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**Form:** Jemima Cooper  
**Sent:** Tuesday 21 November 2023 8:38 PM  
**To:** Climate Change  
**Subject:** Submission regarding the ERRP-Transport

To Whom it May Concern, regarding the invitation to submit responses to the:

Consultation draft - Emissions Reduction and Resilience Plan: Transport

Thank you for the opportunity to have input into the draft ERRP: Transport, for Tasmania.

As a concerned individual Tasmanian, I have recently become the delighted owner of a second-hand electric vehicle, which was imported specifically by the vendor (Good Car Company) with a view to making EVs more affordable for Tasmanian drivers by offering these cars directly into the market as used vehicles. Personally I think this model works very well for Tasmanians who don't have a big budget. I also appreciate having been able to have my EV car purchase price subsidised by the Tasmanian government.

Driving an EV in Tasmania is fun and affordable. I commend the government for having supported the development of a charging infrastructure in the state. In most instances I have found the experience of charging to be straightforward. Stopping to charge up the car whilst travelling around the state is a lovely way to change my relationship with the landscape, and change the experience of travel itself. The charger at Dunalley is perhaps the best example of this : the charger is located in a very pretty rural site, with water views, public toilet, children's play equipment, a historic monument to visit, and a great coffee shop nearby. Analogous to "Slow Food" and "Slow Fashion", maybe there is a case to be made for "Slow Transport"; intentional and enjoyable travel.

It would be great to think that tourists in the state, whether locals or visitors, could have a holiday that featured the EV experience: an EV trail maybe? Can Councils perhaps offer reduced parking meter fees for EVs, as an incentive?

Councils could also be encouraged to increase their commitment to installing bicycle lanes in our urban areas - and beyond (think Glenorchy to Bridgewater) - with infrastructure to support older people and mothers who need to stop occasionally and rest, or take shelter from showers.

As for the large majority of Tasmanians who drive to work, how can car-pooling be made more attractive? Can RecFIT promote apps which safely allow people to contact each other to publicise rideshare opportunities? Perhaps each school child could have a government-supplied nominal travel voucher, vouchers which become redeemable once a certain number have been collected, whether by bus companies or by mums' taxis. Would the government consider car registration options, such as "half time use" registrations which entitle the owner to drive only on certain days of the week, for a reduced cost?

The ERRP could include more of a role for Tasmania's ports and maritime operations. In the medium to long term, to have an alternative transport strategy which sees Tasmania serviced by coastal shipping could enhance resilience for the state as a whole. Roads in Tasmania are already struggling to keep rural communities connected to Launceston and to Hobart (think St Mary's Pass), and if extreme weather events cause flood and fire damage to road surfaces at an increased rate then the repair costs for Councils will increase. If there were a plan which could install scalable / modular dock units at suitable harbours around the state then these could be built up as demand increased, or moved from one location to another. Floating infrastructure might be less susceptible to sea-level rise or flooding events? There is technology established which powers boats with solar energy (see Ocuis, an award-winning Australian design company): a fleet of such vessels, smaller and larger, would allow island Tasmania to exploit its natural geographical advantage, rather than struggling against the mountainous interior which punishes road engineers.

Transport of food around the state is a function of a food industry which is dominated by an industrial duopoly. One hears of animals being shipped live to the mainland for slaughter, packaged and shipped back for sale in Tasmanian supermarket outlets - surely we can no longer afford this senseless duplication of transport consumption? To support the local food movement is to reduce food miles / emissions, increase freshness of available food stuffs, support local enterprises, build self-reliance, and potentially reduce refrigeration costs / emissions. Road usage fees could reflect the value of the commodities being transported: less taxes and fees for Tasmanian-produced items, higher charges for imported foodstuffs (especially refrigerated lines) and luxury goods? Is our community ready for a conversation about the cost / benefits of importing heavy items which are simply life-style luxuries for a few?

Tasmania is incredibly fortunate in that we do produce such a wide range of quality foods here: let's not squander that advantage by adding a huge serve of carbon, in the form of transport emissions, to our produce. Perhaps if the Tasmanian government were to take the bold initiative of providing cooked school lunches for all school children then the government could here lead by example, purchasing mainly locally-grown produce to give our children healthy meals. The government could, here and now, commit to purchasing a high proportion of locally-grown produce for meal preparation in our hospitals. The government could also take to the table with Federal counterparts to canvas the appetite nationally for some sort of "food miles" labelling system for supermarket products (not just foodstuffs).

Thankyou again for considering my comments,  
with best regards,  
Jemima Cooper