

# Transport and Infrastructure Net Zero Consultation Roadmap

## Take the survey

Department of Climate Change, Energy, Environment and Water

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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.

Public and anonymous

3 Published name

Not answered

4 Confirm that you have read and understand this declaration.

Yes

5 First name

[REDACTED]

6 Last name

[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?  
Queensland
- 14 Postcode  
4069
- 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.  
I agree with these principals. I hope that point 5 is actually followed, rather than deferring to popular opinion to make these decisions.
- 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.

Yes. Too much emphasis at the moment is on 'improve'. Following this framework will lead to better results

**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.

Not just emission reductions! Better active transport infrastructure will help people who are wheelchair bound and those who cannot drive due to epilepsy or sleep disorders.

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

There should be a big emphasis on frequency and greater integration between modes. This is something Brisbane suffers with in particular. Perth does it much better. Many studies have shown frequency is the biggest factor in PT usage. Active transport needs to be much safer. Painted lines aren't enough; if a primary school child doesn't feel safe riding to school, no one will give it a shot.

**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?

Stop wasting time on 'pilot studies' and 'trial infrastructure' for things that have been proven to work in other cities. Separated bike lanes, bus lanes, and traffic calming are all things that are backed up by good bodies of evidence. Stop acting like it's experimental design and just do it.

**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?

Call upon countries that are good at this and leverage their experts. We don't need to

discover things other places have already figured out. Other countries have figured out more economic supply chains.

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

By leveraging foreign experts to work with local companies and governments, we can implement known-good designs and infrastructure. India is an overall poorer country than Australia, but has a heavily integrated freight rail network that is almost entirely electric. We should call them up and get their advice.

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.

I agree partially. Incentivising smaller, lower emission vehicles are good, as is discouraging the purchase of larger SUVs and pickups (the ute is dead) for people who don't need them. More emphasis should be placed on reducing trips in light road vehicles altogether, as well as stricter licencing requirements for large, heavy vehicles like the now-trendy US-style quarter ton trucks (F150, dodge ram, etc).

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?

Require vehicles over 2500kg only be driven on a light rigid licence, rather than a regular car licence. Heavier vehicles have increased pollution levels, a higher risk of injuring pedestrians in a crash, and wear out the roads faster. There's almost no reason a regular commuter needs one other than greed.

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

Reduces road wear (economic), pollution (environmental), pedestrian risk (safety), and

the amount of materials and transport complexity (logistic).

**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

I agree with this policy almost entirely, though more emphasis should be placed on deeper integration with the (ideally electric) rail network to help reduce the downsides that electric trucks have with carrying capacity and range.

**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?

Low emission ICE trucks will have a larger impact compared to low emission ICE cars, and can be achieved faster than the other options. Hydrogen is a bit of a question mark. It theoretically combines the best of battery and ICE tech, but Hydrogen is extremely energy inefficient to make, difficult to store, and requires expensive infrastructure. Rapid charging battery technology like that seen in modern dual-mode trolley busses seems more practical.

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

Immediate (pre-2035) implementation, as a bridge before full electric trucks + greater rail integration.

**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?

Don't make trucks bigger please. Integrated freight terminals just outside city limits and near towns can allow long-range trucking to continue being handled by low-emission ICE trucks (for now), while short distance can be shifted to electric light trucks, which are already in service within Brisbane.

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

No

37 13.1 Please add details to your response.

Why are you de-emphasising track electrification? India has managed it despite being poorer, with almost all of their mainlines being electrified. Compared to batteries, carbon fuels, and hydrogen, long-term costs of overhead lines are much lower.

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: Low carbon liquid fuels

3: Hydrogen fuel cell

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

I don't care. Don't be a coward and electrify the damn mainlines.

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

Short term interim measures during mainline electrification, and longer-term usage in lesser-used branch lines.

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?

ELECTRIFY THE TRACKS AND BUILD MORE URBAN FREIGHT TERMINALS TO REDUCE HEAVY ROAD VEHICLE TRIPS!

- 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?  
Yes
- 48 19.1 Please add details to your response.  
I agree that lower emission fuels are the most practical measure at the moment. Still, high speed rail shouldn't be written off so quickly. Yes, trips like Perth-Adelaide or Brisbane-Melbourne don't make sense even by the best high speed rail, but inter-state trips like Brisbane-Rockhampton or Sydney-Newcastle are feasible routes.
- 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.

Yes?

- 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?

Better links to airports via public transport are worth investing in.

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

Yes

- 52 21.1 Please add details to your response.

Reducing funding on large highway projects in favour of longer-lasting rail and active transport infrastructure is unequivocally good. No complaints here.

- 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?

Stop widening highways. It's been proven to not help traffic. Cutting off commonwealth funding would stop this wasteful spending in favour of more efficient infrastructure.

- 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?  
Collective usage (such as freight and public transport) should be prioritised before private vehicle intake.
- 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?  
Any de-carbonisation policies need to be 'partisan-proof' Lock-in clauses within acts of parliament need to be implemented to prevent future governments from watering down or removing planned actions.
- 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?  
The French government's choices to prioritise infrastructure spending in municipalities that have clear, evidence-based approaches to decarbonising actions (like Paris extending the RER railway while closing highways) is a good example. Don't let state and council governments waste good money on flashy, popular projects that won't do anything.
- 59 25.2 What opportunities can Government leverage to show leadership in Australia and internationally?  
Stop kowtowing to Nimby's and special interest groups; and show some true political courage.
- 60 26. What measures and metrics should be used to evaluate the final Transport and Infrastructure Net Zero Roadmap and Action Plan?  
Separate commuter and weekend modal share statistics, average statewide private and commercial vehicle emissions, vehicle km's travelled per mode, freight rail vs road km usage.
- 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