

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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Response ID:

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- 1 Confirm that you have read and understand this privacy notice.
Yes
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Public and anonymous
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Yes
- 5 First name
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- 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?
Western Australia
- 14 Postcode
6000
- 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.
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.
yes but it needs to be in line with planning and development agencies to created transit oriented development centres.
- 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?
Continued collaboration with state planning and development agencies to make active and public transport viable and attractive choices
- 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?
there needs to be a significant investment in rail freight lines for non bulk freight, especially across australia
- 25 6.2. How would these actions address the identified challenges and opportunities for emissions reduction in the movement of goods?
As the freight task is projected to grow increased rail freight lines would offset the expected increase in road freight

- 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.
A transition to EV light vehicles is the best pathway to net zero
- 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?
Australian emission standards need to be tightened in line with EU targets as the EV transition takes place
- 29 8.2 How would these actions address the identified challenges and opportunities to reduce light vehicle emissions?
Brings cleaner cars to Australia and lowers emissions
- 30 9. Do you agree with the proposed net zero pathway for heavy road vehicles?
Yes
- 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: Low carbon liquid fuels
2: Battery electric

3: Hydrogen fuel cell

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

While FCEV infrastructure to support hydrogen distribution is built up & BEV technology for long distances is strengthened LCLFs can be rolled out quicker to begin lowering emissions.

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

They should be pushed in the short term while the required infrastructure and industry is built to support BeV & FCEVs being a viable alternative to ICE vehicles.

- 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?

Investment in a charging network / hydrogen storage, legislation around truck mass and width needs to be reformed and nationalised and required changes to road infrastructure specifications and policy to support these reforms should be worked on. The different state transportation agencies will need to work together to decide on certain specs which apply nationally, and don't differ state to state.

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

Yes

- 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

2: Hydrogen fuel cell

3: Low carbon liquid fuels

39 14.1 Please add details to your response. Why did you rank them in that order?

Battery electric Technologies should lead the transition while hydrogen infrastructure is established . LCLF should be the short to medium solution to begin emission reduction but should be seen only as a stop gap and not a permanent option if possible.

40 15. What role should low carbon liquid fuels play in rail decarbonisation?

AS the short to medium solution to allow emissions reduction while alternative infrastructure is built up.

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?

Investment in hydrogen testing & establishing a supply chain to scale up its use

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?

Yes

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?
Yes As long as waste materials or by-products are prioritized as feedstock for SAFs
- 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?
Work to create certification and accounting frameworks to verify and measure emissions reductions claims to ensure we have high quality, low emission SAF
- 51 21. Do you agree with the proposed net zero pathway for transport infrastructure?
Yes
- 52 21.1 Please add details to your response.
The Circular economy needs to be invested in and grown to provide the required materials to be able to decarbonise future transport infrastructure construction
- 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?

The prioritisation of roads will need to be re-examined and alternative forms of transportation invested in. If decarbonisation is a priority goal all transport agencies will need to have an aligned vision of how to achieve that and perhaps road infrastructure in urban areas will need to be retrofitted for light rail and alternative forms of transport, rather than being so focused on cars and driver needs.

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

By providing people with viable transport options the reliance on personal vehicles will drop, and so will emissions. The same needs to be done with rail and port investment to supplement road freight for long distances

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?

Incentivise the uptake of vehicles which reduce emission, the retrofit of vehicles which will contribute to decarbonisation or the use of LCLF's .

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

Prioritised for aviation and maritime where the use of hydrogen or electrification is not viable . Used in other Transport modes to help emissions reduction while the required infrastructure and supply chain is built up for electrification or fuel cell vehicles.

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?

Needs to be more ongoing consultation and collaboration on specific projects between interested agencies, and not just annual or six monthly meetings between agency heads. Flow of information needs to be less restricted.

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?

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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?

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