

Transport and Infrastructure Net Zero Consultation Roadmap

Take the survey

Department of Climate Change, Energy, Environment and Water

Response received at:

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Yes
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Andrew
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Collins
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8 Phone



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?

Victoria

14 Postcode

3350

15 What area best describes where you live?

Regional area

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.

Not answered

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.

Not answered

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

There should be options to remove freight from roads, akin to how public transport removes cars from the road. This can best be done by implementing an overnight rail system where truck trailers can be loaded straight onto trains, and then rolled off at the other end and a truck can hook up and drive away. This allows for speed in loading and unloading, and ensures that security of loads is maintained. It also minimises damages. At present it is nearly impossible to do fully legal trips with time constraints. This method would ensure proper working hours, would remove heavy trucks from the highways, and would end up in faster times interstate. A depot would need to be established on the outskirts of each capital city. This would reduce the need to thousands of trips each day, and would reduce fuel usage. It would be cheaper as well and would reduce the need for heavy trucks.

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?

Better public transport. Public transport needs to be a viable alternative to car use. In many capital cities this is possible, but it is not yet possible in regional or country areas. Proper networks need to be built, and things like double decker trains like France had could be looked at. In regional and country areas, drive and park facilities may be a good option.

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?

Electricity and alternative fuels are not the only options. The question needs to be asked "can we reduce trucks on the road by utilising better methods?" This may include putting interstate trailers onto trains to run overnight. It may be working with industry to consolidate freight movements to regional and country areas to reduce the number of vehicles needed. We need to think outside the box and not just do what we have always done but with electric vehicles.

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

Every vehicle removed from the road results in lower emissions, be it from energy use or in the production of vehicles, tyres etc. We also need to not fall into the trap of just replacing vehicles. We must look to use existing vehicles for as long as possible because this reduces emissions from production. Therefore alternative means may need to be implemented to enable them to use less fuel in the short term. As an example, modifying a diesel truck to use a small bit of LPG gas results in less emissions and better fuel economy. Some trucks or trailers might be able to have an aftermarket electric assist motor added to reduce fuel consumption. If we just throw away existing vehicles and equipment, we are causing short-term increases in emissions due to needing new production, and are not being environmentally sound.

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

Yes

27 7.1 Please add details to your response.

Yes and no. Cost is a big factor. The average age of a car is 15 years old. This increases as you move out of the cities. It is not feasible to expect people to be able to afford new vehicles, and a 15 year old EV is not viable without replacing the battery which is expensive. Therefore we need to be mindful that cost will play a part. We need to look at what can be done to reduce car usage, and need to be aware that poverty is an issue. Even if EVs were as cheap as other new cars, most of Australia could still not afford to buy one. It may be that the best solution for those in regional and country areas is a hybrid solution, and we should look at ways to get fuel efficient engines, and even ways to cheaply convert existing vehicles to more fuel efficient standards.

- 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?
- Options. There is no one size fits all solution. The technology is ever changing, and we need to be mindful of cost, because affordability for all is important.
- 29 8.2 How would these actions address the identified challenges and opportunities to reduce light vehicle emissions?
- A many doors and options approach will allow for innovation and affordability. Australia is not the US or Europe, and we need to make sure that we can move forward without disadvantaging our population.
- 30 9. Do you agree with the proposed net zero pathway for heavy road vehicles?
- No
- 31 9.1 Please add details to your response
- Alternative fuels may well be the best option for Australia. There is no possible way that road trains can use electric options, and there is no infrastructure to support them if they could. EVs and nett zero options have a place and that place is in metro regions. We cannot disadvantage country and regional areas. At present fuel efficient diesel , hybrid and petrol options are suited to these regions. This may change in the future, but we cannot implement something that will hurt those who live outside of metro areas, as well as those who simply cannot afford it. It might be a great longterm goal, but it fails to provide for short and midterm plans of how we will get here.
- 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: Low carbon liquid fuels
2: Hydrogen fuel cell

3: Battery electric

- 33 10.1 Please add details to your response. Why did you rank them in that order?

We need to maximise existing fleets. If we don't we risk doing more short term harm to business and as everything we use has a freight component, prices and therefore inflation will rise, which will hurt people and the economy.

- 34 11. What role should low carbon liquid fuels play in the heavy vehicle decarbonisation?

A massive one. It allows for existing fleets to be used and see out their proper lifespan. We must utilise existing equipment and not be wasteful.

- 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?

Look for alternatives to truck transport, like trailers on rail between capitals and possible freight consolidation.

- 36 13. Do you agree with the proposed net zero pathway for rail?

Yes

- 37 13.1 Please add details to your response.

Yes and No. If rail is expanded then we need to make sure that it is capable of handling the large load requirements. Trains are already electric, but use a diesel engine to power the electric motors. A better solution in the mid term until we see how the technology matures might be to implement a hybrid system instead, which gives us options and has less risk of failure. A backup is needed on such important infrastructure. can you imagine needing to send batteries out to a train because it has gone flat?

- 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: Low carbon liquid fuels

2: Hydrogen fuel cell

3: Battery electric

- 39 14.1 Please add details to your response. Why did you rank them in that order?
it uses what we have already and is cost effective and allows for continuity of service without batteries going flat.
- 40 15. What role should low carbon liquid fuels play in rail decarbonisation?
A big one.
- 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?
This should be secondary to the question of how can we maximise the use of trains to get people, cars and trucks off the road? More emissions can be saved this way.
- 42 16.1 How would these actions address the identified challenges and opportunities to reduce rail emissions?
It would reduce the overall emissions from cars, buses and trucks.
- 43 17. Do you agree with the proposed net zero pathway for maritime?
Yes
- 44 17.1 Please add details to your response.
Yes and no. A Hybrid system will reduce fuel use without allowing for the dangerous situation of having boats stranded without power. We have to consider the overall safety and effect of such decisions and not make them in isolation.
- 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?

I would see alternative fuels as a great option. Of course maritime operations goes from a small boat up to a massive ship. No single solution will be best for all users.

- 46 18.2 How would these actions address the identified challenges and opportunities to reduce maritime emissions?

Options gives us a great opportunity to come up with a range of solutions.

- 47 19. Do you agree with the proposed net zero pathway for aviation?
No.

- 48 19.1 Please add details to your response.

Planes need to be able to stay in the air. At present we have backup engines and we know that planes do not run out of fuel.

- 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.

That's nice.

- 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?

Look at alternative fuels and hybrid options. We need to ensure that the most important part of aviation is safety. Emissions can never be more important than safety, even if it means that we continue to use existing fuels until we have suitable and 100% safe options. If a plane that is powered by electric or other similar options falls from the sky it will decimate the entire industry. We can never compromise in any way on the safety of planes, even if it means that we do not implement other options.

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

No

52 21.1 Please add details to your response.

It is a dream and a great goal, but that is all. As a goal it is great, but we need to be realistic. At present alternatives are not mature enough to get us there yet.

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?

We need to look at short and mid term options. We need to look at affordability options for the poor. We need to ensure that nobody is worse off, and that prices do not rise as a result. The entire economy is producing emissions in every sector. We need to have a balanced approach that suits Australia and its people.

54 22.1 How would these actions address the identified challenges and opportunities to reduce transport infrastructure emissions?

It will result in a reduction, but not net-zero. I think that people would be happy with this.

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?

We need to make sure that we do not commit to existing technologies at the expense of emerging ones. The world is rapidly changing We also need to make sure that no Australian is disadvantaged in any way.

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

The priority should be those areas that produce the most emissions.

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?

Government should listen to the people. It should do what is best for the people and what will benefit them and not hurt them, Then it should legislate to ensure that business and industry comply. It seems to do the opposite at the moment, where business and industry lobby it to serve their needs.

- 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?

France has great public transport that makes it feasible to not have a car, or to rent one if you need one.

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

Find ways to use existing infrastructure and implement a proper public transport system that will take vehicles off the roads.

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

I dont know, but I know that people are sceptical that transport reductions will make a big difference as they think that the biggest problem is industry.

- 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?

I dont know.

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

Yes. Don't limit it to just changing to alternative fuels etc. Look at reducing the need to run vehicles. And be upfront to the public about the possible effects compared to industry and farming emissions. We also need to ensure that we have the capability to support any measures, EG, do we have suitable electricity storage and infrastructure?

- 63 28. Do you have any further feedback on the Consultation Roadmap

and proposed pathways?

no

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

I would say so.

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

no

66 Would you like to upload a document?

No

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