

# 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.  
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  
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?  
New South Wales
- 14 Postcode  
[REDACTED]
- 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.  
The principles are appropriate however I am sceptical that government will deliver on them, especially where maximising emissions means reducing car dependence.
- 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.

Strongly support the strongest action possible to reduce emissions.

**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.

A national coordinated plan is a key missing link but will need to be backed up by adequate funding to achieve its goals, incl. mode shift to active and public transport. Government must not release an ambitious plan centred on a mode shift to active and public transport and then continue to spend billions on road upgrades that induce more car travel and next to nothing on active transport infrastructure.

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

The plan should include a baseline expectation that as many Australians as possible can get around safely and without undue hassle using the transport mode of their choice. It's not good enough for people to be forced to drive everywhere unless they are willing to spend hours extra on public transport or put their lives at risk to ride a bike where there is no safe infrastructure. Safe active transport infrastructure and accessible public transport should be seen as a bare minimum expectation that governments at all levels are responsible for providing. The plan needs to be backed up by funding commitments that are the right order of magnitude to achieve its goals, and agreements negotiated with states to do the same. Government needs a culture shift away from a deeply ingrained cars-first mentality.

**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?

Safe active transport infrastructure needs to be rolled out urgently across the country to save lives, save people money and improve physical and mental health. The plan needs to be backed up by funding commitments that are the right order of magnitude to achieve its goals, and agreements negotiated with states to do the same. Government needs a

culture shift away from a deeply ingrained cars-first mentality to instead support evidence-based approaches to transport.

- 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?

Moving all last mile delivery to battery electric vehicles ASAP. This may involve low-cost finance from government to make it easier for fleet operators to switch as quickly as possible and install solar panels and chargers to maximise benefits. This will quickly be recouped with huge savings on offer for businesses who can switch their fleets to EV, however there is a lot of inertia in the current transport system.

- 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?

'cash for clunkers' scheme to get old polluting vehicles off our roads ASAP. But most importantly committing to the avoid-shift-improve framework and providing real – that means both safe and convenient – alternatives to cars for as many trips as possible.

- 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.  
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?  
Liquid fuels will always be the least energy efficient option and should be used as a last resort only.
- 34 11. What role should low carbon liquid fuels play in the heavy vehicle decarbonisation?  
Liquid fuels will always be the least energy efficient option and should be used as a last resort only.
- 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.
- 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?  
Last resort only.
- 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?  
The focus should be on moving more long distance freight to rail as it has inherently lower emissions and environmental impacts (e.g. air pollution) than road freight.
- 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?

The focus should be on electrifying everything and improving energy efficiency to reduce the need to ship fossil fuels around the world and around the country

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?

Avoid-shift-improve means that avoiding unnecessary air travel must be on the agenda.

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?

Avoid-shift-improve means that avoiding unnecessary air travel must be on the agenda.

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?

The focus needs to be on rolling out safe active transport infrastructure and more convenient and reliable public transport. There should be a pause on multi-billion dollar road projects that induce demand and increase emissions. Governments should also reform tolling arrangements and move towards a fairer system of per-km road charges and include a consideration of emissions reduction in this process.

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?

Updating regulations for vehicle-to-grid charging will help make EVs more appealing to buyers and accelerate their uptake

56 24. How should the use of low carbon liquid fuels (LCLFs) be prioritised across different transport modes over time to achieve maximum abatement?

Aviation and shipping appear to be harder to abate and may benefit from LCLF. Other sectors can decarbonise quicker using battery electric technology that is available and cost competitive today.

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?

The government should lead through an ambitious, transformative and well-funded sector plan and make agreements with state governments to flow this down to state and local government level.

- 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?

There are excellent recent examples of mode shifts taking place overseas thanks to visionary governments that lead and people follow e.g. London, Paris, Barcelona

- 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?

The plan must set mode shift targets that align with emissions reduction targets. The absence of clearly articulated mode shift targets has to date been a key barrier preventing any national or state transport strategy from being properly assessed. Some local governments have now shown that clear mode shift targets are key to articulating a direction of travel and driving action towards it. Ultimately the plan should be measured for how quickly it reduces emissions.

- 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?

Data on how many people are commuting via each mode and how many would be willing to use less carbon intensive modes if they were safe and convenient, plus data on how such a mode shift has played out in the City of Sydney and in cities across the world (e.g. London, Paris) when safe active transport infrastructure is provided

- 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?

There is no shortage of ambitious plans for the transport sector at all levels of government, but without adequate funding and a commitment to prioritising lower emissions modes over higher emissions ones the plan will not be successful. For example, every day there is a cycleway project somewhere in the country blocked by a resident who is concerned about losing their favourite parking spot. If we continue to let individual people's fears and demands stand in the way of a transformative national shift to public and active transport that will reduce emissions and make our society a better place for everyone then the plan will fail and we will all pay the price through higher emissions and worse climate impacts.

65 29. Is there any further information or documentation that you wish to be considered with your submission?

Yes - I fully support the fabulous FACTS report which demonstrates how to decarbonise transport quickly and fairly - <https://transportfacts.org/wp-content/uploads/2022/06/FACTS-a-Framework-for-an-Australian-Clean-Transport-Strategy-2022.pdf>

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