

Transport and Infrastructure Net Zero Consultation Roadmap

Take the survey

Department of Climate Change, Energy, Environment and Water

Response received at:

August 6, 2024 at 11:54 AM 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.
Public and anonymous
- 3** Published name
Not answered
- 4** Confirm that you have read and understand this declaration.
Yes
- 5** First name
Not answered
- 6** Last name
Not answered
- 7** Email
Not answered

- 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?
Australian Capital Territory
- 14** Postcode
2913
- 15** What area best describes where you live?
City
- 16** 1. Do you support the proposed guiding principles?
Not answered
- 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?
Not answered

- 19** 2.1 Please add details to your response.
Not answered
- 20** 3. Do you agree the development of a national policy framework for active and public transport will support emissions reduction?
Not answered
- 21** 3.1 Please add details to your response.
Not answered
- 22** 4. What should be included in a national policy framework for active and public transport and how should it be developed?
Not answered
- 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?
Not answered
- 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?
Not answered

- 27 7.1 Please add details to your response.
Not answered
- 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?
Not answered
- 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?

Not answered

- 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.

Not answered

- 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?

Not answered

- 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?

Not answered

- 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?
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?
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?
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?

Yes

67 Have you removed any identifying information from your submission?

Yes

68 Upload a submission

Submission_on_Transport_and_Infrastructure_Net_Zero.51770fee.pdf

69 Upload a submission

Not answered

70 Upload supporting file

Not answered

71 Upload supporting file

Not answered

To: Transport & Infrastructure Net Zero Roadmap
From:
6th August 2024

Submission on the Transport and Infrastructure Net Zero Consultation Roadmap

Making Transport and Infrastructure Net Zero is an urgent matter that requires a significant amount of funding. The figures outlined in the consultation document, while a step in the right direction, represent only a fraction of the total required. To achieve this goal, we must swiftly mobilise and direct funds from the general population, rather than relying solely on a small portion of taxation dollars.

One potential source of these funds is by addressing the inefficiencies in the current system of increasing the money supply. Currently, the money supply is increased when banks issue loans. However, it's important to note that banks don't lend their depositors money. Instead, they create new money by putting it into people's bank accounts under rules from the Reserve Bank. This process is necessary because borrowers initially receive money, which goes into a bank account, as well as any savings or surplus money bank customers might have - but deposits are not lent.

Introducing new money into the economy is costly to the community because banks use compound interest, not simple interest. Compound interest on loans means the lender rents the money, while simple interest means that borrowers buy the money. Compound interest means the borrower pays two lots of interest. View the article [Loans - an expensive way to create money to see the details](#).

Implementing this change in the money creation process would provide governments with a range of options for introducing new money into the economy. This would accelerate the distribution of investment funds and provide more resources to individuals, who could be required to spend it on investments that would expedite our transition to NET ZERO for transport. This change would also benefit the banks. For more details, please refer to the article "[An expanded role for efficient banks](#)" which discusses how banks could make up for a reduction in loans to finance the purchase of existing assets.

It can be introduced incrementally, and trials can be run immediately with cooperating banks. The new money could be zero-interest loans for electric vehicles, loans to local governments without minimal repayments over a long period and with zero interest for trials of 30km / hour urban speeds and better lighting for pedestrians. An innovation that could be tried is to pay people to walk and ride, but where the money paid must be spent on upgrading walking and cycling infrastructure. Read "[Loans for Walking](#)"

Adopting Modern Monetary Theory (MMT) and simple interest loans would significantly reduce our reliance on taxation and enhance the lives of all members of society through increased financial system productivity. For further insights, I recommend exploring the resources available at [Commons Economy](#).

Summary

Introducing new money into the economy has not changed for centuries and is a hangover from when kings and their courts funded wars and commerce by renting money. The approach has continued because it favours the wealthy who keep the money in static investments. Today, money is owned by the people, and governments control it on their behalf. The people no longer need to rent money from the wealthy as they own it. Stopping renting increases the rate at which existing money moves and releases static money held in static assets. Allowing citizens to buy or be given money to benefit the community will help achieve NET ZERO for no NET COST.