

## Relevant Information for Council

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**FILE:** X111618 **DATE:** 21 November 2024

**TO:** Lord Mayor and Councillors

**FROM:** Kim Woodbury, Chief Operating Officer

**THROUGH:** Monica Barone PSM, Chief Executive Officer

**SUBJECT:** Information Relevant To Item 11.5 - Public Exhibition - Car Sharing Policy

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### Alternative Recommendation

It is resolved that:

- (A) Council approve the draft Car Sharing Policy, as shown at Attachment A to the subject report, for public exhibition, ***subject to the following amendment to Section 2 - Obligations of car share operators:***

*i. Vehicle Environmental Impact – An operator must not use any passenger vehicle in a dedicated on-street space which emits more than 175g/km of CO<sub>2</sub>. [...] While the City recognises that car sharing contributes to emissions reduction by lowering private car use, the City is aiming to reduce emissions as quickly as possible. The aim is for car sharing vehicles to be electric by 2030, as part of the path to Net Zero Emissions by 2035. All car sharing fleets will need to be zero emissions by 2035. **Each policy review that the City undertakes in advance of these dates will consider this obligation, including the impact of market conditions, trends in mobility and car share, including the availability and affordability of electric vehicles and associated charging requirements and infrastructure in the City of Sydney and the use of the car sharing system at the time, along with any other relevant information.***

Additions shown in ***bold italics***.

- (B) Council note that the Car Sharing Policy, including any recommended changes, will be reported to Council for adoption following the exhibition period; and
- (C) authority be delegated to the Chief Executive Officer to make minor editorial amendments for clarity or correction of drafting errors prior to the exhibition of the draft Car Sharing Policy.

## Purpose

To provide further information and an Alternative Recommendation for Public Exhibition - Car Sharing Policy.

## Background

At the meeting of the Transport, Heritage and Planning Committee on 11 November 2024, Council requested that further consideration be given to the City whether the proposed change in the draft Car Sharing Policy (for an operator obligation for zero emissions fleets by 2035) should be conditional on factors such as the availability of electric vehicle charging and the consequential ability of car share members to reasonably recharge vehicles.

One of the functions of the City's parking policies, including the Car Sharing Policy, is to translate the higher level Council adopted strategies and action plans. The draft Policy therefore included a 2030 aim and 2035 obligation for car share fleets to be zero emissions. This responds directly to the City's adopted *Electrification of Transport Strategy and Action Plan*, which outlines the strategies and 21 actions to support Net Zero transport emissions as part of the overall Net Zero Emissions by 2035 transition.

The Electrification of Transport Strategy and Action Plan outlines:

- an intention for a zero-emission car sharing fleet by 2030 through Action 11: *Work with car share operators to develop a model to electrify their fleet by 2030. This includes changes confirmed via periodic policy review and that are cost neutral to the City.*
- that *"the City will continue to work with car share operators to transition their fleet to electric vehicles through our regular policy reviews. The approach will include a target date for 100 per cent fleet transition (most likely 2030). There will also be transitional benchmarks, reflecting a reasonable and predictable uptake, noting that the electric vehicle options suitable for mass fleets such as car share are currently limited. [...] The City uses the Car Sharing Policy to establish the obligations of eligible operators. Amending the Policy to set the expectations for the predictable transition to an electric fleet is appropriate and builds on a legacy of requiring low environmental impact vehicles."* (page 29)

As part of the review of the Car Sharing Policy (resulting in the current draft Policy), discussions with car share operators established that they intend to transition their fleets to zero emissions (primarily electric) vehicles for operational reasons once vehicles became available and affordable, and charging solutions become efficient and manageable. The approach to electrification of their fleets was mixed, with some operators wanting to be early adopters and pursue trials, and other operators more uncertain. All operators generally accepted that their fleets will eventually be zero emissions (consistent with other fleets) and that they will need to develop approaches that integrate vehicle charging or other zero emissions fuelling into their operations.

Based on these discussions and considerations, the City proposed the 2030 target specified in the Electrification of Transport in the City Strategy and Action Plan be included in the draft Policy as an 'aim', with the formal obligation set five (5) years later than the "most likely" 2030 included in the Electrification of Transport Strategy and Action Plan i.e. to come into force in 2035.

Notwithstanding the suggestion of interim transitional benchmarks in the Electrification of Transport Strategy and Action Plan, in the draft Policy, the City proposes no interim transition benchmarks. There is also no proposed preference for zero emissions vehicles in implementing the Policy, such as in determining priority for new space applications.

Consistent with the obligations of Council's Electrification Strategy and Action Plan, the City will consider targets and transitional benchmarks as part of the periodic Car Sharing Policy reviews. Consideration of targets and transitional benchmarks during these future reviews would be informed by factors such as the availability and cost of zero emissions vehicles, availability of vehicle charging and related impacts on customer use of zero emissions vehicles (as they were in the current review.)

The City therefore proposes to make the relationship of the 2035 obligation to the periodic Policy review explicit in the draft Policy, with an amendment, shown below to the draft Car Sharing Policy Section 2. Obligations of car share operators:

*i. Vehicle Environmental Impact – An operator must not use any passenger vehicle in a dedicated on-street space which emits more than 175g/km of CO2. In the case of other vehicle types, such as vans or utilities, an operator must demonstrate to the satisfaction of the City that the vehicle is a high environmental performer for its class. While the City recognises that car sharing contributes to emissions reduction by lowering private car use, the City is aiming to reduce emissions as quickly as possible. The aim is for car sharing vehicles to be electric by 2030, as part of the path to Net Zero Emissions by 2035. All car sharing fleets will need to be zero emissions by 2035. **Each policy review that the City undertakes in advance of these dates will consider this obligation, including the impact of market conditions, trends in mobility and car share, including the availability and affordability of electric vehicles and associated charging requirements and infrastructure in the City of Sydney and the use of the car sharing system at the time, along with any other relevant information.***

## **Memo from Kim Woodbury, Chief Operating Officer**

Prepared by: Annie Matan, Transport Policy Analyst

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Approved

*P. M. Barone*

**MONICA BARONE PSM**

Chief Executive Officer