

I'd like to thank you for providing me the opportunity to provide feedback on the draft plan. It is encouraging to see Tasmania working on sector-based emissions reduction. I was disappointed to see that the consultation for the development of the draft plan focused on "government, business and industry" input only. There are a number of community groups and other organisations around the state that are experts in this area, and it would have been inspiring to see them be included in the development of the draft plan. There is a need to get the broader community onside and a more inclusive approach to consultation would surely with help with this.

Tasmania has achieved net zero emissions due to land use changes and renewable energy. However, underlying greenhouse gas (GHG) emissions from the transportation sector are not improving. In light of the global crisis encompassing climate change, biodiversity loss, and social inequality, strategic action is vital. To address this challenge comprehensively, there must be a concerted effort to develop specific emission reduction targets in line with Tasmania's commitment to sustainability. It was unfortunate to not see any concrete emissions reduction target set for the transportation sector in the draft plan – UTAS Policy Exchange suggests a 60% reduction by 2030.

A significant portion of the draft plan focuses on widespread electrification. And this is critical to reduce our use of fossil fuels. However, the draft plan does not focus enough on the need to reduce our dependence on private car use. We need to shift from a state that relies heavily on our private cars, to one that uses significantly more public and active transportation. More focus and, particularly, more resources need to be put into this critical shift. This can be achieved by embracing an integrated public transport system alongside active transport options, such as walking and cycling. This strategy goes beyond environmental benefits - it translates into improved societal well-being and economic growth through reduced congestion-related issues, while enhancing accessibility for all community members. Consequently, these measures will help achieve GHG emissions reductions, but also lead to health co-benefits across diverse communities.

Public transit promotes greater social justice through improving access to jobs and services among vulnerable groups who have historically been underserved by traditional transportation modes. Endorsing active mobility alternatives such as multi-purpose footpaths designated for walking and cycling - that provide safer routes throughout urban environments - further support inclusive access for diverse populations.

Electrification of the transportation network is vital. Investment in electric vehicles should be preferred over biofuels or hydrogen fuel cells - given their lack of climate credentials. The revised plan should focus on driving a speedy transition to all-electric public transport as soon as possible. Personal electric vehicles will also play a role in reducing our transport emissions – though the revised plan needs to ensure a transition away from current high levels of private car usage. Their uptake should be incentivised – and it is crucial that the incentives are used to lift everyone in a fair way, so no one is left behind.

The following recommendations support the adoption of ambitious targets for moving towards cleaner modes of transportation:

- Adopt an ambitious emissions reduction target for the transport sector. A 60% reduction has been suggested by the UTAS Policy Exchange.
- The revised plan should set a goal of achieving increased uptake of public transport – possibly in line with the Climate Council's recommendation of 49% of trips.
- An integrated transport system (with high frequency services and widespread network coverage) would encourage Tasmanians to move away from their reliance on private cars.

- The state should immediately set about electrifying its public transportation.
- Equitable financial incentives should be used to increase responsible electric car ownership.

Thank you for considering my submission,

Donnacha McGrath