

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
- 5 First name
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8 Phone

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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?

Queensland

14 Postcode

4209

15 What area best describes where you live?

Regional area

16 1. Do you support the proposed guiding principles?

No

17 1.1 Please add details to your response.

To say transport and infrastructure may be the biggest emitters of pollution in Australia. If we shift all vehicles to electricity then the burning of coal for transport will be the biggest emitter.

I know we are looking to reduce the use of coal in Australia but we are happy to export it. This is hypocritical. We allow other countries to have cheap electricity while ours gets dearer. but due to export are not really helping the issue.

I believe we are looking at the issue wrongly, i know of Government organisations shifting their fleet from ICE to EV one issue is the vehicles cannot be used all day. There are 2 ways they are dealing with this, 1 is purchasing more electric vehicles so that there is always a charged vehicle available. The other is have Government workers spend up to an hour everyday standing next to a fast charger.

The 1st option we need to produce extra vehicle to reduce emissions, this is hypocritical. The 2nd is thousand of hours per year across the country paid by tax payers.

18 2. Do you support the use of the avoid-shift-improve framework as a tool to identify opportunities for abatement?

No

19 2.1 Please add details to your response.

We are not educating the public to change. We are forcing them.

I know there are incentives to purchase electric vehicle and currently these vehicle pay nothing towards road maintenance. This all looks good but the Government has a track record of changing to goal posts once the public is on board.

Like guaranteed by back electricity when installing solar panels. This back fired for the public. This add hock approach to emission reduction needs to stop and long term plans with financial benefits actually be created.

I have seen Costco at Coomera qld do not have unleaded 91 fuel. When they were asked why they said they had been told unleaded 91 fuel is being phased out. Once again forcing the working class to pay more for fuel. This is most likely seen by the public as a push to an alternative such as EV

Public transport has been privatised so it is too expensive.

Having people drive shorter distances but by selling the major roads and bridges which now have tolls increases the distance people drive to avoid tolls. This is poor long term decision making.

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 the councils withing cities need to have much better town planning for this to be cost effective. In some areas currently if you are travelling with children it is much more cost effective to drive.

The fact that we continue to privatise all money grabbing opportunities will make it very difficult for public transport to be cheap to use. The exclusion to this is the tram system in Melbourne. However i believe this is still owned by the city.

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

Public transport should be free for all people commuting to and from work/school.

Pensioners and unemployed should have access to a small number of free trips per month. They do not need to be on public transport continually, this would improve safety as a lot of younger unemployed people stay on trains all day.

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?

Registration of vehicles needs to be overhauled if Australia are serious about changes to emissions.

Many vehicles we have are not necessarily the best vehicle to be driving all the time, as many have higher fuel consumption which in turn produces more emissions.

A person can only drive 1 car at once, if everybody was licenced to drive a car and this covered the registration of that car people may be inclined to have a second car which uses very little fuel in comparison.

People with a vehicle they use to tow a boat or caravan a few times a month but drive it daily due to registration requirements are producing more emissions than they should.

If I have 1, 2, 3 or 4 cars but only pay one registration. I cannot drive 4 cars more than I can drive 1 car. But I will reduce the amount of emissions I produce overall.

Road design also plays a part in emission increases. For example I know of many roads that have multiple speed humps to slow down traffic. this results in the traffic slowing down and speeding up which results in the use of more fuel and an increase in emissions. This is incredible poor design and vehicle old thinking.

If you want to reduce emissions remove speed humps.

If you want to slow the traffic down install speed cameras.

Having left turn lanes that cannot be accessed due to through traffic banking up results in

increased travel times and increased emissions.

I see examples daily that would reduce emissions but our councils and gov seem to be happy with poor design.

- 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?

Importing food that can be supplied in Australia would have to increase emissions.

Look at the amount of lost goods or wasted during transport and rectify why this happens. Adopt a zero loss policy and if the same company continues to lose, waste, damage goods they should be removed from the supply chain.

Look at what other countries are doing with alternative fuels, such as heavy electric vehicles that can be used in Europe cannot be used in Australia due to our front axle weight limits. This is bureaucracy at its best.

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

All of the above will reduce emissions

- 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.

An electric car is not a viable vehicle for towing. A hybrid vehicle is and it reduces emissions but is not zero.

Net zero for light vehicles is taking away peoples way of life and the public will not embrace this.

The use of 100% ethanol in ICE vehicles is not being looked at in Australia but is being looked at in Germany.

This would be easy for manufacturers to adopt and in Germany is being seen as carbon neutral.

We produce ethanol in Australia and there seems to be a push from Gov to get rid of it.

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?

Registration of vehicles needs to be overhauled if Australia are serious about changes to emissions.

Many vehicles we have are not necessarily the best vehicle to be driving all the time, as many have higher fuel consumption which in turn produces more emissions.

A person can only drive 1 car at once, if everybody was licenced to drive a car and this covered the registration of that car people may be inclined to have a second car which uses very little fuel in comparison.

People with a vehicle they use to tow a boat or caravan a few times a month but drive it daily due to registration requirements are producing more emissions than they should.

If I have 1, 2, 3 or 4 cars but only pay one registration. I cannot drive 4 cars more than I can drive 1 car. But I will reduce the amount of emissions I produce overall.

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

If I have 1, 2, 3 or 4 cars but only pay one registration. I cannot drive 4 cars more than I can drive 1 car. But I will reduce the amount of emissions I produce overall.

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

We have bureaucrats stopping thing Europe are doing such as increased weight on front axles of electric trucks.

If Australia is not prepared to go with the world on how they are trying to achieve this Australia are not serious.

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: Hydrogen fuel cell

2: Low carbon liquid fuels

3: Battery electric

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

Electricity in Australia is not the answer. We currently have load shedding across Australia in current high demand time and are planning to shut down all coal powered stations. This does not add up.

Hydrogen as a fuel is incredibly clean yes it take electricity to produce but could be produced at low demand times and when excess electricity is available. This fuel is then stored for when it is needed.

Low carbon fuels have been used in Australia and we have the infrastructure to produce and deliver such as ethanol.

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

These would be best suited to hybrid medium sized trucks for town work such as concrete and garbage trucks, buses and other vehicles that need to be available when needing. not having to wait hours for them to be charged.

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?

Subsidise farmers who do not export their produce.

Encourage farmers to sell direct to the public, this increases profit for the farmer and reduces the need to import some foods from other countries.

Look at what foods we export that are the same foods as we import, look at why and address the reasons this happens.

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

No

37

13.1 Please add details to your response.

Nothing that uses electricity will be net zero. we use coal to make electricity.

- 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?
- Battery electric is one step backwards from electric rail we have now as battery disposal is and will be an issue.
- Hydrogen has a lot of merit but is harder to store and would require stopping a train to fill
- Low carbon fuels are easier to store and storing more is less dangerous than hydrogen.
- Could be refilled at destinations
- 40 15. What role should low carbon liquid fuels play in rail decarbonisation?
- Long trips where current diesel trains operate
- 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?
- Use electric trains where appropriate and look at conversion of diesel to low carbon fuels.
- Stop people travelling on trains all day because they are unemployed or bored.
- 42 16.1 How would these actions address the identified challenges and opportunities to reduce rail emissions?
- Reduced amount of diesel burnt.
- reduced load on trains
- 43 17. Do you agree with the proposed net zero pathway for maritime?

No

44 17.1 Please add details to your response.

Not possible without banning power boats

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?

Reduce maximum horsepower an engine can be this will reduce fuel consumption.
Introduce fuel consumption limits like what is happening with cars.

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

Would burn less fuel which results in less emissions

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

No

48 19.1 Please add details to your response.

Care needs to be taken into consideration when reducing emissions in the air. as air travel does not stop on the side of the road, it falls out of the sky.

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?

Look at reduction in private planes

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

Yes

52 21.1 Please add details to your response.

I believe this is achievable if we can produce electricity without fossil fuels.

However some councils and businesses are using diesel generators to charge electric vehicle/forklifts

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?

Look at electrical infrastructure from power plant to the charge points to make sure it can be supplied

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

Reduced fuel burnt

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?

Electricity is a short term answer, storing electricity in batteries only adds to long term what do we do with batteries. And this is only if we can produce electricity through solar and hydro. Producing electricity through wind is not an answer as takes almost as much energy to make as it produces, it kills birds and the blade are non recyclable or biodegradable.

Hydrogen and Low carbon fuels are a better way to store energy. these are carbon neutral if electricity comes from solar or hydro. These fuels can be created when electricity excesses are available. No batteries or wind turbines to be disposed of.

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

We need to follow the world when it is cost effective to do so. Australia is a large country with a small population and as such should not be put into debt further.

Per capita we produce a high emission level. But per capita we produce a large amount of export.

- 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?

Education and encouragement.

- 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?

America wanted their vehicle companies to use lower emission air conditioning refrigerants, they gave incentives and basically all American companies changed over. Germany needed the same thing to happen, they used a big stick approach and still companies are not using these refrigerants in all new vehicles.

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

We already have the ability to produce ethanol. Be one of the first to supply 100% ethanol for vehicles and give these manufacturers the same benefits as EV manufacturers get if their vehicles use 100% ethanol.

We have infrastructure and a supply chain already but instead of 10% make it 100%. This would also create a market for older vehicle to be converted.

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

Look at side effects of everything looking to be implemented. Waste, emissions from other sources not just exhaust emissions.

Look at what the country can afford. we feed more than just Australia so allowances need to be made for this.

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?

Actually look at global emissions of alternatives compared to what we have.

Compare building, fuel/emissions through life and disposal of vehicle both EV & ICE

Do not overlook the fact that some Gov Departments are getting extra vehicle to do the same job as 1 ICE vehicle.

So comparison may need to be 3 EV compared to 2 ICE vehicles.

Not looking at actually what is happening does not help global emissions.

Look at where Councils/Businesses/Gov dept have long term diesel generator hire to charge their EV's

This is false economy and lying to the public in order to appease the Government

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

Actually, look into people's concerns. A lot of them make sense.

Following the rest of the world does not make us leaders. Making informed choices makes us leaders

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

I do not think it is correct.

Basically mandating electric vehicles in a country that cannot support this

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

A lot is missing. You need detail on all long term changes.

Replacing 2 ICE cars with 3 EV's will not help the world.

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