

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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Response ID:

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- 1 Confirm that you have read and understand this privacy notice.
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J Bourton
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Yes
- 5 First name
James
- 6 Last name
Bourton
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[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?
Victoria
- 14 Postcode
3082
- 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.
Not answered
- 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.
Not answered
- 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.
The emissions produced by rail as shown in this plan are so much less than those of private vehicles. prioritisation should be made to reduce the emissions of private vehicles, particularly large Utes.
- 22 4. What should be included in a national policy framework for active and public transport and how should it be developed?
Synthetic fuel programs for long distance rail, acknowledgement that the retained emissions are offset by the reduction in vehicle traffic emissions.
- 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?
Prioritisation of rail investments on a national scale, to reduce the dependency on cars
- 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?
Freight intermodal terminals need to be brought forward, to allow businesses to plan long term to move their goods onto rail networks
- 25 6.2. How would these actions address the identified challenges and opportunities for emissions reduction in the movement of goods?
by increasing the uptake and capacity of rail systems, truck usage long distance would be decreased.

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.

The overreliance on EV technology increases inequality between urban and regional areas, the usage of synthetic or HVO fuels would permit emissions reduction while allowing current ICE vehicles to operate without replacement.

Unless large scale programs are developed, a majority of regional australians will not be able to afford EVs and this will entrench inequality and resentment.

low carbon liquid fuels are not only for aviation and rail but must be a part of the vehicle transition as well.

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?

Removal of tax concessions for light commercial vehicles, which have been proven to increase the turnover and uptake of larger and larger Utes and truck, that are not required for legitimate business purposes.

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

By reducing the size, weight and increasing efficiency of vehicles, emissions can be reduced without additional technology required. also this would save large amounts of money that can be used to fund other initiatives.

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

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: Low carbon liquid fuels
 - 2: Hydrogen fuel cell
 - 3: Battery electric
- 33 10.1 Please add details to your response. Why did you rank them in that order?
- Low carbon liquid fuels allow for existing vehicles to be retained and operated until they reach end of life, this reduces the built in emissions from producing new vehicles and allows the costs to be spread out over a much longer timeframe. This will increase compliance as operators are not forced to sell operational vehicles.
- H2 Fuel cells are in development, but offer a more weight efficient system than pure batteries, with less heavy metals and rare earths needed.
- 34 11. What role should low carbon liquid fuels play in the heavy vehicle decarbonisation?
- The largest role for the short and medium terms, these are required to ensure vehicles can be operated, passed through used markets and allowed to expire . this would ensure equity and fairness to those effected.
- 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?
- Prioritisation of freight rail transportation to reduce the reliance on long distance heavy vehicle usage
- 36 13. Do you agree with the proposed net zero pathway for rail?
- Yes
- 37 13.1 Please add details to your response.
- The pathway is viable and reflects the development of vehicle technology.

- 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: Low carbon liquid fuels
 - 2: Battery electric
 - 3: Hydrogen fuel cell
- 39 14.1 Please add details to your response. Why did you rank them in that order?
- LCLF is the most effective method for short term, as it can be deployed immediately
Battery electric and partial electrification is the more effective method for the medium term for most networks
H2 FC is viable for long distance low frequency routes at the moment, which have such a small % of emissions that effort is better spent elsewhere.
- 40 15. What role should low carbon liquid fuels play in rail decarbonisation?
- LCLF is the most effective method for short term, as it can be deployed immediately on existing vehicles without major modifications, this lets us get started now without delays.
- 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?
- rail emissions should be allowed to increase, by increasing the amount of freight carried by rail, the reduction of trucks would more than outweigh the increases.
- 42 16.1 How would these actions address the identified challenges and opportunities to reduce rail emissions?
- They would allow emissions to be reduced across systems, rather than just one mode of transportation.
- 43 17. Do you agree with the proposed net zero pathway for maritime?
- Yes

- 44 17.1 Please add details to your response.
More Sails could be used
- 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.
More allowance for Lighter than Air vehicles such as Zeppelins should be considered, for long distance freight
- 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?
More Zeppelin support

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

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