

# Transport and Infrastructure Net Zero Consultation Roadmap

## Take the survey

Department of Climate Change, Energy, Environment and Water

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Response received at:

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- 1 Confirm that you have read and understand this privacy notice.  
Yes
- 2 Please indicate how and if you want your submission published.  
Public
- 3 Published name  
Alan Finkel
- 4 Confirm that you have read and understand this declaration.  
Yes
- 5 First name  
Alan
- 6 Last name  
Finkel
- 7 Email  
[REDACTED]

- 8 Phone  
[REDACTED]
- 9 Who are you answering on behalf of?  
Individual or individuals
- 10 Organisation name  
Not answered
- 11 What best describes you or your organisation?  
Not answered
- 12 What sector do you represent?  
Not answered
- 13 What state or territory do you live in?  
[REDACTED]
- 14 Postcode  
[REDACTED]
- 15 What area best describes where you live?  
City
- 16 1. Do you support the proposed guiding principles?  
Yes
- 17 1.1 Please add details to your response.  
Not answered
- 18 2. Do you support the use of the avoid-shift-improve framework as a tool to identify opportunities for abatement?  
Yes

19 2.1 Please add details to your response.

Avoid-shift-improve is appropriate, but 'avoid' and 'shift' require mass behavioural change across the population. This is always difficult to achieve, and I therefore anticipate very little reduction in emissions from these two elements of the framework. 'Improve' allows citizens to continue to use their preferred means of transport but using low emissions technology. The potential benefits are huge.

20 3. Do you agree the development of a national policy framework for active and public transport will support emissions reduction?

Yes

21 3.1 Please add details to your response.

The aspiration is laudable. However, we have been trying for decades to get more people to use active and public transport with only modest success. It is clearly important to continue to invest in encouraging active transport and continue to invest in electrified public transport, while recognising that the benefits will be modest.

22 4. What should be included in a national policy framework for active and public transport and how should it be developed?

Not answered

23 5. What additional actions by governments, communities, industry and other stakeholders need to be taken now and in the future to ensure the movement of people contributes to transport emissions reduction?

Not answered

24 6.1 What additional actions by governments, communities, industry and other stakeholders need to be taken now and in the future to ensure that the movement of goods contributes to transport emissions reduction?

Not answered

25 6.2. How would these actions address the identified challenges and opportunities for emissions reduction in the movement of goods?

Not answered

- 26 7. Do you agree with the proposed net zero pathway for light road vehicles?

No

- 27 7.1 Please add details to your response.

The new vehicle efficiency standard adds complexity and costs to the car industry. If we are effective in promoting the uptake of battery electric vehicles and the uptake is rapid, the fuel efficiency standards will become redundant. To support battery electric vehicles, invest in the public recharging infrastructure. Ensure that there is a performance standard so that public quick chargers are functional a high percentage of the time. Require tap and pay so that access is easy and equitable.

- 28 8. The Australian Government is currently developing an Australian New Vehicle Efficiency Standard and has already begun to implement actions in the National Electric Vehicle Strategy.8.1 What additional actions by governments, communities, industry and other stakeholders need to be taken now and in the future to reduce light vehicle emissions?

Invest in clean electricity and supporting battery electric vehicles.

- 29 8.2 How would these actions address the identified challenges and opportunities to reduce light vehicle emissions?

Transitioning to 100% battery electric light vehicles addresses all challenges. Nothing else is required.

- 30 9. Do you agree with the proposed net zero pathway for heavy road vehicles?

Not answered

- 31 9.1 Please add details to your response

Not answered

- 32 10. The proposed pathway for heavy road vehicles relies on a mix of battery electric, hydrogen fuel-cell and low carbon liquid fuels. Rank from 1 to 3, the order in which these should be prioritised for emissions reduction.
- 1: Battery electric
  - 2: Hydrogen fuel cell
  - 3: Low carbon liquid fuels
- 33 10.1 Please add details to your response. Why did you rank them in that order?
- Not answered
- 34 11. What role should low carbon liquid fuels play in the heavy vehicle decarbonisation?
- Not answered
- 35 12. What additional actions by governments, communities, industry and other stakeholders need to be taken now and in the future to reduce heavy vehicle emissions?
- Not answered
- 36 13. Do you agree with the proposed net zero pathway for rail?
- Not answered
- 37 13.1 Please add details to your response.
- Not answered
- 38 14. The proposed pathway for rail relies on a mix of battery electric, hydrogen fuel-cell and low carbon liquid fuels. Rank from 1 to 3, the order in which these should be prioritised for emissions reduction.
- 1: Battery electric
  - 3: Low carbon liquid fuels

- 39 14.1 Please add details to your response. Why did you rank them in that order?  
Not answered
- 40 15. What role should low carbon liquid fuels play in rail decarbonisation?  
Not answered
- 41 16. What additional actions by governments, communities, industry and other stakeholders need to be taken now and in the future to reduce rail emissions?  
Not answered
- 42 16.1 How would these actions address the identified challenges and opportunities to reduce rail emissions?  
Not answered
- 43 17. Do you agree with the proposed net zero pathway for maritime?  
Not answered
- 44 17.1 Please add details to your response.  
Not answered
- 45 18. The Australian Government is engaging in consultation as part of the development of the Maritime Emissions Reduction National Action Plan and those consultations will also inform the final Roadmap and Action Plan. 18.1 What additional actions by governments, communities, industry and other stakeholders need to be taken now and in the future to reduce maritime emissions?  
Not answered
- 46 18.2 How would these actions address the identified challenges and opportunities to reduce maritime emissions?

Not answered

47 19. Do you agree with the proposed net zero pathway for aviation?

Not answered

48 19.1 Please add details to your response.

Not answered

49 20. The Australian Government has already engaged in consultation on aviation decarbonisation through the development of the Aviation White Paper and those consultations will also inform final Roadmap and Action Plan.

Not answered

50 20.1 What additional actions by governments, communities, industry and other stakeholders need to be taken now and in the future to reduce aviation emissions?

Not answered

51 21. Do you agree with the proposed net zero pathway for transport infrastructure?

Not answered

52 21.1 Please add details to your response.

Not answered

53 22. What additional actions by governments, communities, industry and other stakeholders need to be taken now and in the future to reduce transport infrastructure emissions and ensure that transport infrastructure is ready for and enables low-emission transport modes?

Not answered

54 22.1 How would these actions address the identified challenges and

opportunities to reduce transport infrastructure emissions?

Not answered

- 55 23. What additional actions by governments, communities, industry and other stakeholders need to be taken now and in the future to ensure the energy mix is ready to support transport emissions reduction?

Not answered

- 56 24. How should the use of low carbon liquid fuels (LCLFs) be prioritised across different transport modes over time to achieve maximum abatement?

Not answered

- 57 25. What are the best ways for the Australian Government to work collaboratively with industry, business, governments and communities to implement the proposed pathways?

Not answered

- 58 25.1 What are good domestic or international examples of partnership and collaboration on transport and transport infrastructure emissions reduction that could inform the final Roadmap and Action Plan?

Not answered

- 59 25.2 What opportunities can Government leverage to show leadership in Australia and internationally?

Not answered

- 60 26. What measures and metrics should be used to evaluate the final Transport and Infrastructure Net Zero Roadmap and Action Plan?

Not answered

- 61 26.1 What other data and evidence could governments use and how



could this offer further insights on the pace, scale and location of transport emissions reduction pathways?

Not answered

62 27. Do you have any feedback on the proposed review process?

Not answered

63 28. Do you have any further feedback on the Consultation Roadmap and proposed pathways?

Not answered

64 28.1 Is there anything missing? Are the sections appropriately integrated? Is the Roadmap appropriately ambitious?

Not answered

65 29. Is there any further information or documentation that you wish to be considered with your submission?

Not answered

66 Would you like to upload a document?

Not answered

67 Have you removed any identifying information from your submission?

Not answered

68 Upload a submission

Not answered

69 Upload a submission

Not answered

70 Upload supporting file

Not answered

## 71 Upload supporting file

Not answered