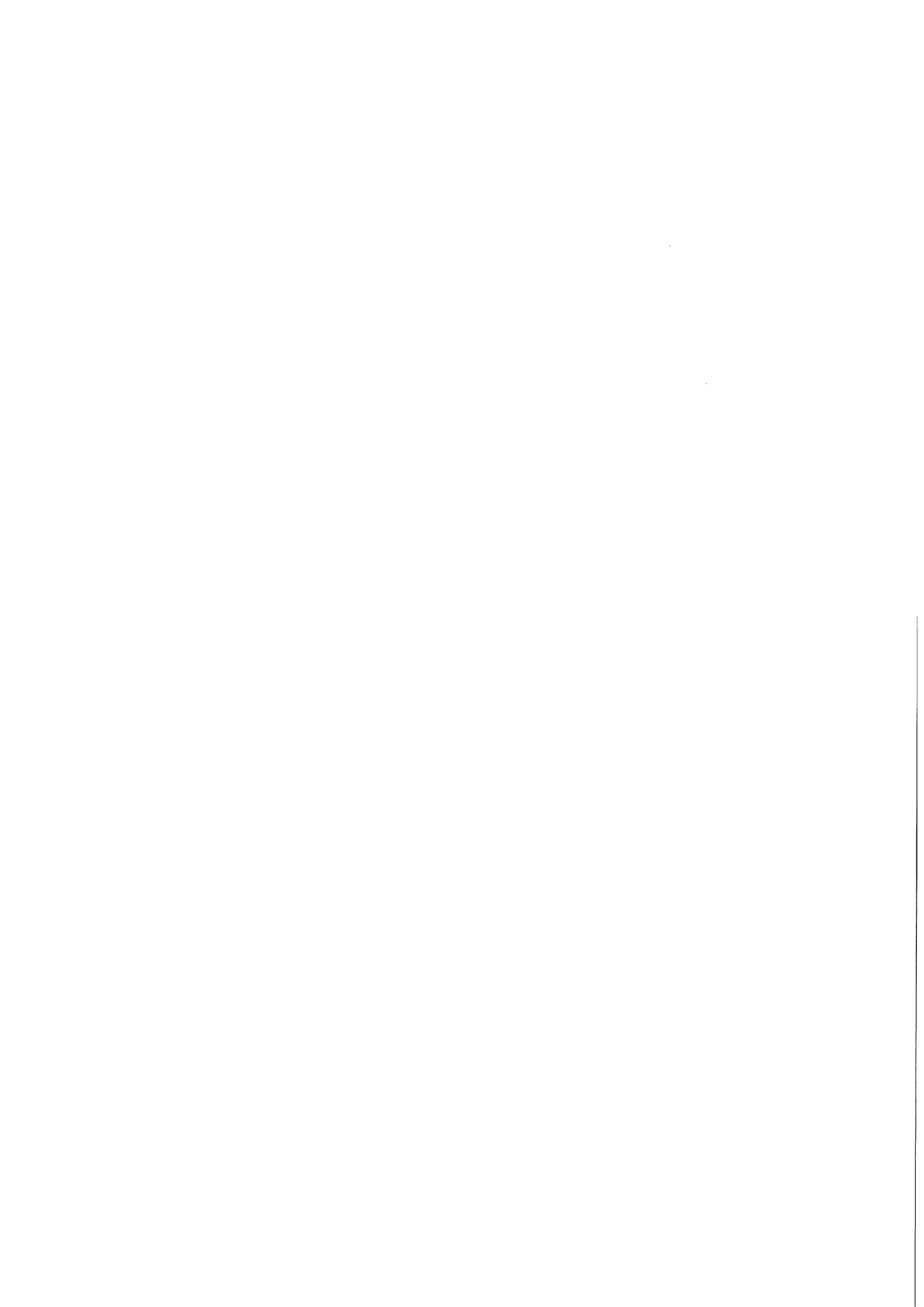
Dear Simon

As discussed with yr office. i dont anticipate any changes to the running sheet, but if it does change, will of course, be in touch.

We will commence publicising the forum beginning next week.

Best

Dr Jenny Stewart  
Chair  
WVCC  
(on behalf of the Combined Community Councils)



## Johnston, HeatherG

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**Subject:** Combined Community Councils PlanWise ACT Planning Forum  
**Location:** Legislative Assembly

**Start:** Sat 22/09/2012 2:00 PM  
**End:** Sat 22/09/2012 2:30 PM  
**Show Time As:** Tentative

**Recurrence:** (none)

**Meeting Status:** Not yet responded

**Organizer:** Corbell, Simon  
**Required Attendees:** Boogs, Monika; Cronan, Patrick; Zotti, Kristen; Cameron, Lesley; Guest, Clare

Clare: Can you please arrange for a brief

Patrick/Kristen: media please

Simon Corbell  
MLA  
Minister for Planning

Dear Simon

At our 25 August mtg, the CCCs decided to hold a planning forum from 2-4pm on 22 September, in the Legislative Assembly Reception Room.

The theme/ focus question of the forum will be 'Is the ACT's planning system in good shape?'

We will be inviting representatives from all the parties contesting the upcoming election to address this point, hence this email to you!

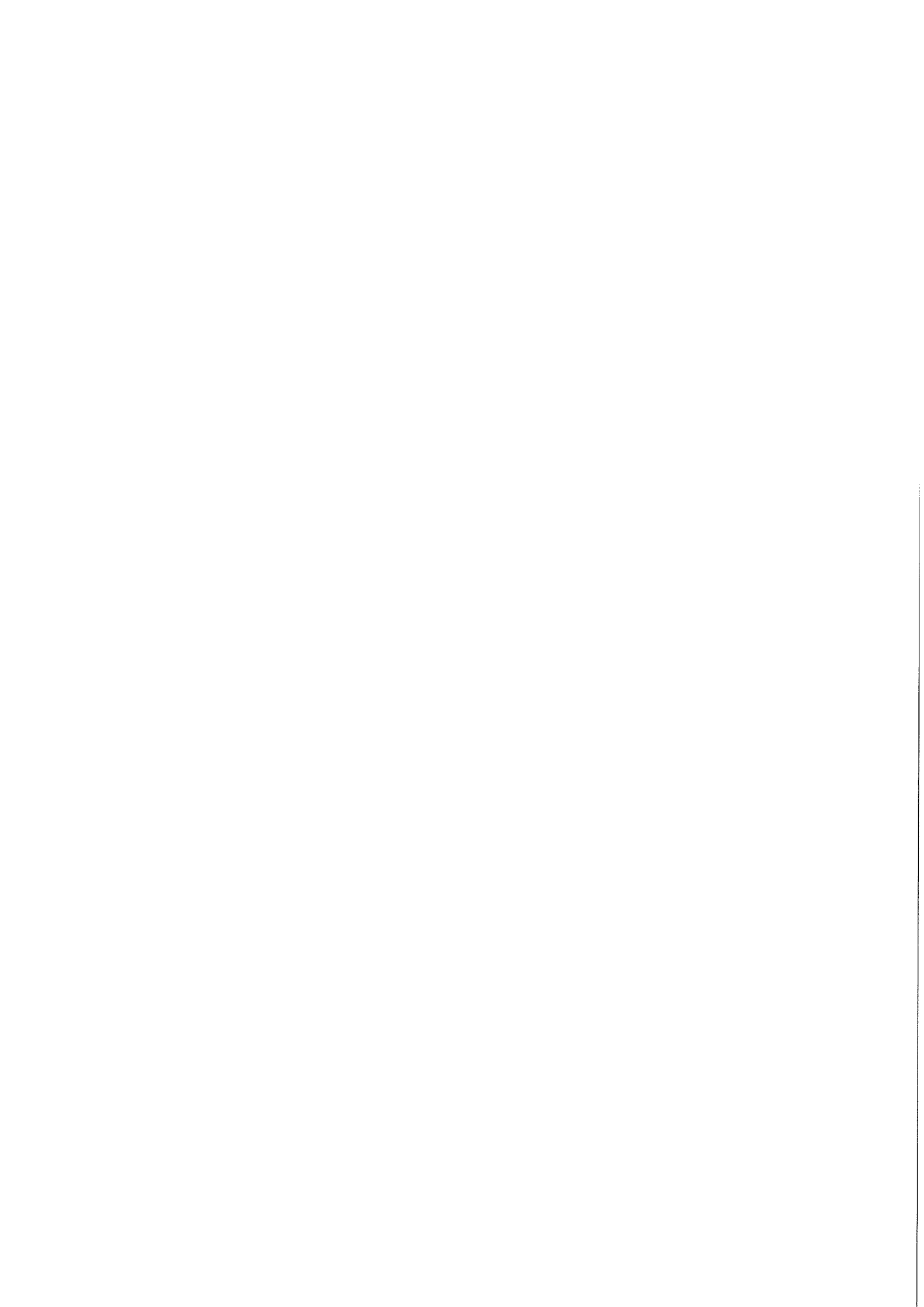
I do hope you will be able to attend, and to speak to our theme. A little closer to the time, I will send a short list of more specific questions you might address.

As Minister, your presence will be particularly important. I will be chairing the forum on behalf of the CCCs and as you know, I run a pretty tight ship in these matters.

Please let me know as soon as possible how you are placed. We are looking at brief (10 minute) presentations from each speaker, with the remainder of the time for q and a.

Best regards

Dr Jenny Stewart  
Chair  
Woden Valley Community Council (on behalf of the Combined Community Councils)



## Johnston, HeatherG

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**From:** Bron, Benjamin  
**Sent:** Monday, 10 September 2012 4:32 PM  
**To:** ESDD Ministerials - Planning Delivery; ESDD Ministerials - City Planning  
**Cc:** Strudwicke, Kym; Donaldson, Nyah  
**Subject:** FW: 12/22604 - Ministerial-Function - ACT Planning Forum - Combined Community Councils PlanWise - 22 September 2012  
**Attachments:** ObjRef.obr

Good afternoon both,

The Minister's Office have advised that a brief is no longer required. NFA.  
I have updated notes and properties.

Thank you,

Ben.

**Benjamin Bron | Ministerial Liaison Officer**

Ministerials, Government and Legal Services | Environment and Sustainable Development | ACT Government

L3 Dame Pattie Menzies House, 16 Challis Street Dickson | GPO Box 1908 CANBERRA ACT 2601 | t: 02 6205 3263 |

e: [www.environment.act.gov.au](http://www.environment.act.gov.au)



**Johnston, HeatherG**

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**From:** Haines, Tammara  
**Sent:** Wednesday, 12 September 2012 2:35 PM  
**To:** ESDD Ministerials - City Planning  
**Cc:** Donaldson, Nyah  
**Subject:** URGENT - Dot points for Minister's Office - ESDD outputs to Inner South

**Importance:** High

Hi Nyah

Minister's Office have requested dot points on ESDD deliverables in the Inner South.

These could include master plans, ponds, upgrades, programs etc.

Can a list be provided in dot point form with just short facts, nothing too detailed.

Can I have it cleared by **COB today** as the Minister's Office require it tomorrow morning, 13 September 2012.

Many thanks

Tammara

Tammara Haines

**Phone 02 6205 3907** | Fax 02 6207 1683 |

**Ministerial and Government Services | Corporate** | Environment and Sustainable Development | **ACT Government**

Dame Pattie Menzies House, Challis Street, Dickson | GPO Box 1908 Canberra ACT 2601 |

[www.environment.act.gov.au](http://www.environment.act.gov.au)

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**From:** Blume, Steve  
**Sent:** Wednesday, 12 September 2012 2:02 PM  
**To:** Guest, Clare  
**Cc:** Cameron, Lesley  
**Subject:** ESDD outputs to Inner South

Do we have a list somewhere for DECCEW/ESDD programs for the Inner South of Canberra?

Plenty to find in Gungahlin Tuggers & Belco – not much. I guess East Lake stuff, Jerrabomberra wetlands? Other enviro stuff?

Steve

**Steve Blume**

Senior Adviser Environment & Sustainable Development

to Simon Corbell MLA

Attorney General | Minister for Police & Emergency Services |

Minister for the Environment and Sustainable Development |

ACT Legislative Assembly | London Circuit | Canberra | ACT | 2601 | Australia

p: +61 (0) 2 6205 3897 | m: +61 (0) 408 054 512 | f: +61 (0) 2 6205 0535 | e: [Steve.Blume@act.gov.au](mailto:Steve.Blume@act.gov.au)

T: @SimonCorbell | F: [www.facebook.com/simon.corbell](http://www.facebook.com/simon.corbell)

*This scheme of combustion to get power makes me sick to think of it -- it is so wasteful. You see, we should utilise natural forces and thus get all our power. Sunshine is a form of energy, and the winds and the tides are manifestations of energy. Do we use them? Oh no! We burn wood and coal, as renters burn up the front fence for fuel. We live like squatters, not as if we owned the property. — Thomas Edison 1910*

*Anyone who believes exponential growth can go on forever in a finite world is either mad or an economist. — Kenneth Boulding, Economist*

*Germany has a larger solar workforce than the US has steelworkers.*

*If we want to keep things as they are things are going to have to change!*

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**Johnston, HeatherG**

**From:** Bron, Benjamin  
**Sent:** Wednesday, 12 September 2012 5:40 PM  
**To:** ESDD Ministerials - Corporate; ESDD Ministerials - City Planning  
**Cc:** Chen, Rachel; Donaldson, Nyah  
**Subject:** RE: 12/23437 - MINISTERIAL CORRESPONDENCE - URGENT - Sustainable Population Australia - Australians for an Ecologically Sustainable Population - 15 September 2012

Unsure if this went through. Re-sending.

Thanks.

**Benjamin Bron | Ministerial Liaison Officer**

Ministerials, Government and Legal Services | Environment and Sustainable Development | ACT Government  
 L3 Dame Pattie Menzies House, 16 Challis Street Dickson | GPO Box 1908 CANBERRA ACT 2601 | t: 02 6205 3263 |  
 e: [www.environment.act.gov.au](http://www.environment.act.gov.au)

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**From:** ESDD Ministerials - Government Services  
**Sent:** Wednesday, 12 September 2012 5:37 PM  
**To:** ESDD Ministerials - Corporate; ESDD Ministerials - City Planning  
**Cc:** Chen, Rachel; Donaldson, Nyah  
**Subject:** 12/23437 - MINISTERIAL CORRESPONDENCE - URGENT - Sustainable Population Australia - Australians for an Ecologically Sustainable Population - 15 September 2012  
**Importance:** High



**ACT**  
 Government

Environment and  
 Sustainable Development

## Ministerial Correspondence / Brief Request Form

**Objective Number: 12/23437**

**Date due Ministerial Services: 13 September 2012**

**Date due Deputy Director-General: 13 September 2012**

**Date due Director-General: 14 September 2012**

**Date due MINISTER'S OFFICE: 14 September 2012**

**Priority: Urgent**

**Critical Date:**

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**Subject: Sustainable Population Australia - Australians for an Ecologically Sustainable Population - 15 September 2012**

**To:**

**City Planning**

Regulation and Services

Policy

Planning Delivery

**Corporate**

Director-General ESDD

**Response by:**

**Minister**

Chief Minister

Director-General ESDD

Minister Chief of Staff

Adviser

Other:

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**Action required:**

Reply to correspondence

Media Release

**Factual dot points**

ESD Directorate response

Dept Officer to attend

Power Point Presentation

Information brief

**Functions Brief**  
(inc arrangements brief)

Fact Sheet

Information only / NFA

Phone contact to writer

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**Meeting / Event:**

Time: 2:30pm to 3:30pm

Date: 15/09/2012

Duration: 1 HOUR

Location: Havelock House

Event Contact/Organiser:

Equipment:

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**Further Information:**

KEEP BRIEF AND DOT POINTS FACTUAL.

Note: CMCD was meant to originally provide the brief. They notified us today, 12 September 2012 that they had not done one. Minister's Office have now requested a quick short brief.



**ACT**  
Government  
Environment and Sustainable Development

MINISTER	<b>ENVIRONMENT AND SUSTAINABLE DEVELOPMENT</b>
SUBJECT	Sustainable Population Australia –Australians for an Ecologically Sustainable population -15 September 2012
OBJECTIVE NUMBER	12/23437

<del>Asst</del> DDG/ Ben Ponton	<i>Ben Ponton</i> 14.9.2012.	
Division	City Planning	
Branch/Section	Strategic City Planning & Design	
Contact Officer:	Gay Williamson	Telephone No: 71770

Further Action/Comment:

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Signature:

Date:13/09/2012

## Factual Dot Points

### Sustainable Population Australia – Australians for an Ecologically Sustainable Population

- There are many interrelated issues that affect population and what is considered a sustainable population. The basis of managing the effects of population change should be economic prosperity, liveable communities and environmental sustainability.
- In Australia these issues include housing affordability, reducing biodiversity, increasing traffic congestion and the loss of agricultural land from urban expansion.
- The consequences of climate change must be considered, including; less reliable rainfall, increased storm frequency and intensity, increased risk of bushfires, higher sea levels, reduced food production, spread of disease, reduced biodiversity and the accompanying substantial economic and financial costs of mitigation and adaptation.
- Social sustainability is similarly important. A sustainable population allow people to live socially engaged and prosperous lives in a healthy environment.
- The major urban development challenge facing Canberra is also facing other Australian cities. That is, how to provide for growth, while minimising damage to the environment, generated by the lifestyle of a growing and affluent population.
- Canberra is in a more fortunate position than many cities as a result of its planning legacy because:
  - areas of ecological importance have been protected from development;
  - water supply is sufficient to accommodate a population of at least half a million;
  - its polycentric urban structure, based on the development of towns with major town centres, creates diversity in its urban structure; and
  - most importantly, the opportunity to live close to work and services, allowing for short trips, whether by public transport, car or on foot. .
- For Canberra, a key issue is not just managing growth without compromising liveability, affordability and ecological sustainability but to manage these within the community's capacity to pay.
- What is important about this, is ensuring that the all of the community's needs especially those of the most disadvantaged are met. Other issues come into play here, such as greenhouse impacts and coping with increasing temperatures. The community must invest in city infrastructure that will ensure an equitable lifestyle for everyone.

## ACT Demographic Projections

- ACT Government projections forecast that by 2031, Canberra's population will be 457,300, some 90,000 higher than its current population. This projected growth is based on assumptions about fertility, mortality and migration.
- While there has been an increase in the fertility rate in recent years, the current rate of 1.75 is still below what would be needed for population replacement.
- Migration is projected to be between 1500 and 2500 persons per year over the projection period. The lesson from history is that migration is driven by the balance between the demand for and the supply of labour. In periods of downturn, migration falls because of weak labour demand. Conversely, migration tends to be high during economic upswings. In Canberra the level of migration is closely related to Federal Government activity.
- A growing population provides advantages by addressing the economic implications of skilled labour shortages, a product of the aging of baby boomer cohorts born between 1946 and 1965. The median age of the ACT population has been steadily growing over the last decade and is projected to continue to do so.
- Over the next several decades, population ageing is projected to have significant implications for Australia, including for health, labour force participation, infrastructure, housing and demand for skilled labour. Canberra's population is also expected to age significantly. The cohort aged 65 years and over is projected to increase from current levels of just over 10 per cent of the population to 17 per cent of the population in 2031.
- Population growth can place pressure on and drive demand for, infrastructure. The expansion of the city is likely to fuel greater demand for services and supporting infrastructure in new urban areas. Additionally, urban infill and increased population density in existing areas are likely to increase pressure on community infrastructure. The geographic location of these trends is an important consideration in determining infrastructure and policy priorities.
- As observed in the State of Australian Cities Report (Department of Infrastructure, 2010), the way in which cities are planned, built and function, can promote more efficient use of resources, minimise the production of waste and encourage more reuse and recycling, reduce greenhouse gas emissions, and support biodiversity.

## Strategic Policies

### ACT Planning Strategy

- The ACT Planning Strategy builds on a century of planning, respecting the structure inherited from Walter Burley Griffin and the planners who followed him.

- There was extensive consultation that informed this strategy including *Time to Talk Canberra 2030*. From this there was a clear message that Canberra's want a more sustainable city and that there is urgency for change.
- Canberra's planning and its position in a diverse region provides it with many key strengths and in an excellent position to respond to the challenges facing all Australian cities.
- The Strategy:
  - outlines where future growth and change is to occur and how it is to be managed;
  - directs where more specific planning and investigation is required;
  - helps prioritise investment in social and utility infrastructure; and
  - identifies where regional collaboration is important.
- Five outcomes setting the direction to our desired future in 2030:
  - Canberra will be a city that makes it easy for people to make more sustainable living choices and has the resourcefulness and capacity to manage change.
  - Canberra will be a city where everyone can take advantage of its network of centres, open spaces and modes of travel to enjoy a sense of wellbeing and participate in a vibrant civic and cultural life.
  - Canberra will be at the centre of an innovative, prosperous region that has established a diverse 'clean' economy and has a wide choice in jobs and lifestyles.
  - Canberra will be the 'capital in the bush', recognised for the quality of its public places and buildings that reflect its unique climate, character and identity.
  - Canberra will be at the centre of a region that demonstrates the benefits of good stewardship of the land, its resources and the beauty of its rivers, mountains and plains.
- These outcomes are the targets, each with indicators to be measured and the trends monitored.
- To achieve these the strategy identifies short and long term actions, many of which the ACT Government has commenced. These actions are grouped under nine key strategies that:
  1. Focus urban intensification in town centres, around group centres and along the major public transport routes;
  2. Improve mobility and choice of convenient travel by integrating the design and investment of the various transport networks with the land uses they serve;
  3. Provide more cost effective and sustainable living options by improving the existing housing stock and establishing more choice in housing types;
  4. Ensure everyone has convenient access to a range of services and opportunities for social interaction by reinforcing the role of group and local centres;

5. Provide vibrant, pleasant urban parks and places for everyone to enjoy;
6. Invest in design that will ensure urban change creates amenity, diversity and a more sustainable built form;
- 7 Improve the city's efficiency, resilience to change and environmental sustainability by designing and incorporating innovative technologies and 'clean' initiatives into the physical infrastructure.
8. Value the land and natural resources of the region by working collaboratively to manage urban growth, ensure connectivity and continuity in the natural systems and conserve, where appropriate, agriculturally productive land.
9. Facilitate the development of a more prosperous region and a diverse economy by enhancing our travel and information networks and creating opportunities

### Transport for Canberra

- Transport for Canberra and the new public transport corridors it establishes will help us plan transport and land use together. New transport oriented developments will be located along the Frequent Network, and walkable and cycleable local communities will be designed with easy access to goods and services.
- Transport for Canberra will contribute to the ACT's greenhouse gas emissions reduction targets by increasing the efficiency of our public and private vehicles, and encouraging more people to choose sustainable transport like walking, cycling and public transport.
- It will build on our commitment to active travel, highlighted by the ACT's signature to the International Charter for Walking in 2010. Transport for Canberra will make our city a better place to live, work and do business, and a more accessible place where it is easy for everyone to get around. Transport for Canberra will be the foundation for transport planning for the next 20 years.
- Transport for Canberra sets a new policy direction for transport from now to 2031 around:
  - transport and land use integration through the Frequent Network of public transport corridors
  - social inclusion and transport disadvantage, including a draft minimum coverage standard to
  - ensure public transport services reach those with the highest social need for transport
  - active travel to make walking and cycling easy travel options
  - strategic management of the road network, parking, motorised vehicles and freight to create an efficient transport system
  - travel demand management across all modes of transport (pedestrians, cyclists, motorcyclists, cars, public transport, freight) including transport pricing

- transport system performance measurement and reporting, including new mode share targets for 2016 and an annual transport report card
- an action plan detailing the 34 policy actions

### Weathering the Change - Draft Action Plan 2

- The ACT Government is committed to transitioning Canberra to become a carbon neutral city that can adapt to a changing climate. A commitment to decisive action on climate change emerged as a shared priority from *Time to Talk: Canberra 2030* in 2010
- In November 2010 the Climate Change and Greenhouse Gas Reduction Act 2010 came into effect, establishing ACT emissions reduction targets of zero net greenhouse gas (GHG) emissions by 2060; 40% below 1990 levels by 2020; and 80% below 1990 levels by 2050. The targets set a clear direction for planning our sustainable future. The Draft Weathering the Change Action Plan 2 has been developed to seek feedback on the pathway towards zero net emissions by 2060.
- Success in achieving our GHG reduction targets will depend on action by everyone—government, business, community groups, households and individuals. Not only will we need to be smarter in how we use energy, the energy we use must be cleaner. Choices will need to be made on where we should invest, the new technologies we should adopt and the lifestyle changes we will need to make. In considering the choices available to us, the ACT Government is committed to implementing cost effective and sustainable options to achieve the ACT’s GHG reduction targets.
- The ACT Government is also committed to involving the community and engaging businesses in addressing climate change. The process is supported by four key outcomes:
  - reducing GHG emissions in the ACT
  - ensuring a fair society in a low carbon economy
  - adapting to a changing climate
  - leading a sustainable future.
  - To inform the community about the ACT Government’s proposed approach to managing climate change and facilitate discussion and feedback, Draft Action Plan 2 presents:
    - a summary of the evidence demonstrating the need for action to reduce and manage the impacts of climate change
    - the sources of GHG emissions, based on the ACT Greenhouse Gas Inventory, to help identify opportunities and limitations for reducing GHG emissions from different sectors
    - ways in which government and the community can act to achieve our shared climate change goals.

- National and international policy settings on climate change are also outlined, including the recently announced national carbon price, which will contribute to the ACT's efforts to reduce GHG emissions.
- Draft Action Plan 2 includes a calculation of the amount of emissions we need to reduce each year to achieve the ACT targets, taking into account projected emissions, expected reduction in emissions from existing measures and a national carbon price.

### Capital Development: Towards Our Second Century

- This sets out the Government's strategy for developing 'a strong and resilient economy and a sustainable, fair and prosperous future for all Canberrans'. This economic strategy focuses on:
  - a considered approach to fiscal management;
  - strategic infrastructure investment;
  - streamlining and implementing effective and efficient regulatory regimes; ensuring availability of affordable housing and appropriate land supply to meet demand; and
  - facilitating skills development and retention in areas of shortages.
- The ACT has a strong and dynamic economy, buoyed by a history of productivity improvements and very high levels of labour force participation. Maintaining this growth is a key priority to mitigate the economic impacts of an ageing population. Infrastructure investment continues to be an important way of increasing the ACT's productive capacity and the material wellbeing of the community. This investment increases human capital and leverages private investment in technological innovation and existing infrastructure to derive enhanced economic benefits and productivity outcomes.

### Infrastructure Plan

- Planning for Canberra's future infrastructure requirements will be influenced and informed by the need to adapt to the unavoidable effects of climate change. A risk-based approach to asset management should also account for the effects of increased extreme heat, bushfire and storm flooding and decreased water supply on the maintenance of public infrastructure. Responsible asset management and infrastructure planning mandates an approach which identifies, responds to and where possible mitigates these risks proactively. As the Government works towards its carbon emission reduction targets, it must also develop a framework to better integrate climate change adaptation considerations into existing asset and project management processes.
- Decisions about the planning, prioritisation, staging and development of such works have immediate and long-term social, economic and environmental impacts. Governments across Australia are developing longer term infrastructure plans to

establish a cohesive understanding of the range of infrastructure required to continue to deliver core services, while responding to growing and changing community needs.

- The ACT Government Infrastructure Plan has been developed to provide a better understanding of the Government's infrastructure priorities in the future. Appropriately, these priorities are dynamic and refined through the Budget process.

#### Canberra Plan

- The above strategies and plans take place within the context of *The Canberra Plan: Towards Our Second Century* which articulates the Government's vision of a environmentally , economically and socially sustainable Canberra. It identifies seven long-term Government priorities to deliver:
  - • a vibrant city with great neighbourhoods;
  - • high-quality services;
  - • a fair and safe community;
  - • quality health care;
  - • excellent education, quality teaching and skills development;
  - • a strong, dynamic economy; and
  - • a sustainable future.



**ACT**  
Government

Environment and  
Sustainable Development

MINISTER	<b>ENVIRONMENT AND SUSTAINABLE DEVELOPMENT</b>
SUBJECT	Proposed Green Vehicle Guide Reforms – response to Minister’s questions
OBJECTIVE NUMBER	12/22147
Critical Date (Date Due to Minister)	<b>13 September 2012</b>

Division	City Planning	
Branch/Section	Transport Policy	
Contact Officer:	Kristin Blume	Telephone No: 6205 4672

<p>Further Action/Comment:</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>Signature:</p>
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Date:13/09/2012



**ACT**  
Government

Environment and Sustainable Development

UNCLASSIFIED

Objective File No 12/22147

Rec'd Minister's Office 1/3 SEP 2012

<b>To:</b>	Minister for the Environment and Sustainable Development
<b>From:</b>	Director-General, Environment and Sustainable Development Directorate Deputy Director-General, Planning Policy <i>[Signature]</i> 12.9.2012
<b>Subject:</b>	Proposed Green Vehicle Guide Reforms – response to Minister's questions

*[Signature]* for Mr Pappas  
12.9.2012

**Recommendation**

That you:

- Note that proposed reforms to the Commonwealth Green Vehicle Guide (GVG) will require changes to the ACT Green Vehicle Duty Scheme to calculate duty rates based on carbon dioxide (CO<sub>2</sub>) emissions only;
- Note that the Green Vehicle Duty Scheme falls under the portfolio responsibility of both yourself (from a policy and operational perspective as Minister for the Environment and Sustainable Development and Attorney-General) and the Treasurer (responsible for setting motor vehicle duty rates);
- Agree that ESDD work with JACS and Treasury to progress the administrative changes to adopt a single carbon dioxide (CO<sub>2</sub>) emission rating to calculate stamp duty rates under the ACT Green Vehicle Duty Scheme;
- Sign a letter to the ACT Treasurer (**Attachment A**) seeking his agreement to progress the administrative changes required in Treasury to adopt a CO<sub>2</sub> emission rating; and
- Sign a submission on behalf of the ACT (**Attachment B**) in response to the GVG Discussion Paper seeking an extension of time for the proposed changes until 1 July 2013 (**Attachment C**).

**Critical Date:**

The letter to the Treasurer (**Attachment A**) would need to be sent **today** to allow Treasury to commence the administrative changes required to amend the ACT Green Vehicle Duty Scheme during the pre-election period. The closing date for Discussion Paper submissions is 30 September 2012 so your agreement is required by **24 September 2012** to send to the submission at Attachment B.

**Background**

You noted a brief on 10 September 2012 detailing proposed reforms to the Australian Government's GVG, how these would impact on the ACT's Green Vehicle Duty Scheme, and a proposed path to amend the ACT scheme in light of the GVG changes. In response to the brief, you asked ESDD whether the brief was asking that we seek Commonwealth to delay reforms, that we amend the Green Vehicle Duty Scheme, and if so, how. Further clarification of the proposed approach is provided below.

Performance Assessment

DUE DATE: ...../...../..... DATE RECEIVED:...../...../.....

SATISFACTORY

UNSATISFACTORY

According to criteria specified in ACT Government Policy Performance Measures

Signature ..... / .../...

## Issues

The Green Vehicle Duty Scheme was agreed by Cabinet in 2008 and is scheduled for review as part of the Transport for Canberra policy. The scheme is administered by three different parts of Government and two Ministers:

- Policy aspects are managed by Transport Planning in the Environment and Sustainable Development Directorate as part of Transport for Canberra, and therefore fall under your portfolio responsibility as Minister for the Environment and Sustainable Development;
- Operational aspects (i.e. the rego.act system through which the duty is charged) are managed by the Office of Regulatory Services in Justice and Community Safety Directorate, and therefore fall under your responsibility as Attorney-General; and
- Regulatory aspects are managed by Treasury, which drafts the Disallowable Instrument that sets the duty rates, and are therefore under the portfolio responsibility of the Treasurer.

### *Reasons that the Green Vehicle Duty Scheme should be amended*

Duty rates under the scheme are based on a combined CO<sub>2</sub> and particulate emissions score from the GVG. In the discussion paper released by the Department of Infrastructure and Transport (**Attachment C**), the Commonwealth government propose reforms to the GVG that mean this combined rating will no longer be available. The reason for the proposed change is that with significant improvements in particulate emissions in new vehicles under tougher national standards, the particulate emission rating is now skewing the results of the GVG in favour of vehicles that actually have relatively high CO<sub>2</sub> emissions (e.g. a number of diesel vehicles currently attract high GVG ratings under the current system because of low particulate emissions, even though their CO<sub>2</sub> emissions are only average compared to the rest of the Australian fleet).

This is a sensible move by the Commonwealth Government, as it will allow more transparent accounting of CO<sub>2</sub> emissions from the vehicle fleet, consistent with the ACT's legislated emissions reduction targets and Transport for Canberra. It is therefore recommended that the ACT commence work to amend the ACT Green Vehicle Duty Scheme to base duty for new vehicles on CO<sub>2</sub> emissions only. This is the same approach adopted by other green vehicle tax schemes in the UK and Europe.

### *How the scheme would be amended*

The Green Vehicle Duty Scheme charges rates in four categories (A, B, C and D), which correspond to the current GVG. The principle of revenue neutrality has been a central component of the scheme, with discounts for 'A' and 'B' rated vehicle duty offset by higher duty rates for the worst environmentally performing 'D' rated vehicles. To charge duty rates based on CO<sub>2</sub> emissions only, we will need to determine ranges of grams of CO<sub>2</sub> per kilometre that would fall into each category. The detail of the cut-off points will need to be determined in the coming months based on modeling in Treasury to ensure the scheme remains revenue neutral.

Three things will be required to implement the proposed changes to the ACT duty scheme:

1. Policy: Agreement by yourself and the Treasurer to change the policy to base duty rates on CO<sub>2</sub> emissions only. This will allow ESDD to commence preparation of an updated policy

statement and promotional materials for the scheme.

2. Operational: Agreement that ORS commence the operational changes to the rego.act system to implement the revised duty scheme.
3. Regulatory and Financial: Agreement by the Treasurer to:
  - a. Undertake modeling to determine the range of CO<sub>2</sub> emissions that would be required for each category under the scheme to retain revenue neutrality; and
  - b. Commence drafting of a new Disallowable Instrument.

*Submission to the Commonwealth seeking additional time to implement these changes*

The Discussion Paper currently includes an implementation date of 1 January 2013. Given the extent of changes required to amend the ACT Green Vehicle Duty Scheme, the draft submission at **Attachment B** requests an extension of time for the GVG reform until 1 July 2013.

#### **Financial Implications**

Modelling in Treasury will ensure the scheme remains revenue neutral. There will be costs to ORS should the changes to the GVG come into effect on 1 January 2013 as duty rates will need to be calculated manually until system changes can be implemented.

#### **Internal Consultation**

ESDD continues to work with JACS and Treasury officers on the proposed response to the Commonwealth GVG reform. Directorates are in agreement about the proposed approach.

#### **External Consultation**

Department of Infrastructure and Transport staff have indicated informally that they are likely to agree to the proposed extension of time for the ACT.

#### **Benefits/Sensitivities**

The Opposition attempted to disallow the Disallowable Instrument that sets duty rates last time it was updated, and do not support the scheme.

#### **Media Implications**

A media and promotional package will be prepared to support the updated scheme.

Kristin Blume  
Senior Manager, Transport Policy  
Coordination  
Phone: (02) 6205 4672  
12 September 2012

AGREED / NOT AGREED / NOTED / DISCUSS

Simon Corbell MLA

13/9/12



**Simon Corbell MLA**

ATTORNEY GENERAL  
MINISTER FOR POLICE AND EMERGENCY SERVICES  
MINISTER FOR THE ENVIRONMENT AND SUSTAINABLE DEVELOPMENT

**COPY**

MEMBER FOR MOLONGLO

Mr Andrew Barr, MLA  
Deputy Chief Minister, Treasurer and Minister for Economic Development  
ACT Legislative Assembly  
GPO Box 1020  
CANBERRA ACT 2601

Dear Mr Barr 

I refer to the attached discussion paper on '*A new approach to comparing the environmental performance of vehicles on the Green Vehicle Guide*' released by the Commonwealth Department of Infrastructure and Transport for public comment until 30 September 2012.

Both you and I have portfolio responsibility for the ACT Green Vehicle Duty Scheme which sets motor vehicle duty rates, with policy developed in my Environment and Sustainable Development portfolio, administration through the Office of Regulatory Services in my Attorney-General portfolio, and regulation through a Disallowable Instrument under the *Taxation Administration Act 1999*, within your Treasury portfolio.

In response to the reforms proposed in this discussion paper, I am writing to seek your agreement to amend the Green Vehicle Duty Scheme to move towards a single CO<sub>2</sub> emission rating to calculate motor vehicle duty rates in the ACT.

The discussion paper proposes a new approach to comparing the environmental performance of light vehicles listed on the Green Vehicle Guide (GVG), the primary tool for assessing the environmental impact of a vehicle. Under the reforms, the GVG's star ratings would be abolished. Instead, official CO<sub>2</sub> emission figures will form the primary ranking of environmental performance.

Implementation of these reforms will have a significant effect on the operation of the ACT Green Vehicle Duty Scheme which uses GVG star ratings to determine the duty rate payable for a vehicle by importing the star ratings from the GVG into the ACT licensing and registration system. Upon abolition of the star rating, the ACT's system will no longer have the ability to calculate vehicle stamp duty.

The proposed reforms are proposed to apply from 1 January 2013. In the absence of a new disallowable instrument by 1 January 2013, the calculation of vehicle stamp duty rates will be bound to the requirements set out in the current disallowable instrument. The current disallowable instrument sets duty rates in accordance with a score out of 20, whereas the proposed reforms will implement a score out of 10. This means that vehicles scoring 9.5 out of 10 and lower under the new reforms (being a significant majority of the ACT passenger vehicle fleet) will fall into the

ACT LEGISLATIVE ASSEMBLY

highest stamp duty rate; resulting in an overwhelmingly revenue positive Green Vehicle Duty Scheme, which is likely to attract considerable criticism. An amended disallowable instrument would therefore need to be drafted and come into in line with any agreed changes to the Green Vehicle Duty Scheme.

The proposed GVG reforms provide an opportunity for the ACT to move towards a single CO<sub>2</sub> emission rating to calculate stamp duty rates, which aligns with the CO<sub>2</sub> emission reduction targets set out in the *Climate Change and Greenhouse Gas Reduction Act 2010*. Analysis of the ACT passenger vehicle fleet's environmental performance using CO<sub>2</sub> emissions would make it clearer and easier to track our progress towards these legislative targets.

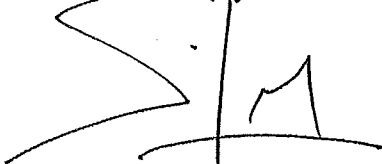
I acknowledge that revenue neutrality was, and needs to remain, an essential feature of the policy that underpins the Green Vehicle Duty Scheme. Adoption of a CO<sub>2</sub> emission rating to calculate duty will not affect the revenue neutrality of the Green Vehicle Stamp Duty Scheme. As such, the Environment and Sustainable Development Directorate will work closely with Treasury to undertake modelling that ensures revenue neutrality is maintained now and in the future.

To facilitate the completion of this legislative work and corresponding changes, I will be submitting a response to the discussion paper requesting that implementation of the GVG reforms be deferred until 1 July 2013. The Commonwealth have indicated that they are likely to agreement to the proposed extension of time.

Given the circumstances and time pressures outlined above I am seeking your agreement to move towards a single CO<sub>2</sub> emission rating to calculate motor vehicle stamp duty in the ACT. Your agreement by 13 September 2012 will allow Treasury, JACS and ESDD officials to commence implementation of the proposed changes to the ACT Green Vehicle Duty Scheme.

Thank for your consideration of this important reform.

Yours sincerely

A handwritten signature in black ink, appearing to be 'Simon Corbell', written over a horizontal line.

Simon Corbell MLA  
Minister for the Environment and Sustainable Development

17.9.12



**Simon Corbell** MLA

ATTORNEY GENERAL  
MINISTER FOR POLICE AND EMERGENCY SERVICES  
MINISTER FOR THE ENVIRONMENT AND SUSTAINABLE DEVELOPMENT

**COPY**

MEMBER FOR MOLONGLO

Mr Matthew Cox  
Surface Transport Policy Division  
Department of Infrastructure and Transport  
GPO Box 594  
CANBERRA ACT 2601

Dear Mr Cox

I refer to the discussion paper on '*A new approach to comparing the environmental performance of vehicles on the Green Vehicle Guide*' released by the Federal Department of Infrastructure and Transport for public comment until 30 September 2012.

Having regard to the reforms proposed in the discussion paper anticipated to come into effect on 1 January 2013, I have a number of comments on behalf of the Australian Capital Territory (ACT).

### **The proposed reforms**

I understand that the discussion paper proposes a new approach to comparing the environmental performance of light vehicles listed on the Green Vehicle Guide (GVG). Currently, the GVG provides a 1 to 5 star rating based on a combination of two environmental ratings: the greenhouse rating (based on a vehicle's CO<sub>2</sub> emissions) and the air pollution rating (a measure of noxious pollutants that reduce air quality). Under the reforms, star ratings would be abolished. Instead, official CO<sub>2</sub> emission figures will be used as the primary ranking of environmental credentials for cars sold in Australia.

The proposed GVG reforms provide an opportunity for the ACT to move towards a single CO<sub>2</sub> emission rating to calculate stamp duty, which aligns with the CO<sub>2</sub> emission reduction targets set out in the *Climate Change and Greenhouse Gas Reduction Act 2010 (ACT)*. Analysis of the ACT passenger vehicle fleet's environmental performance using CO<sub>2</sub> emissions would make it clearer and easier to track our progress towards these legislative targets.

While the current star ratings include noxious pollutants, we agree with the discussion paper's proposal that measurement of this attribute is becoming increasingly negligible with *Euro 4, 5 and 6* standards likely to have a positive impact on noxious pollutants in the new vehicle fleet. For these reasons, the ACT Government supports the GVG reforms proposed in the discussion paper.

### **The proposed timing of implementation**

Subject to the outcome of the consultation process, I understand that the proposed reforms will apply from 1 January 2013.

ACT LEGISLATIVE ASSEMBLY

London Circuit, Canberra ACT 2601 GPO Box 1020, Canberra ACT 2601  
Phone (02) 6205 0000 Fax (02) 6205 0535 Email corbell@act.gov.au

Implementation of these reforms will have a significant effect on the operation of the ACT Green Vehicle Stamp Duty Scheme, which uses GVG star ratings to determine the stamp duty rates payable for all new vehicles by importing the star ratings from the GVG into the ACT licensing and registration system. Upon abolition of the star rating on 1 January 2013, the ACT's system will no longer have the ability to calculate vehicle stamp duty for new vehicles released to market. An inability of the system to calculate stamp duty would require manual calculation of stamp duty rates at the point of establishing vehicle type approvals until such time as a system build could be implemented, which will add costs and inefficiencies to the operation of the stamp duty system.

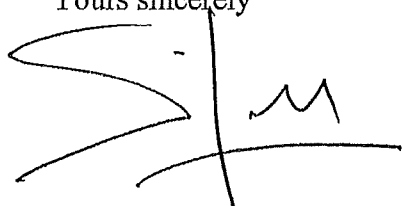
In addition to the changes to the ACT's systems that would need to be implemented, legislative documentation and processes would need to be revised and implemented by 1 January 2013 to reflect the amendments to the GVG. Adoption of a CO<sub>2</sub> emission rating to calculate stamp duty would require detailed modelling to be undertaken to ensure that the scheme's revenue neutrality is maintained now and in the future.

Given the given commencement of a pre-election period on 14 September 2012, the impending ACT election on 20 October 2012, and the significant resources required to align the ACT Green Vehicle Stamp Duty Scheme with the proposed GVG reforms, implementation of the proposed reforms by 1 January 2013 is problematic for the ACT.

The ACT requires an extension until 1 July 2013 in order to adequately put in place measures to ensure the continued operation of the Green Vehicle Stamp Duty Scheme and its requisite systems.

Thank you once again for the opportunity to provide input on the future of the Green Vehicle Guide.

Yours sincerely

A handwritten signature in black ink, appearing to be 'Simon Corbell', written over a vertical line that extends from the 'Yours sincerely' text.

Simon Corbell MLA  
Minister for the Environment and Sustainable Development

13.9.12

cc: The Hon. Anthony Albanese MP  
Minister for Infrastructure and Transport  
Parliament House  
PO Box 6022  
Canberra ACT 2600



**ACT**

Government

Environment and Sustainable Development

MINISTER	<b>ENVIRONMENT AND SUSTAINABLE DEVELOPMENT</b>
SUBJECT	Park and Ride and Point to Point Camera on Athllon Drive
OBJECTIVE NUMBER	12/22541

Division	Transport Planning	
Branch/Section	City Planning	
Contact Officer:	Kuga Kugathas and Kristin Blume	Telephone No: 71755/54670

Further Action/Comment:

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Signature:

BRIEF



**ACT**  
Government

Environment and  
Sustainable Development

UNCLASSIFIED

Objective File No 12/22541

Rec'd Minister's Office 10 SEP 2012

<b>To:</b>	Minister for the Environment and Sustainable Development
<b>From:</b>	Director-General <i>David Bell 10.9.12</i> Deputy Director-General, Planning <i>[Signature] 10.9.2012</i>
<b>Subject:</b>	Park and Ride and Point to Point Camera on Athllon Drive

**Recommendation**

That you:

- note that ESDD has worked with Justice and Community Safety Directorate (JCSD) on a more comprehensive brief on issues and potential options. That brief will be provided to you under separate cover;
- note that while the park and ride site at Wanniasa has not yet been formally agreed to by Government, the site was the clear preferred option during community consultation in April and May 2012, and that based on this consultation, there is likely to be a community expectation for a park and ride at the Wanniasa location;
- note the AECOM advice in the JSCD brief that a signalised pedestrian crossing and reduced speed limit at the Wanniasa site is likely to have a similar impact on driver behaviour and road safety as the point to point camera; and
- note that while the JSCD brief recommends that the point to point cameras be installed at an alternative location, it also includes the option of having the point to point camera and park and ride site co-exist.

**Critical Date:**

The Minister asked for an urgent brief on this matter.

**Background**

ESDD engaged AECOM in late 2011 to undertake a feasibility study into park and ride and bike and ride facilities that could be constructed in the short, medium and longer term. The Government allocated \$4.1m in the 2010-11 Budget over four years to identify and construct a network of park and ride facilities. The feasibility study is identifying park and ride sites for consideration to construct from the remaining park and ride funding in the RoadsACT (TAMS) budget for the 2012-13 and 2013-14 financial years.

Along with other sites across Canberra, the consultants identified four possible sites along the Athllon Drive corridor for consideration for a park and ride to increase the catchment of the Blue Rapid services. These four options were investigated and detailed in a preliminary options report, which with your agreement was released for public consultation in April and May 2012.

**Performance Assessment**

DUE DATE: ...../...../..... DATE RECEIVED:...../...../.....

SATISFACTORY

UNSATISFACTORY

According to criteria specified in ACT Government Policy Performance Measures

Signature ..... / .../....

In June – July 2012, at the same time as AECOM were identifying a Wanniasa site off Athllon Drive as the preferred park and ride option based on site criteria and public preference, the Government announced Athllon Drive as the location of the second point to point camera, and RoadsACT (who were also involved with the park and ride study) commenced procurement.

In late August 2012, JCSD became aware of the potential for the two projects to conflict, as the newly-identified preferred park and ride site at Wanniasa would require lowering the speed limit and installing a signalised pedestrian crossing south of the intersection of Athllon Drive and Langdon Avenue, compromising the operation of the point to point camera. JCSD then worked with RoadsACT and Transport Planning to prepare the detailed brief that has been provided to you.

## Issues

### Advice from AECOM about the two projects

AECOM were the consultants for both the point to point camera study (completed in 2010 -11) and the park and ride study (2011-12 to present). JCSD asked AECOM to provide advice on how best to manage the two projects, which concluded:

- a) while it is technically possible to have the point to point camera and the Park and Ride facility operating on the same stretch of Athllon Drive, the point to point zone would no longer be compliant with the criteria used to select and rank point to point sites, due to the corridor having multiple speed limits;
- b) reducing the point to point zone by excising the section with the lowered speed limit would significantly reduce the ranking for the remaining section of road (to almost equal 8th); and
- c) the speed limit reduction for park and ride pedestrian access would assist in achieving an overall speed reduction and would be expected to result in a significant reduction in the ranking of the site for point to point cameras (to lower than 7th).

AECOM also noted that locating the park and ride at an alternative site would reduce its effectiveness in achieving public transport utilisation, as the three alternative sites had significant issues of passive surveillance, land availability and a limited catchment area. AECOM's advice concluded with the suggestion that "on balance it is likely to be more effective to relocate the proposed Athllon Drive [point to point camera] installation to Parkes Way or the Tuggeranong Parkway". On a 50/50 weighting of traffic and safety factors Parkes Way was the second ranked site and Tuggeranong Parkway the 4th ranked site.

### Options to manage the two projects

Based on discussions with ESDD and RoadsACT and AECOM's advice, the JCSD brief details four options to manage the two projects:

- a) proceed with the point to point camera and proceed with a park and ride outside the point to point zone;
- b) proceed with the park and ride and relocate the point to point cameras;
- c) modify pedestrian access to the park and ride allowing the point to point and park and ride to co-exist; and
- d) investigating alternative pedestrian access for the park and ride in the form of a pedestrian bridge or underpass.

Regarding Option a), the other three identified sites for park and ride were not likely to achieve the same public transport outcomes as the preferred park and ride location, and would be unlikely to meet community expectations for the park and ride at Wanniasa.

Option b) would be consistent with AECOM's recommendation, and is also recommended in the JCSD brief with our agreement. However, this option has media and financial implications as the point to point site has been announced, and installation has commenced for the point to point cameras.

Option c) was not preferred by JCSD as the reduction in speed limit would still be required, potentially undermining the use of the point to point camera. This option was proposed by RoadsACT to try and create a compromise between the two projects. RoadsACT advise ESDD that an alternative but still safe pedestrian crossing could be created for the Wanniasa site without a signalised intersection. This option would mean the installation of the point to point camera could proceed, and the new Government could make a decision on the Wanniasa park and ride site in this context.

Option d) was not preferred because the considerable expense of a pedestrian overpass or underpass would be beyond the funding available in the park and ride program, and would be unlikely to be justifiable in this location based on traffic volumes and road safety risks.

#### **Financial Implications**

TAMS has already incurred costs of \$190,000 for the civil works component of the point to point cameras. Approximately \$40,000 of this was expended on signs and guard rails which could be re-used at an alternative point to point camera location. Procurement of the cameras, expected to cost \$500,000, is on hold pending consideration of the implications of the proposed pedestrian crossing for the Athllon Drive point to point zone. TAMS has advised that installation of point to point cameras at an alternative site would be dependent on sufficient funding, noting that it would be more expensive to provide point to point cameras on both directions of a three lane road (e.g. Parkes Way or Tuggeranong Parkway) than on a two lane road like Athllon Drive.

Funding of \$4.0m to construct Park and Ride facilities at Athllon Drive and other sites across Canberra is also included in the TAMS budget, and preliminary design work for the Wanniasa park and ride is already underway.

#### **Internal Consultation**

This brief was developed based on the information in the JCSD brief, which was prepared with input from ESDD and TAMS.

#### **External Consultation**

AECOM provided advice to JCSD inform the options for managing the two projects.

**Benefits/Sensitivities**

There is likely to be criticism of the failure to identify the potential conflict between the location of a point to point camera on Athllon Drive and the infrastructure requirements for a Park and Ride on the same stretch of road before funds were spent on the point to point camera site.

The adoption of the option b) may result in up to approximately \$150,000 worth of capital works already undertaken for point to point cameras at Athllon Drive being unable to be utilised. TAMS is considering whether any of the civil works which cannot be relocated to an alternative point to point site could be utilised for other purposes. However, proceeding with this option would facilitate a Park and Ride at the most suitable and viable location at Wanniasa.

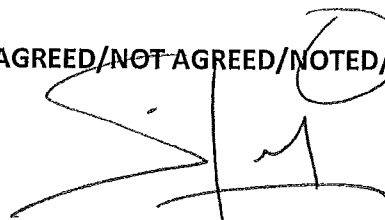
If the Minister preferred option c), the point to point cameras could proceed as planned, and ESDD and TAMS would work together to revise the pedestrian arrangements for the proposed park and ride. However for option c), there may still be public criticism about the need for the point to point camera if the speed limit is to be reduced for the park and ride.

**Media Implications**

The Government has publicly announced Athllon Drive as the second point to point site, but no announcement has been made about the Wanniasa park and ride, as the park and ride study will not be finalised until later this month. The JCSD brief provides possible talking points should the Minister agree to option b) above. If instead the Minister prefers that ESDD and TAMS work on option c), the point to point camera could proceed as announced, and no further media would be likely or required until the new Government had made a decision on the park and ride site.

Kuga Kugathas and Kristin Blume  
Transport Planning  
Phone: 71755/54670  
7 September 2012

AGREED/NOT AGREED/NOTED/DISCUSS



Simon Corbell MLA ...../...../..... 9/12

P2P to proceed as previously agreed. Park and Ride options to be considered to utilize either existing underpass access or

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4 the construction of a new underpass/pedestrian route.

