

# 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.  
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Yes
- 5 First name  
[REDACTED]
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[REDACTED]
- 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?  
Australian Capital Territory
- 14 Postcode  
2603
- 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.  
Absolutely. If we keep destroying our planet and environment, we won't be able to argue about the SWOT of this program, something needs to be done, and it needs to be cost effective and equitable.
- 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.

In principle, I actually DO support this framework, but I think your consultation needs to be very wide to ensure that you don't marginalise people and there needs to be bipartisan and country wide support for these initiatives across government terms - which is a concern - as well as wide stakeholder and user consultation - which I do know you are proposing.

**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.

Somewhat. I like the idea, and try to use active and public transport as much as I can, and I support the education and promotion of active modes of transport so users know what their rights are. I hope states can get behind this consistently - for instance, you mention e-scooters, which are illegal in half the country. I'm also curious about how accessibility can be worked in more.

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

Small and large business support for this idea needs to be factored into the policy as well as users with a variety of physical abilities and of varying ages and mobilities, and barriers for ESL users.

**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?

People need to feel that their public transport is more reliable, affordable (i.e. cheaper than parking - at the time of writing this, the day cap on NSW Opal is \$17, which is far too high) and efficient (in the ACT, it's not - for example, three different buses/trams for an 11km journey) than alternatives.

Their schools, childcare centres and workplaces need to be supportive of this initiative and these modes, have support areas available for people to use them (like, showers, bike

storage, lockers, ability for the bus to be late, ability for an alternate mode of transport close by to be selected in the event of an emergency, ability for there to be a supported mode of transport for work use that isn't the car of the employee...).

Additionally, creation of safe areas for movement during all hours of the day is important - for instance, if I am walking home after a late shift, I should feel safe on my route.

And that's just local - I want to feel like the public transport longer distance options are going to be the most effective, hopefully the cheapest and hopefully the most convenient way to get where I need to go. Otherwise, as you state in the roadmap, I'm going to use my car.

- 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.

Firstly, I would like to flag that the heritage/historic/vintage vehicle sector is reasonably large, passion driven, a driver of tourism, and unlikely to be able to be wholly electrified - Also, as well as the Department of Infrastructure, you house the Department of Arts and some of the cultural places that promote and maintain these vehicles and fund these volunteer-run communities of practice sit under that part of your department. Fuel availability for these vehicles - as well as fuels for other types of heritage machines that fall into other transport categories might be a small, yet valued consideration.

Secondly, personally, I am financially not that well-off. I own an ICE vehicle that I bought second hand for \$4000 10 years ago. I cannot currently charge an electric vehicle in my

unit complex as there is some concern around charging EVs in garages underneath residential areas? I also cannot afford a new, or second hand electric vehicle even if I could charge it. I would like to purchase a hybrid vehicle at some point in the future, I also assume I might need to buy a battery to replace that second hand battery. At present, this battery is likely to cost the same amount as my current ICE second hand car. I anticipate as per your statement on p38 that by 2030 I might not actually have a problem with affordability, but I am certainly not alone in my current view on whether I can afford to purchase, maintain and charge an EV or a hybrid.

I am also concerned that initiatives where people who might need to continue to run ICEs in the future might be unable to afford to upgrade, and then are penalised through increases in costs as well as fuelling, not to mention a growing perception that those who continue to run ICE vehicles don't care about the environment. All of this may create an elitist divide between have's and have-nots.

Additionally, this plan doesn't really discuss the availability of alternative fuels for the light vehicle sector, it suggests mainly an eventual 100% electric transition, and I don't think this is able to be a one-size fits all approach, particularly with older vehicles, valued for their significance and heritage value... Is there scope for LCLF or equivalents to be utilised in light vehicle fleets? Is this what you mean on p39 when you say "fossil fuel demand will continue to decrease until it is only used in light vehicles in very specific circumstances" ?

**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?

See above, taking different approaches to affordability - particularly in the second hand EV/hybrid/alternative fuel vehicle market to allow not just new vehicle purchase, but purchase by not-so-well-off people - you mention regional and rural people specifically, but there is this group as well. Better development of high and medium density residential properties to allow for charging of electric vehicles and availability of charge points to factor in more vehicles per unit than available car spaces. You discuss battery swapping under the heavy vehicles section; is this possible for light vehicles/long trips, or will they re charge quickly enough? would that sort of infrastructure be possible? or is that impractical?

You talk about a circular economy for battery recycling as well as other facets, how is it proposed to manage the obsolescence and disposal of old ICE vehicles? Are they able to be disposed of in a way that is environmentally conscious?

Finally, Consideration for the potential for there to be extant ICE vehicles around on roads in perpetuity for a very small market of niche users, and for fuels for these vehicles to be available and affordable.

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

Not answered

**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.

Not answered

**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?  
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.
- 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?  
If they allow for the use of the current fleet while new fleets are under development, and as you discuss, it has been established that they do not provide an adverse environmental impact (same with their use in all other modes of transport) then if they are able to be dropped in and provide an emissions reduction, that's good.
- 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?  
I feel like rail is the better mass transport option, so I am assuming that this set of emissions will go up while road transport goes down if you are incentivising the use of this mode of transport. I hope the commuter costs can be kept manageable, and I hope the fun components of rail travel - such as the heritage tourism components - can be retained in close to their current form due to the intangible heritage nature of the events.

- 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? You mention maintenance of infrastructure a couple of times, and in some instances, surely an assessment, and then maintenance would be more effective than decommissioning and building again? Also you mention the consistent measurement and inclusion of embodied emissions - via the creation of National Standards as well as issues around the reuse of materials. Putting funding against measurement and calculations of these materials as well as instances where reuse/adaptive reuse might be feasible would be financially beneficial in the long run as well as allowing for informed decision making.
- 54 22.1 How would these actions address the identified challenges and opportunities to reduce transport infrastructure emissions? While I'm sure all individual cases vary, having data around the environmental impacts of building materials would allow for life cycle cost planning to be more meaningful in decision making. While again, individual cases will vary, looking into opportunities for reuse, repair, refurbishment, repurposing of existing infrastructure if the asset is still fit for purpose and has manageable hazards could be beneficial in terms of waste reduction, keeping embodied carbon within the asset, and depending on what the asset is, general wellbeing and identity within the community (see Coal Loader Centre for sustainability, adaptive reuse of the signal box in Newcastle NSW, NYC's Highline, Sydney's Goods line).

- 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?  
Thank you, I found the meeting on the 18th July really useful. The window for consultation was very reasonable, this survey was a great way of feeding back.
- 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