

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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Mike Bodsworth
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Yes
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- 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
3230
- 15 What area best describes where you live?
Regional area
- 16 1. Do you support the proposed guiding principles?
Yes
- 17 1.1 Please add details to your response.
I see the principles as sound. An equity and value for money issue not mentioned is the subsidisation of car travel through the taxation system (e.g. reimbursements for business car use).
- 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.

Policy alone is not enough. E.g. the Vic gov goal of 25% of trips by active transport has no plan behind it and feels like wishful thinking. Need policy alignment from national to local scale, and programs to implement policy.

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

Don't subsidise business car use. E.g. when I drive to work (22km each way) I can claim an 85c/km reimbursement. When I ride I get nothing - incentivises driving. Yet when I drive there's a substantial net cost to society (infrastructure costs, pollution, road trauma, physical inactivity etc), while when I ride there's a substantial net benefit (health care costs avoided, low infrastructure cost etc). Drivers should be paying amounts closer to the real costs of driving. The trend towards huge cars is terrible and must be addressed - not just re emissions but regarding safety, waste of space, wear and tear on roads, whole of life costs. Adjust the balance of federal funds going to the different modes, to better reflect the importance of each mode to net zero goals - and by all means focus on net zero but take a systems approach that considers other issues like pollution, trauma, physical activity and health costs, noise, social interaction, resource use and circular economy, sovereign risk. (I.e. electric cars aren't 'the answer': need way fewer cars, way less driving, and for 'residual' car use to be electrified.)

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?

Systems-thinking - including urban planning, auto industry regulation (try 'plain packaging' for cars - try to diminish the value of cars as status symbols and totems),

highlight links between transport modes and mental and physical health, etc. Subsidise low emissions modes and stop subsidising high emissions modes. Re-allocate public space away from cars and towards PT and AT - particularly to not give cars so much right of way - give more spatial priority to PT and AT and make car travel slower.

- 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?

Circular economy! Less goods in circulation, less consumption, distribution and disposal.

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

Circular economy and more localised economies mean less transport of goods.

- 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.

Not really, it suggests EVs are the answer, whereas they only win on emissions reduction, leaving lots of other very significant harmful impacts ('car harms'). Not enough recognition of the cost of cars - whether EV or not.

- 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?

Need to go beyond efficiency and address broader car impacts, ie. a 3,000kg electric SUV may have low emissions but poses lots of other impacts.

- 29 8.2 How would these actions address the identified challenges and

opportunities to reduce light vehicle emissions?

It can't be all about emissions - this is a systems problem and needs systems solutions.

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

Yes but transition to a circular economy is needed.

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: Hydrogen fuel cell

2: Low carbon liquid fuels

3: Battery electric

33 10.1 Please add details to your response. Why did you rank them in that order?

Don't see battery electric being the most suitable for heavy vehicles.

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?

Acknowledge that high growth capitalist economy with high consumption and population growth is unsustainable.

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

Yes

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?

Yes

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.
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?
No

- 52 21.1 Please add details to your response.
Under-emphasises the need for fewer roads, far fewer vehicles, more AT and PT. Need a huge shift from road infrastructure to other modes.
- 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?
Need to get to grips with the need for systems change including de-growth
- 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?
Strong political leadership. Clear and far-sighted vision for 'what success looks like'. Ensure tax settings reflect true costs and benefits of different transport modes and make that an essential principle through all tiers of gov. Far greater and more urgent shift from funding driving to funding walking, cycling and PT. \$100M for AT is actually very little to drive mode shift. Collaborate, but don't hesitate to force through changes that are clearly right, but don't have support.

- 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?
go hard on Future Made in Aus
- 60 26. What measures and metrics should be used to evaluate the final Transport and Infrastructure Net Zero Roadmap and Action Plan?
Not its popularity.
- 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?
Too narrow a focus on net zero and not enough recognition of the bigger picture and systems
- 64 28.1 Is there anything missing? Are the sections appropriately integrated? Is the Roadmap appropriately ambitious?
It's really good but the fundamental nature of our economy is the elephant in the room
- 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