

# Transport and Infrastructure Net Zero Consultation Roadmap

## Take the survey

Department of Climate Change, Energy, Environment and Water

---


Response received at:

May 28, 2024 at 12:05 PM GMT+10

Response ID:

sbm2e5309c72cf1e7e53ec36

---

- 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  
Rick Banyard
- 4 Confirm that you have read and understand this declaration.  
Yes
- 5 First name  
Rick
- 6 Last name  
Banyard
- 7 Email  


- 8 Phone  
[REDACTED]
- 9 Who are you answering on behalf of?  
Organisation
- 10 Organisation name  
Correct Planning and Consultation for Mayfield
- 11 What best describes you or your organisation?  
Not for profit
- 12 What sector do you represent?  
Maritime  
Rail  
Heavy road vehicles (trucks, buses etc.)  
Light road vehicles (cars, utes etc.)  
Public transport  
Infrastructure
- 13 What state or territory do you live in?  
New South Wales
- 14 Postcode  
2298
- 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.  
Must have a plan to make fast progress.

- 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.  
Active transport should be discouraged as its infrastructure costs and emissions are a major waste of resources. Other sport and activities off road are a far better choice.
- 22 4. What should be included in a national policy framework for active and public transport and how should it be developed?  
Everything with emphasis on the major polluters.
- 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?  
Financial and other incentives allow people and businesses to get some reward to offset the cost of change.
- 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?  
1 Reopening currently closed rail corridors will allow a mode shift from trucks and planes to rail.  
2 Greater use of our waterways and ports will help.  
3 Allowing all Ports to trade freely and not be constrained by restrictions on trade. Eg removing the three ports policy in NSW

4 Provide incentives to Introduce self propelled barges for waterways transport and coastal freight movement.

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

Mode shifting will allow greater efficiency, reduce the transport cost, reduce infrastructure costs.

Converting all main line rail corridors to electrified double stacking will have a major impact on cost and pollution per tonne of freight.

26 7. Do you agree with the proposed net zero pathway for light road vehicles?

Yes

27 7.1 Please add details to your response.

Light vehicles are only a short life item and a change in vehicle fuel use by better economy or changed fuel type can provide a quick reduction in emissions.

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?

adjusting the price of fuel to make better fuels cheaper would provide a better incentive than by regulation.

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

Vehicle choice is heavily influenced by whole of life costs.

30 9. Do you agree with the proposed net zero pathway for heavy road vehicles?

No

- 31 9.1 Please add details to your response  
The results of change will be slow in relation to a more rapid benefit of a mode shift to rail.
- 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: Low carbon liquid fuels  
3: Hydrogen fuel cell
- 33 10.1 Please add details to your response. Why did you rank them in that order?  
Electric power and drive line is proven technology (in trains for over 70 years) and battery improvement is rapid and becoming cheaper.
- 34 11. What role should low carbon liquid fuels play in the heavy vehicle decarbonisation?  
very minor as mostly short term.
- 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?  
There is only one real option and that is electrified double stacked freight and passenger trains. So opening up closed corridors and conversion to higher rail corridors should be the focus of transport infrastructure funding.
- 36 13. Do you agree with the proposed net zero pathway for rail?  
Yes
- 37 13.1 Please add details to your response.  
Rail is grossly underutilised.  
Rails contribution is largely achieved by mode shifting from road (cars and trucks) to rail and from plane to rail.

- 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: Battery electric
  - 2: Hydrogen fuel cell
  - 3: Low carbon liquid fuels
- 39 14.1 Please add details to your response. Why did you rank them in that order?
- Electrification of rail corridors to double stacking (7.1 metres) is the real answer and eliminates the need for all other forms of fuel.
- Electrification could with the use of batteries become a partial catenary network with sections where the train operates on battery power and sections where power is drawn from the catenary.
- 40 15. What role should low carbon liquid fuels play in rail decarbonisation?
- none!
- 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?
- Develop a National rail electrification plan with double stacked corridors. The Hunter Rail Line (from Newcastle to Narrabri and the Inland Rail route would make great starting points.
- 42 16.1 How would these actions address the identified challenges and opportunities to reduce rail emissions?
- The emission reduction due to greater fuel efficiency and mode shift of freight and passengers would be massive.
- 43 17. Do you agree with the proposed net zero pathway for maritime?
- No

- 44 17.1 Please add details to your response.  
Domestic shipping and other vessels need to make a greater contribution.
- 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?  
Pleasure craft and waterway vessels do not seem to be considered but should be.
- 46 18.2 How would these actions address the identified challenges and opportunities to reduce maritime emissions?  
Waterways could play a part in the mode shift.
- 47 19. Do you agree with the proposed net zero pathway for aviation?  
yes
- 48 19.1 Please add details to your response.  
Planes are massive polluters and the products of operations is heavily concentrated in air corridors particularly in take off flight paths,
- 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.  
There needs to be a large reduction in aviation into modes that are more environmentally friendly. High Speed rail and Inter City sleeper trains are an obvious choice.
- 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?  
Plan and build more rail and do it fast.

- 51 21. Do you agree with the proposed net zero pathway for transport infrastructure?  
No
- 52 21.1 Please add details to your response.  
The plan is too slow and not thought through. More rail is essential.
- 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?  
1 open all closed corridors,  
2 terminate all rail trail funding  
3 speed up the Inland rail and connect with Gladstone  
4 reduce Highway funding and build and electrify all main rail lines to double stacked standard.  
5 Encourage the use of barges in our waterways and Port precincts.
- 54 22.1 How would these actions address the identified challenges and opportunities to reduce transport infrastructure emissions?  
provide a major reduction and shift in emissions.
- 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?  
Taxes, levies, rewards and subsidies can all play an important part.
- 56 24. How should the use of low carbon liquid fuels (LCLFs) be prioritised across different transport modes over time to achieve maximum abatement?  
LCLFs are probably best used to refresh the generation of electricity to power trains via catenary networks. Power generation plants should be located to feed power directly into the rail network grid thus reducing the need for massive power transmission lines.

- 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?  
Be the catalyst for action  
Seeding grants  
Federal and State Budgets  
Planning and Development activities
- 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?  
The IIMO.s role in addressing shipping emission.
- 59 25.2 What opportunities can Government leverage to show leadership in Australia and internationally?  
The Inland Rail is a great example of a real project that will deliver real benefits. BUT it has been hampered by the slowness of government to deliver the project.
- 60 26. What measures and metrics should be used to evaluate the final Transport and Infrastructure Net Zero Roadmap and Action Plan?  
Plotting progress against realistic goal.  
Financial rewards for those that achieve or make a real commitment.
- 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?  
Research is very important and a good option for government as positive outcome are not always achievable.
- 62 27. Do you have any feedback on the proposed review process?  
The Transport Industry is a major industry and employer. It is a major revenue generator for government and as a major need for expenditure. The outcome of the review must be Action Packed with real activities that will deliver to both Industry and the community. Action must be realistic, timely and fundable, There must be financial "carrots" that ensure that the community embraces the changes necessary.

63 28. Do you have any further feedback on the Consultation Roadmap and proposed pathways?

Each item on the road map should be set targets and show plotted results.

Tasmania and New Zealand should be connected to the Port of Newcastle with RoPax vessels in a similar way to the operation of the Spirit of Tasmania. This will boost trade, mode shift and take the pressure off the roads. Two return services to Tasmania and one to New Zealand per week would be a viable option.

64 28.1 Is there anything missing? Are the sections appropriately integrated? Is the Roadmap appropriately ambitious?

Action on the plan and its targets are too slow. For example the growth in road freight should not be permitted to grow at all and should start diminishing with trains absorbing the growth and raising its mode share.

The Plan should be shifting passengers out of Planes and on to trains. Sleeper cars on trains from Sydney to Melbourne would reduce plane flights.

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