

# 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:

July 25, 2024 at 3:25 PM GMT+10

Response ID:

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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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Not answered
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Yes
- 5 First name  
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[REDACTED]
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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?  
Tasmania
- 14 Postcode  
7304
- 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.  
The principles do not conform to the need to reduce greenhouse gas emissions quickly enough and the target is still net zero 2050 which scientists say is not safe since emissions are rising so fast.
- 18 2. Do you support the use of the avoid-shift-improve framework as a



"UN agreement means that all new aircraft delivered after 2035 will need to be net-zero over their operational lifetimes, according to a new report from the International Council on Clean Transportation (ICCT) https://theicct.org/pr-lifetime-emissions-from-aircraft-under-a-net-zero-carbon-budget-jul24/ Further, Safe Landing states that this means "future 'zero emission' aircraft configurations, e.g. electric or hydrogen, are likely to be significantly impacted by airport terminal, gate and runway layouts, as well as alternative airline operations and flight routes. So, not only will present aircraft become obsolete after 2035 but all our infrastructure will be wrong. With regard to aviation, it is obvious that the present strategy of the net zero transport and infrastructure is flawed. It should include those aircraft which use battery electric energy systems. Perhaps create

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?

First, move road transport of goods to rail, encourage use of rail and bus for communities  
Second, transform all remaining transport to electric systems  
Third, ensure that imported goods to Australia are only those that cannot be made here  
Fourth, encourage communities to be self sufficient in all services and buy local

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

Road transport contributes most emissions and moves less goods per unit than does rail  
Electric motors produce no carbon and batteries are becoming more powerful and cheaper  
Some imports use produce that is then exported to other countries and imported back in a different form. Local industries could benefit from home markets  
Increasingly dangerous global warming creates a significant threat to the movement of food, and health systems.

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.

Net zero should be absolute zero for this category

- 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?

Subsidise and support the purchase of EVs in the way that Norway has done. Put an end date on the import or production of ICE vehicles, price registration of vehicles according to weight and overall size, remove tariffs on small EVs. Promote the benefits of EVs in terms of health, independence from fossil fuels and ease of use

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

Come on, we need to get polluting vehicles off the road! It worked in Norway. It's working in China. We are becoming the dumping ground for all the world's worst vehicles

- 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

Heavy trucks should be kept off the roads. Nowhere has the maintenance of roads been used as a reason for excluding as many heavy vehicles as possible. It's really important especially as our truck drivers age.

- 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: Battery electric

2: Hydrogen fuel cell

3: Low carbon liquid fuels

- 33 10.1 Please add details to your response. Why did you rank them in that order?  
Low carbon anything has no place in a no carbon world. We need solutions now and electric is the only present option
- 34 11. What role should low carbon liquid fuels play in the heavy vehicle decarbonisation?  
None
- 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?  
Take examples from other countries - don't re-invent the wheel.
- 36 13. Do you agree with the proposed net zero pathway for rail?  
No
- 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
- 39 14.1 Please add details to your response. Why did you rank them in that order?  
Low carbon anything is not realistic. We need no carbon
- 40 15. What role should low carbon liquid fuels play in rail decarbonisation?  
None

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?

Look at other countries

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?

NO

48 19.1 Please add details to your response.

We need to acknowledge right now that aviation has no place in world transport networks in its present activities that are hard to abate wicked problems.



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?

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?

It should not. Put the money into renewable transport for communities

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?

Read the science. This is an emergency. We need to use what we have right no

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