

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Clem Newton-Brown

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: *

Tuesday 15 August 2023

Agenda item title: *

Greenline

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Submissions will not be accepted after 10am.

Alternatively you may attach your written submission by uploading your file here:



[greenline_mcc_submission_pdf.pdf](#) 143.04 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *

I wish to make by submission via Zoom



City Of Melbourne
Future Melbourne Committee
6 August 2023

Submissions in relation to Greenline re Batman Park.

Dear Councillors,

The Batman Park helipad which has operated continuously on the Yarra river for over 50 years services up to 20 000 tourists per annum, enabling them to fan out across the State to visit regional destinations. During events such as the Melbourne Cup and Australian Grand Prix the helicopter transport from this location provides incalculable marketing benefits for the City.

The moored barge landing pad is granted by licence from the Crown and the pumping station building is leased to the current operator, Microflite, from MCC for use as an office.

MCC has never had any process whereby the ongoing use of the site for aviation is reviewed and a policy developed, in consultation with existing tenants, users and the aviation and tourism industries. Yet in the absence of any policy position, by default a policy was introduced through a single paragraph in the Yarra River Environmental Policy a few years ago and confirmed in a similar fashion without any investigation as to the pros and cons or any consultation in the course of the Greenline project.

The proposed design for the Batman Park part of Greenline which anticipates the re-use of the pumphouse office (and presumably seeking that State Government does not renew the mooring licence for the landing pad), is a lost opportunity to create a global first multimodal hub for electric transport adjacent to the park.

Electric ferries and boat hire could be based there, along with an electric air taxi vertiport, e-bike and e-scooter stations.

There is no doubt that helicopters for tourism uses will be phased out in coming years as the eVTOL (electric vertical take off and landing) aircraft being developed come online. This will be welcomed by many people as an improvement to amenity. There is a lot of information to get across in this space but in essence the Federal and State Governments and our air regulator CASA are preparing the skies for this revolution that is almost upon us.

Melbourne could lead the world in creating the first inner city vertiport by supporting the replacing of the helipad with a purpose-built facility for clean, quiet and green aviation.

The Crown licence for the floating heliport expires in a few years. State Government supports the development of an electric air taxi industry and is unlikely to let this central city landing site lapse. It would be better for MCC to work collaboratively with State Government and the aviation industry to make Batman park a world class centre of excellence for all things to do with electric mobility.

Should State Government renew the helipad licence (which is likely as it sees the competitive advantage of being the only capital city in Australia with such a facility) then it will be at odds with this current plan for Batman Park under Greenline.

Not all parks need to be about passive recreation. Having one defined part of Greenline develop as an electric mobility hub will bring people, life and excitement to the precinct. The electric hire boats are well entrenched on the Yarra River now and to team these up with an adjacent vertiport would attract people locally and from around the world to view the facility in operation.

I understand funding for Greenline is a major issue and continuing the current use of Batman Park for a re-imagined world of electric aviation could be funded by industry and probably State and Federal Governments would also support it given their policy positions (the Department of Infrastructure has a \$33 million fund available now for Advanced Air Mobility projects and likely further funds in future rounds).

I urge Councillors to call for a report from the Administration to investigate this issue and to develop a properly prepared and consulted upon policy on the future of the Batman Park helipad and opportunities to morph this site into an electric multi modal hub, while improving the parkland.

It could be the jewel in the crown of Greenline to use this project as a showcase for decarbonising aviation. A green multimodal transport hub embedded in Greenline is a wonderful opportunity – it just needs some leadership from Councillors to investigate this potential which has been ignored by successive Councils.

I would suggest that a larger vertiport facility should be developed on the city fringe (perhaps Docklands of Fishermans Bend) but that the existing drop off and pick up facility at Batman Park is too important to the City to lose in the course of the Greenline project.

I would be pleased to assist with this process as would the Australian Association of Uncrewed Systems organisation where I chair the Advanced Air Mobility working group.

Clem Newton-Brown

CEO

Skyportz Pty Ltd

www.skyportz.com



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*

Name: * Tony Penna

Email address: *



Phone number *



Date of meeting: * Tuesday 15 August 2023

Agenda item title: * Agenda Item 6.2 – Greenline Project Update – Master Plan

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Submissions will not be accepted after 10am.

Please see attached

Alternatively you may attach your written submission by uploading your file here:



[20230815_fmc_meeting_no.61_agenda_item_6.2_greenline_project_update_master_plan.pdf](#)

55.98 KB · PDF

Please indicate whether you would like to verbally address the Future

Yes

**Melbourne in
support of your
submission: ***

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *

I wish to make my submission in person



PO Box 1195 South Melbourne VIC 3205
Phone: 03 9028 2774
ABN 58 986 783 321 Cert. of Inc. A0036364B
info@southbankresidents.org.au
www.southbankresidents.org.au

Submission to Future Melbourne Committee

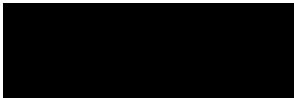
City of Melbourne, Melbourne Town Hall,
15 August 2023, 5.30pm – Meeting No.61
Agenda Item FMC 6.2: Greenline Project Update - Master Plan

SRA members have been part of the Consultation phase. Indeed, the Committee has invite the Greenline Project team to speak at our AGM on 29th August.

SRA sees the Greenline Project as having significant benefits to Southbank and will promote the exhibition on Participate Melbourne. Although we think the links across the river could be enhanced to encourage access to and egress from the North bank.

The plans for Sandridge Bridge are a desirable feature, bur there should be a sense of continuity with Queensbridge Square. Similarly, Evan Walker Bridge has recesses that could be developed along similar lines.

Regards



Tony Penna
President
Southbank Residents Association

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Peter Jewell

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: *

Tuesday 15 August 2023

Agenda item title: *

6.3

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

On behalf of the permit applicant we endorse the officer report and recommendations. We would like to thank the Council's planning section for all the assistance they have provided throughout the process.

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

No

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Alvar Leung
Email address: *	[REDACTED]
Phone number *	[REDACTED]
Date of meeting: *	Tuesday 15 August 2023
Agenda item title: *	6.4 Planning Permit Application: TP-2022-644 Shop 10-11, 129 Canning Street, North Melbourne
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	Permit application speaking on the application and to address questions from the committee.
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	Yes
If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *	I wish to make my submission in person

Privacy acknowledgement: *

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Name: *

Ishwin Singh

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: *

Tuesday 15 August 2023

Agenda item title: *

Expression of Interest for Providing E-Share Commercial Scooter Services

Alternatively you may attach your written submission by uploading your file here:



[spark_mobility_eoi_.pdf](#) 1.47 MB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *

I wish to make my submission in person

Spark Mobility
[REDACTED]

15 August 2023

City of Melbourne
GPO Box 1603
Melbourne, VIC 3001
Australia

Subject: Expression of Interest for Providing E-Share Commercial Scooter Services in the City of Melbourne

Dear Recipient's,

I am writing to express the strong interest of Spark Mobility, an Australian-owned e-share commercial scooter company, in collaborating with the City of Melbourne to enhance public transport services and contribute to the sustainable mobility landscape of this city.

Founded by Ishwin Singh and Aymen Altayib Spark Mobility, we are trying to reshape the urban transportation with our electric scooter rental services. We are eager to share our services with the locals and visitors of Melbourne as we are deeply committed to enhancing the accessibility, practicality, and eco-friendliness of urban mobility.

Our extensive research and dedication to sustainable transportation solutions have led us to develop a comprehensive portfolio that outlines our vision, operational strategy, safety measures, and the positive impact we believe our services can have on reducing congestion and emissions while promoting active transportation.

As the first Australian-owned company venturing into the e-share commercial scooter sector, we take great pride in our local roots and our understanding of the unique challenges and needs of Australian cities. Our goal is not only to provide a convenient and efficient mode of transportation but also to foster a deeper sense of community engagement and environmental responsibility.

We have attached our company profile for your review, which provides an insight into the finer details of our service offerings, operational plans, and our approach to collaborating with city authorities. We believe that our technology, partnership with industry leaders and commitment to safety align seamlessly with the goals of the City of Melbourne to create a more sustainable and accessible urban environment.

We would be honoured to meet with the council to discuss this matter further and explore how Spark Mobility can play a role in enhancing Melbourne's public transport ecosystem. We are confident that our expertise and dedication can complement the city's efforts in improving mobility options for all residents and visitors.

Thank you for considering our Expression of Interest. We look forward to the opportunity to contribute to the progressive vision of Melbourne and collaborate closely with the city to bring about positive change.

Please feel free to reach out to us at or [REDACTED] to schedule a meeting or if you require any additional information.

Yours sincerely,

Aymen Altayib
Director
Spark Mobility

Enclosure: Company Profile



Aymen Altayib
Ishwin Singh
Spark Mobility

1. **Spark Mobility Overview** (location, mission, management, and advisors)
2. **Partnerships** Part A (ScootAPI) Part B (Freego E-scooters)
3. **Roll out & operation** (Pre launch steps & on going operations)

1.

OVERVIEW

Spark Mobility is an upcoming E-Scooter and E-Bike sharing business, poised to revolutionise the last-mile transportation sector in. Founded by Aymen Altayib and Ishwin Singh, the first Victorian owned E-sharing business, Spark Mobility aims to provide convenient, eco-friendly, and affordable mobility solutions to the residents of Melbourne and its surrounding areas. The company is backed by two major players in the field ScootAPI & Freego E-scooters, which brings considerable expertise and resources to support its ambitious expansion plans.

Founders:

Aymen Altayib and Ishwin Singh, both local Victorian residents, have a shared passion for sustainability and urban planning & mobility solutions. They have committed themselves full-time to Spark Mobility's success. Their vision is to transform how people travel short distances within the city while reducing the carbon footprint and congestion.

Business Concept:

Spark Mobility's core concept revolves around providing on-demand electric scooters and e-bikes for short trips within the city. The company's fleet of well-maintained, electric-powered vehicles will be strategically distributed throughout approved regions, catering to areas with high footfall, public transport hubs, educational institutions, and commercial centres.

Purpose of Rolling Out E-Share Scooters & E-bikes:

Sustainable Transportation: Spark Mobility aims to promote eco-friendly transportation methods by encouraging residents to opt for electric-powered vehicles instead of conventional fossil fuel-dependent alternatives. By adopting e-scooters and e-bikes, the community can contribute to reducing greenhouse gas emissions, improving air quality, and combating climate change.

Last-Mile Connectivity: Spark Mobility recognises the importance of seamless last-mile connectivity. Many commuters face challenges when completing their journeys from public transit stops to their final destinations. E-scooters and e-bikes offer a convenient solution, bridging the gap between public transportation and destinations, which can result in reduced traffic congestion and shorter travel times.

Affordability and Accessibility: The business aims to provide affordable transportation options to the community. E-scooters and e-bikes are a cost-effective alternative to other modes of transport, making them accessible to a broader range of residents, including students, workers, and tourists.

Health and Well-being: Spark Mobility seeks to encourage active transportation and physical activity. Riding e-scooters and e-bikes promotes a healthier lifestyle, contributing to improved physical well-being for riders.

Expansion and Fleet Management:

As Spark Mobility's services & the fleet of e-scooters expands, there will be an increased demand for employees to handle various operational aspects. Hiring locally will provide valuable knowledge of the area, allowing us to optimise scooter deployment, improve fleet management efficiency, & respond quickly to maintenance & operational needs. By engaging with the community through local hiring, we strengthen our connection with residents & gain valuable insights to tailor our services to meet their specific requirements.

Community Engagement:

Spark Mobility is committed to fostering a strong connection with the local community. The company will actively engage with residents, businesses, and local council & authorities to ensure that its services align with the needs and expectations of the community of approved regions. Regular feedback, open forums, and partnerships with community organisations will be prioritised to create a positive impact on the city's mobility landscape.

2.

OUR PARTNERS

Spark Mobility is backed by two of the largest E Share scooter manufacturers and software developers in the world, ScootAPI & Freego E-scooters. These esteemed partners have already successfully rolled out Share E-scooters in various regions, including Europe, Korea, USA, South America, and the Middle East, making them highly experienced in the field.

Our collaboration with these industry leaders offers us an unparalleled advantage as we strive to bring E-share scooters to our beloved state of Victoria. By working closely with such established partners, we can tap into their expertise and best practices, ensuring a smooth and well-executed launch of E-share scooters in our region.

SPARK MOBILITY

ScootAPI is a renowned software company specialising in E-share transportation solutions, particularly in the electric scooter sharing sector. They are recognised as a leading developer in the global market, catering to mobility providers worldwide.

As Spark mobility's partner, ScootAPI is actively collaborating to finalise our feature-rich scooter sharing app. The app will encompass administration portals for efficiently managing and monitoring critical scooter data, including maintenance, location, and cost analytics, empowering Spark mobility with comprehensive fleet control.

An exceptional aspect of ScootAPI's software lies in its advanced geofencing technology. Geofencing establishes virtual boundaries around specific geographical areas using GPS technology. In the context of E-share scooters, geofencing serves to enforce location-based restrictions and controls. By defining designated riding and parking zones and establishing no-ride areas, such as condensed pedestrian walkways and private properties, geofencing enhances safety, ensures compliance with local regulations, optimises scooter distribution, and improves the overall rider experience.

The geofencing feature provides several benefits to the scooter sharing service:

Enhanced Safety: Geofencing directs riders to operate scooters only in designated areas, minimising the risk of accidents or incidents in restricted zones.

Regulatory Compliance: By implementing geofencing, Spark mobility can adhere to local regulations, mitigating any community concerns about scooter usage in specific areas.

Operational Efficiency: Geofencing enables optimal scooter placement in high-demand regions, ensuring riders can easily find available scooters while preventing over saturation in certain locations.

Improved User Experience: Through the app, riders receive guidance on adhering to proper riding and parking practices, leading to a smoother and more enjoyable experience.

In addition to geofencing, ScootAPI's software offers speed limiting and scooter restrictions, enabling Spark mobility to set and enforce safe speed limits and other usage rules, contributing to rider safety.

Crucially, the partnership with ScootAPI extends beyond the initial app development phase. They commit to providing ongoing support and service, available round-the-clock. This continuous assistance ensures seamless experiences for riders and empowers Spark mobility to proactively address any potential issues that may arise.

2.B

FREEGO E-SCOOTERS


Freego is a leading manufacturer in the E-share scooter and E-bike industry, known for its commitment to innovation and excellence. They go beyond the standard features of an average E-share scooter, equipping their products with the latest technology and advanced components to provide a superior user experience.

Freego places a strong emphasis on safety, which is evident in their design and engineering. The scooters boast robust frames and durable construction, making them more resilient than your average E-share scooter. This attention to detail ensures that the scooters can withstand the rigours of frequent use and various weather conditions, contributing to a longer service life.

To further enhance rider safety and improve overall fleet management, Freego integrates advanced GPS tracking systems into our scooters. The GPS tracking allows Spark mobility to monitor the real-time location of each scooter, enabling efficient fleet management, accurate analytics, and timely maintenance. This feature also enhances the security of the scooters, making them less susceptible to theft or misuse.

Furthermore, Freego's commitment to continuous improvement and technological advancements means that our scooters regularly receive updates and improvements. These updates can include performance enhancements, feature upgrades, and security patches, ensuring that the scooters remain up-to-date with the latest industry standards and rider preferences.

With Freego as a partner, Spark mobility can offer riders an exceptional experience through high-quality, technologically advanced, and durable E-share scooters. The collaboration between the two companies guarantees that the scooter sharing service will stay ahead of the competition, setting new standards for E-share mobility while maintaining a focus on rider safety and satisfaction.



3. ROLL OUT & OPERATION

Infrastructure Planning:

- a. Identify high-traffic areas, public transportation hubs, commercial centres, and educational institutions as potential scooter parking zones.
- c. Collaborate with private businesses and property owners to secure strategic locations for scooter deployment and retrieval.

Safety Measures:

- a. Set a mandatory helmet policy for all riders. Provide helmets along with each scooter.
- b. Implement geofencing technology to restrict the use of e-scooters in specific zones, such as pedestrian-only areas and high-traffic roads.
- c. Conduct regular maintenance and safety checks on all scooters to ensure they are in good working condition.
- d. Promote safety awareness campaigns through social media, signage, and educational materials.
- e. GPS tracking and alert systems: Each Spark Mobility e-scooter will be equipped with GPS technology, allowing real-time tracking of their location and movement. If a scooter is left in an unsafe or unauthorised location, both the user and Spark Mobility's operations team will receive immediate alerts

Regulatory Framework:

- a. Collaborate with state and local authorities to establish a clear legal framework for e-scooter sharing operations.
- b. Determine speed limits for e-scooters, particularly in different zones like busy city streets, residential areas, and parks.
- c. Define age restrictions and licensing requirements for riders to ensure responsible usage.

Operational Strategy:

- a. Regularly monitor market pricing, ensuring we provide competitive and affordable pricing models.
- b. Enable cashless payments through a mobile app for seamless user experience and transaction tracking.
- c. Set up a customer support system to address user inquiries, complaints, and incidents promptly.
- d. Spark Mobility will have full time dedicated teams monitoring the scooter fleet, ensuring prompt responses to any issues or violations.

Monitoring, Evaluation & Community Engagement:

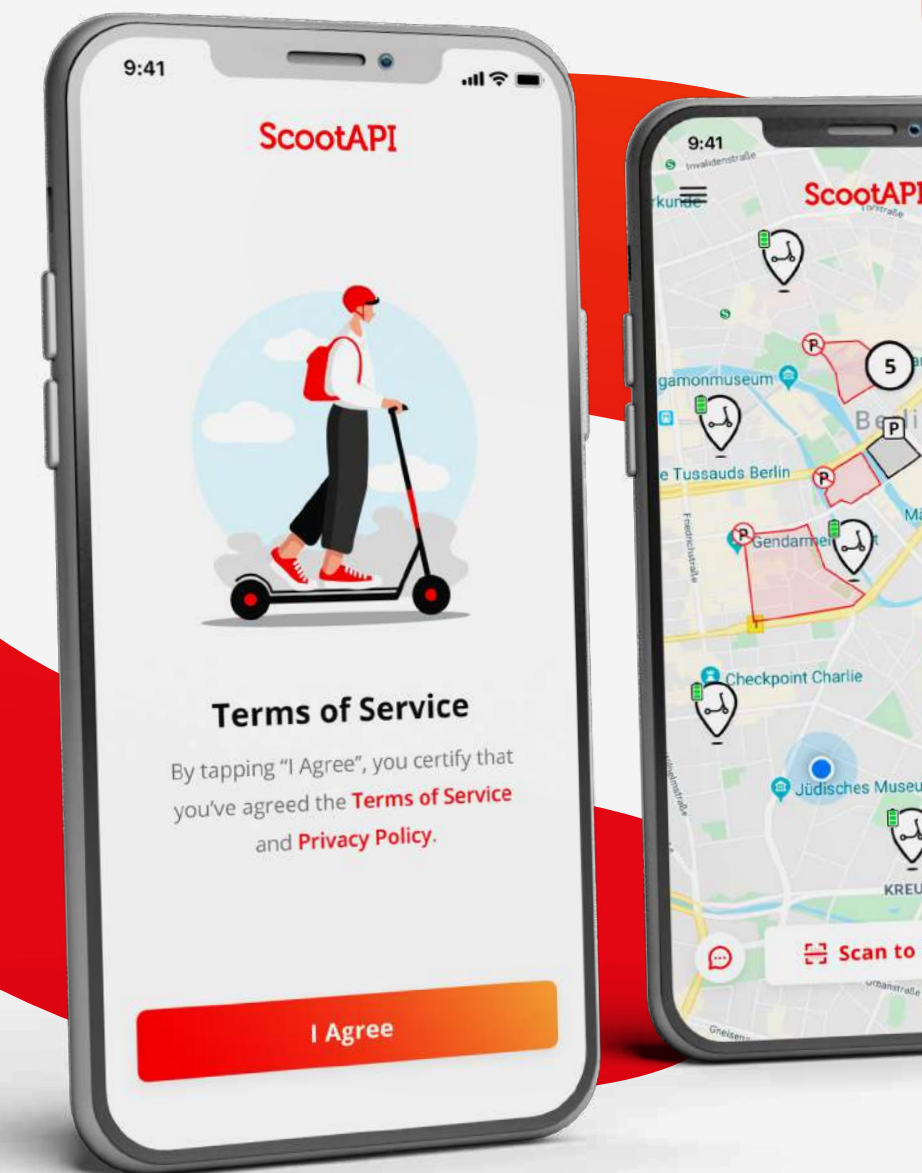
- a. Conduct surveys and studies to gather feedback, address concerns & measure the impact of the e-scooter sharing scheme on transportation patterns and the environment.
- c. Evaluate the effectiveness of the program in achieving its goals, such as reducing carbon emissions and easing traffic congestion.
- d. Use data-driven insights to make necessary adjustments and improvements to the scheme over time.

Spark mobility understand the unique challenges and needs of the victorian region. Allowing us to tailor our services to better suit the preferences and requirements of Victorians. As members of the community ourselves we share a collective commitment to ensuring the success and positive impact of our venture.

We look forward to working together in providing a sustainable and effective mode of transportation to the regions of Victoria.

Platform for managing your fleet

Launch your vehicle sharing business
with ScootApi



E-scooters / Bicycles / Cars / Mopeds

>2500

Vehicles connected

>10

Clients in 6 countries

15

trips per scooter

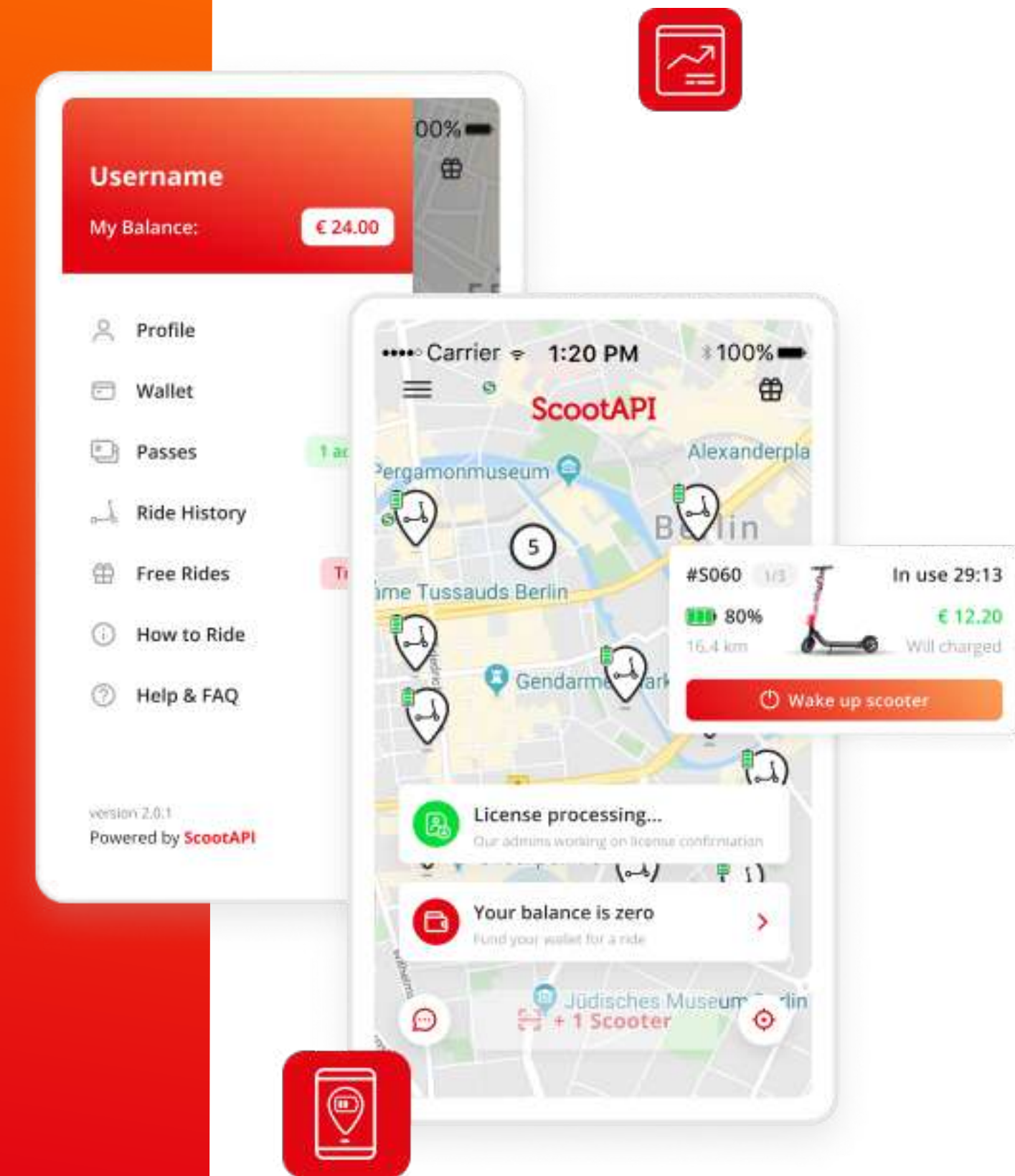
26

people in team



A white label app for your users

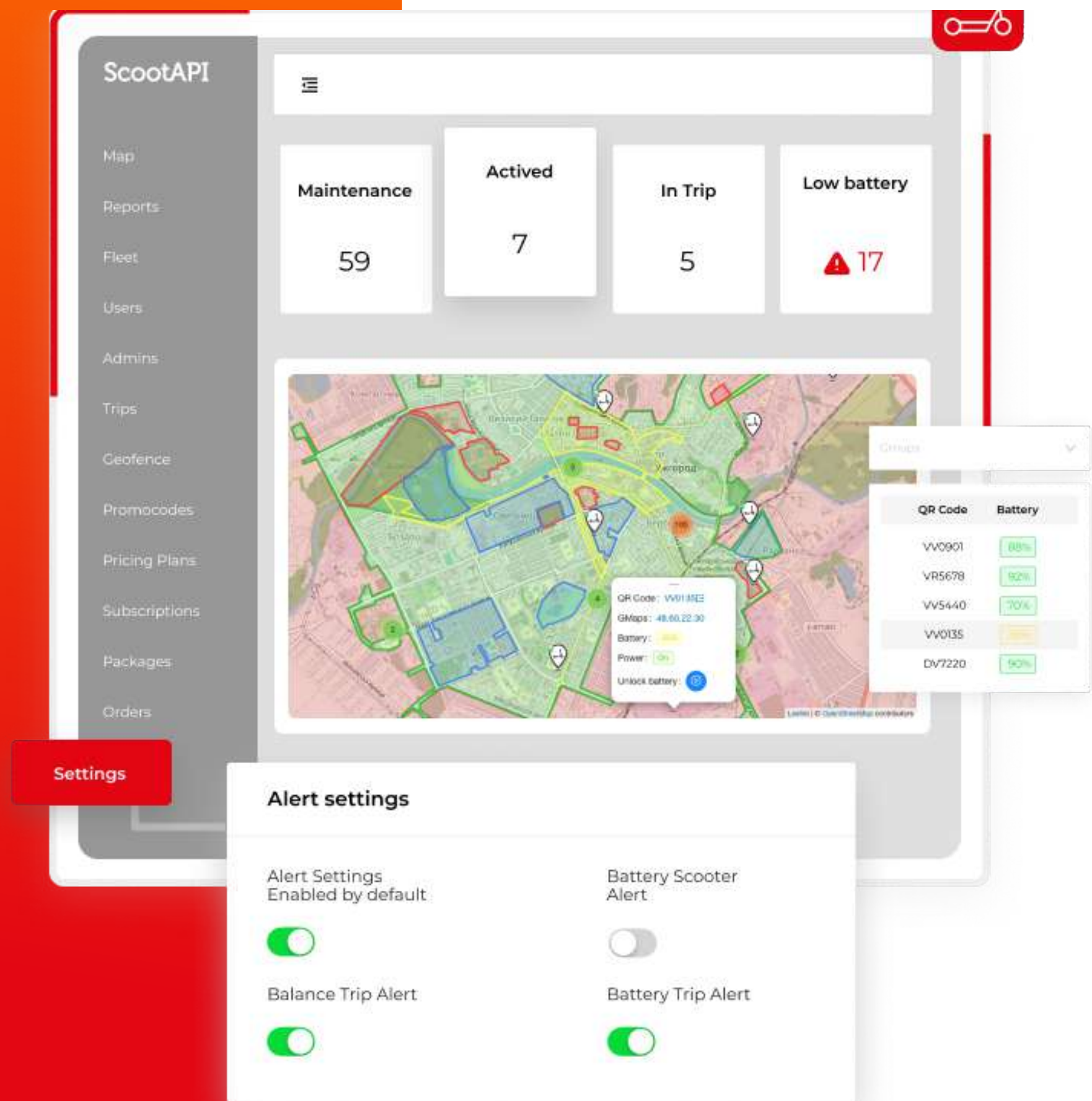
We have developed functional and easy to use apps for the most popular platforms. As a result the users become our loyal customers



Admin dashboard & control panel

Everything you need to manage the e-scooter fleet is available in one web-interface

- monitoring status of the vehicles
- automation
- trips management
- geofencing



What do we offer?

Offers a full range of services to our clients. We enable our customers to efficiently launch, manage and scale their vehicle sharing services.

- Convenient bank account management
- Soft for management fleet
- White lable app for your brand
- Integration with the most popular IoT-modules
- Assistance in the purchase of transport
- Customized app
- Team training
- Marketing support

E-scooters / Bicycles / Cars / Mopeds



Freego Stronger V4.6

PRACTICAL.
DYNAMIC.
CAPABLE.

Swappable Battery	Yes
Battery Cells	No Info
Charging Time	6-8 h
Max Load	200 kg
Suspension	Hydraulic

Range
>55 Km

Max Speed
30 km/h

Price
560 EUR



Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.
*

Name: * Tony Penna

Email address: * [REDACTED]

Phone number * [REDACTED]

Date of meeting: * Tuesday 15 August 2023

Agenda item title: Agenda Item 6.5 – The future of commercial e-scooter operations
*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Alternatively you may attach your written submission by uploading your file here:



[20230815_fmc_meeting_no.61_agenda_item_6.5_the_future_of_commercial_escooter_operations.pdf](#)

111.81 KB · PDF

Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *

Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *

I wish to make my submission in person



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www.southbankresidents.org.au

Submission to Future Melbourne Committee

City of Melbourne, Melbourne Town Hall,
15 August 2023, 5.30pm – Meeting No.61
Agenda Item FMC 6.5: The future of commercial e-scooter operations

The Southbank Residents Association supports this agenda item. We believe this plan addresses the issues raised by SRA in our June 23 support for the Lord Mayors e-scooter motion.

It is also promising to note that all operators insurance now covers third parties regardless whether the rider was operating the scooter illegally. This has always been a key concern for SRA.

It is pleasing that the report acknowledges privately owned e-scooters, but it only refers to their parking. Of more concern to local residents is that these e-scooters are not subject to the same speed controls as the commercial e-scooter schemes and the options for geo-fencing on footpaths. They also don't have the same identification potential when an offence occurs. The City of Melbourne is encouraged to propose to the State Government that there needs to be tighter regulation of the private e-scooters.

The officer's mention stakeholder engagement within their report, but there is no mention of any stakeholder engagement with residents' associations and if so, what came from that. We feel it imperative resident's associations are part any stakeholder engagement processes.

One area which SRA holds some concern around is the reporting of incidents by members of the community. While the CoM has links on their website to the respective operators for reporting any complaints or incidents, we are doubtful whether this reporting is being considered by council and state government with the assessment of the success of the scheme.

The council officers refer to the issues with the e-scooters. How were these issues ultimately determined, were they quantifiable? Or merely hearsay from stakeholder feedback? Did the officers have statistics of compliance rates? Has there been any effort by the officers to ascertain and record compliance – random surveys?



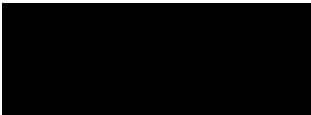
Without such data, we ask, how would the scheme be considered a success? Are we relying on the reporting by the operators? Are the operators required to report the complaints to anyone? How can we trust this reporting? Is it audited by an independent body? It may not be in their interest to report all incidents if that may be detrimental to the success of the scheme.

We have seen reports of the economic value of the e-scooters based on spending riders have made while utilizing the e-scooters. But it seems these figures don't consider that if the e-scooters were not a transport option that a good portion of that economic activity might still have occurred anyway.

Southbank Residents Association continues to believe e-scooters will make an important contribution to the transport mix within the City and we are still hopeful Melbourne can be a global leader with the management of e-scooters.

This report shows we are on the right track.

Regards



Tony Penna
President
Southbank Residents Association

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Aymen Altayib

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: *

Tuesday 15 August 2023

Your question

Could you please confirm whether locally owned E-scooter operators will be afforded the opportunity to participate in the E-Share scooter scheme? Thank you.

Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Chris Thrum

Email address: * [REDACTED]

Phone number * [REDACTED]

Date of meeting: * Tuesday 15 August 2023

Agenda item title: 7.1 Attendance at Retrofit and Repurpose Summit 2023 Sydney 2023

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear City of Melbourne,

It's important that Councillor Elizabeth Mary Doidge attend the Retrofit and Repurpose Summit 2023 in Sydney on 6 September 2023. Councillor Elizabeth Mary Doidge is the portfolio lead of sustainable building, and the knowledge she will gain at this summit will enable City of Melbourne reach for a reduction of emissions to zero by 2040.

Melinda Dewsnap , Manager of the Sustainable Program, City of Sydney will be in attendance, sharing her insight and wisdom.

It is appropriate for Councillors to travel interstate and overseas to attend conferences where they can expand the knowledge bank of the City of Melbourne, to ensure a brighter and better future for people on Wurundjeri Country.

Best regards,

Chris Thrum

Please indicate whether you would like to Yes

verbally address
the Future
Melbourne in
support of your
submission: *

If yes, please
indicate if you
would like to
make your
submission in
person, or via a
virtual link (Zoom)
to the meeting.
Please note,
physical
attendance will be
limited in
accordance with
City of Melbourne
security protocols
and COVID-safe
plans and be
allocated on a first
registered, first
served basis. *

I wish to make my submission in person