

## *Carbon Pollution Reduction Scheme*

*“A technology led approach towards future sustainability, should be complemented by the “push” of carbon trading schemes.”-Stephen V. Zorbas 2005*

I fully support a Carbon Pollution Reduction Scheme for Australia to begin in year 2010.

I offer a pathway to follow and achieve the goals set by our year 2010 Carbon Pollution Reduction Scheme; “A technology led approach towards future sustainability, should be complemented by the “push” of carbon trading schemes.”-S.V. Zorbas 05. I have already been implementing a practical strategy along the pathway-solution as offered above. <http://www.hydrogen.asn.au/Stephen-V-Zorbas-Australia.htm>

From ~year 2001 I developed a practical strategy which was to present as many state and territory ministers from around Australia as possible, reports on the application of new low to zero emission technologies and systems for Australia’s future. Time and timing of such new technologies/ systems were as well mentioned in each of the ~twenty (20) reports issued to year ~2004, highlighting the speed/rate of development of such new technologies. The process was lengthy as over the years I received ~seventy (70) to eighty (80) letters from ministers from across Australia receipting the said reports.

The extremely negative behaviour of the Howard government on emissions over many years precipitated such a practical strategy as above. The many reports I wrote on low to zero emission technologies were designed to convince the states and territories of Australia that they could develop their own *collective* Carbon Trading Scheme. I am quite sure that as a result of the execution of the above strategy along the *pathway solution* over time, I would have had a significant impact on current cooperative strategies involving carbon trading schemes, climate change and other planned “green” policies by the current federal ALP government.

With the direction clearly defined as above, the mechanics of a Carbon Pollution Reduction Scheme planned for Australia should include transport and be equitable for all Australians over time. Carbon trading schemes have been operating overseas for a number of years with NSW being a world leader. Potential variances over time to the scheme’s budget should be strategically planned for, facilitating known variables from the year 2010 start.

The “push” of the carbon trading scheme and the “pull” of the available “green” technologies to reduce emissions, should be as balanced as possible to maximise emissions reduction in the least amount of time.

The National Hydrogen Institute of Australia will seek to act as a *conduit* for corporate Australia regarding available “green” technologies. The N.H.I.A. with its proven systems approach for hydrogen is best suited to help achieve the required *balance* as above, so please provide support so the N.H.I.A. can be federally funded ASAP.