

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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- 8** Phone
Not answered
- 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
4154
- 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.
This approach is appropriate to mitigate risks.
- 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.
Shifting personal modes of transport to greener public or active transport reduces emissions.
- 22 4. What should be included in a national policy framework for active and public transport and how should it be developed?
Support for local governments to implement zero emissions vehicles (ZEV) for public transport and active transport routes.
- 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?
No new ICE fleet purchases - new vehicles to be ZEV -
- 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?
Start with short / local haul to transition to ZEV. Electrification of major train routes to distribute between major transport hubs including regional towns, that then use the ZEV for final distribution to smaller communities.
- 25 6.2. How would these actions address the identified challenges and opportunities for emissions reduction in the movement of goods?
Unless long haul road freight has a regular route (not that commonplace in Australia) it is difficult to establish charging hubs or battery swap stations for BEV prime movers. Very remote communities unlikely to have charge stations or even a reliable power supply to

manage charging of the BEV prime mover. Start with what we can achieve now (light class BEV trucks and vans) for the local runs, electrification or at least greener power source for rail to intermodal hubs, expand to the longer haul road prime movers when technology advances.

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.

Just get on with 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?

Address the persistent myths or misinformation being spread by mainstream media on BEVs. Education of the public on range anxiety and not needing to have battery capacity for a long trip that may only be taken once or twice a year.

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

Promotes further uptake of BEVs

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?

Trucking industry as it stands does not run regular routes and there is insufficient infrastructure to support BEV or HFC in remote communities. H2 is expensive to convert and inefficient (energy loss in production, conversion and storage).

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

A good first step towards decarbonisation, allows fleets to remain mostly as is.

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?

Improve BEV infrastructure

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: Low carbon liquid fuels

2: Battery electric

3: Hydrogen fuel cell

- 39 14.1 Please add details to your response. Why did you rank them in that order?
BEV sounds crazy for trains. HFC as previously stated is inefficient.
- 40 15. What role should low carbon liquid fuels play in rail decarbonisation?
Good first step as some regional lines are not electrified.
- 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?
Consider more "conventional" electrification methods (overhead power) for locomotives rather than BEV or HFC.
- 42 16.1 How would these actions address the identified challenges and opportunities to reduce rail emissions?
Use rail between intermodal hubs from ports, major cities and major regional towns. Use road BEV for the shorter runs to other regional centres.
- 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?
Unsure.
- 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?
Engineers and scientists need to keep looking at ways to decarbonise energy for 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.
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?
Ability to use LCLF in existing fleet (across long haul road, rail, marine and aviation) is a good initial step as other modes (public transport, light vehicles, short haul) can more easily transition to BEV right now. Time is needed to progress to electrification or these other modes.
- 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? Measure the uptake of ZEV

- 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