# Transport and Infrastructure Net Zero Consultation Roadmap

## Take the survey

Department of Climate Change, Energy, Environment and Water

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

**3** Published name
Farmers for Climate Action

**4** Confirm that you have read and understand this declaration.
Yes

**5** First name
Paul

**6** Last name
Stark

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[redacted]

8 Phone

[redacted]

9 Who are you answering on behalf of?

Organisation

10 Organisation name

Farmers For Climate Action

11 What best describes you or your organisation?

Not for profit

12 What sector do you represent?

Other: "Agriculture "

13 What state or territory do you live in?

Victoria

14 Postcode

3084

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

Farmers for Climate Action - Transport and Infrastructure Net Zero Consultation Roadmap.pdf

69 Upload a submission

Not answered

70 Upload supporting file

Not answered

71 Upload supporting file

Not answered

26 July 2024

# Submission on the Transport and Infrastructure Net Zero Consultation Roadmap

Farmers for Climate Action (FCA) appreciates the opportunity to provide a submission on the Transport and Infrastructure Net Zero Consultation Roadmap.

Key Points

- FCA welcomed the government's implementation of fuel efficiency standards, as these form a crucial link in ensuring the transport sector can decarbonise and farmers have access to better quality vehicles.
- Climate impacts on transport and infrastructure are already adding complexity to the sector, so including resilient freight options in the roadmap is critical. Ensuring that low emissions solutions can operate in adverse circumstances and that disruptions will not force the reversion back to high emissions methods will be key.
- Integrated planning will be vital to help minimise inefficiencies in transport networks, enabling reductions in emissions and supporting the roadmaps, avoiding, shifting, and improving the model of emission reduction.
- Investment and application of sustainable and low emission biofuels is required to support the shift to net zero, noting electrification of agricultural and transport heavy machinery is currently not commercially available, or viable from an energy infrastructure perspective in Australia.
- Ensuring that freight from the farm gate is low to zero emissions is important for both the agriculture and the transport sectors to meet their respective decarbonisation goals.
- Ensuring that service reliability in regional areas is not compromised, while mapping net zero journeys and providing low emission economy opportunities to rural and regional Australia is key.
- FCA directs the committee to our submission on the *Net Zero Agriculture and Land Sector Plan*, for consideration of the overlap between agriculture and transport.

About Farmers for Climate Action

Farmers for Climate Action represents over 8,300 farmer members and is backed by 45,000 community supporters nationwide. FCA recognises the importance of safeguarding the ability of farmers to produce food and fibre for the nation and export while seeking the deep emissions reductions we need to protect our farming families and our food supply. FCA's member base comprises farmers, agricultural leaders and rural Australians who collectively work to influence Australia to adopt strong climate policies by growing the number of farmers, rural communities and elected representatives championing ambitious action.

Fuel Efficiency Standards and New Technologies

The implementation of fuel efficiency standards in Australia are a key part of decarbonising transport emissions, but also provides better choices to Australian farmers for vehicles to use on farm. These standards provide farmers and those living outside of town centres the ability to decarbonise their personal transport emissions where active and public transport are not available or would be inefficient. FCA actively called for and is pleased to see that these standards are now being implemented.

As part of the net zero transport and infrastructure plan, regional and rural charging infrastructure for electric vehicles will be an important investment. This infrastructure must be accessible and powered by renewable energy from the electricity grid. Ensuring that people purchasing electric vehicles in regional areas have access to charging infrastructure further entices the opportunities for decarbonisation. It is important to note that some of the regional grid does not currently have the capacity to support additional charging stations and this must be addressed.

Resilient Transport Options and Integrated Planning

Climate change is already putting pressure on food and transport systems, as the effects increase ensuring that the transport sector reduces its emissions while remaining resilient will be critical to ensuring food security. In *FCA's Fork in the Road report* the impact on transport from the increasing frequency of extreme weather due to climate change, was highlighted as causing supply chain shortages throughout 2022 as a result of the extensive flooding across the country. Both road and rail were impacted by the flooding, with the supply across the Nullabor having no land; alternative sea freight was used by one supermarket chain to maintain supply in Western Australia. Since 2022, other weather events have put pressure on transport options. Delays in transporting certain farm produce can lead to spoilage, and a decrease in the supply of affected goods. Extreme heat increases the risk to animal welfare for livestock in transit and can present challenges and delays. Ensuring that quickly dispatchable low emission transport options are available and that regional and rural areas have the necessary road and rail infrastructure to support alternate transport routes to maintain supply chains is required to realise a net zero transport sector.

Integrated planning of transport systems should be implemented to consider the entire supply chain. This has the benefit of aiding increases in efficiency and by doing so reducing emissions across road, aviation, maritime, and rail sectors. Modelling of climate risks on supply chains, before they occur, may assist in quickly detailing incidents and dispatching alternative transport options, ensuring that all members of a transport supply chain can respond to changing circumstances.

Bio Low Carbon Liquid Fuels, and Hydrogen

FCA understands that alternative fuels, such as hydrogen or bio diesel, have a role to play on hard to electrify systems and processes, such as aviation, heavy road freight, and heavy farm machinery. Biofuels also present an opportunity for farmers to add diversified income to their farm business and regional communities to support jobs and strengthen the local economy. Both these points were highlighted in our recent submission on the *Future Made in Australia: Unlocking Australia's Low Carbon Liquid Fuel (LCLF) Opportunity*, and key recommendations have been reiterated below.

Biofuels should not replace the ambition in the shift from internal combustion engines to electric motors powered by renewable energy. Zero emissions technologies must be prioritised, while low emissions alternatives have a role to play, policies should not lock in ongoing emissions by delaying the switch away from polluting engines.

It is critical that the manufacturing of biofuel does not displace food and fibre production. To ensure the LCLF industry contributes to sustainability goals without compromising food security or nature protection, additional avenues for farmers to diversify income streams, feedstocks from non-food waste products such as crop residues, rejected crops, and animal manures should be considered before incentivising the shift of food production land to biofuel.

Australia's agricultural sector size, and potential volumes of organic material for biofuel feedstocks represent an area of advantage for Australia in alternative fuel production. This opportunity to convert agricultural waste into a valuable commodity offers many benefits for farmers and supports the principles of a circular economy. Assisting farmers with the upfront investments needed to diversify operations into supplying LCLF feedstock required, is necessary to overcome barriers to uptake. Fifty-six percent of farmers surveyed by *FCA in 2023* cited high upfront costs and limited access to capital as barriers to investing in new technologies. The location of biofuel production close to farms and in regional communities would ensure economic opportunities exist in those areas in a low carbon future as outlined in FCA's report *Farm Powered*.

Further, FCA supports continued investment in research, development, commercialisation and extension focusing on suitable crops for LCLF feedstocks (including multi-purpose food and biofuel crops) and methods of sustainable production, as well as integrating production into other diversified and sustainable farm operations.

Agriculture and Transport Sector Decarbonisation

Noting that the Net Zero Emission Sector Plans have considerable overlap, FCA highlights that balancing the emissions reduction of the transport sector and food distribution network will require the transport and agricultural sectors to work together. While the agriculture sector can decarbonise emissions on farms, and in processing, reducing emissions from the transport of food and agricultural produce provides opportunities to lower the emissions across the whole value chain. This also responds to demand for low emission food and fibre in supermarkets and grocers.

Farmers for Climate Action welcomes the continued development of the sectorial net zero pathways and roadmaps which will ensure policy and incentives for economy wide emission reduction, and long-term investment and industry commitment.

Please do not hesitate to contact either myself or Paul Stark, Policy and Farmer Engagement Officer through the details below should you wish to further discuss this submission.

Yours sincerely,

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