

Developing an Emissions Reduction and Resilience Plan for Tasmania's transport sector

Through a combination of renewable energy and changes in land use, Tasmania has achieved net-zero emissions for a number of years now. But our overall emissions are not reducing and the transportation sector accounts for > 20% of our emissions. If significant efforts are not made to reduce sector emissions we will only add to the devastation that is to come through climate change.

The need for more public transport:

- Relying heavily on cars for transportation increases inequality and drives fossil fuel emissions - as Tasmania makes use of some of the oldest cars in the country.
- This should be addressed through improvements to the public transport system which would improve social justice, while enhancing productivity and economic activity.
- Effective public transport systems benefit communities by costing less to the community, requiring less urban space, being less energy-intensive, polluting less, improving accessibility to jobs, and offering mobility for all individuals - including those in vulnerable situations or with disabilities.
- A shift toward public transport will reduce congestion on road networks and help significantly reduce emissions per capita.

More active transport:

- Active transport options (walking, scootering and cycling) reduce the reliance on personal cars and at the same time provide health benefits.
- Well-connected walkways and cycle paths improve overall mobility within communities while encouraging sustainable lifestyles thereby mitigating climate change effects.
- There needs to be more attention paid to actively improving active transport options in the draft plan.

Actual ambition with emissions targets:

In addition to increased emphasis on public and active transport in the draft plan, there is a need for the state to aim for ambitious emissions reduction targets - specifically for the transport sector. These targets should be incorporated into the state's overall climate strategy, highlighting the importance of transitioning away from owning cars to using more sustainable transportation.

Recommendations:

- The draft plan should include more detailed provisions for enhancing public and active transport to achieve ambitious emissions reduction goals.
- This could involve specific commitments to expanding transit networks, developing safe cycling routes, providing adequate pedestrian walkways, and integrating various forms of sustainable mobility into urban planning frameworks.
- By highlighting the inclusion of active and public transport in its climate plans, the state can begin reducing greenhouse gas emissions from the transportation sector while also creating healthier and more equitable communities.
- A role such as a Future Generations Commissioner, as per the Wales model (<https://www.futuregenerations.wales/>) would be effective in this space

Urgent measures are required at both policy and behavioural levels toward mode-shifting from car ownership. This should be predominantly driven by incentives for active and public transport and clean energy solutions, instead of relying on personal electric vehicles.