

---

**From:** noreply@stategrowth.tas.gov.au  
**Sent:** Thursday, 23 November 2023 6:11 PM  
**To:** Climate Change  
**Subject:** Emissions Reduction and Resilience Plan - online submission form

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:**

Name/Organisation: Rosemary  
Address: Farrell  
Email:

How can we reduce emissions & build resilience:

Firstly, it is good to see this 2023-2025 Tas Climate Action Plan under Premier Rockliff and Environment Minister Jaensch. This WHOLE CONCEPT and PRESENTATION is MUCH better, than the inadequate Tas CCAP 2021 and its Opportunities Paper under Premier Gutwein, to which I made a submission (ref 625727). I am disappointed that my comment under Question 3 in 2021 has not been acted on regarding the (still current) acronym LULUCF which I wrote "seems to intentionally mislead at a time that statistics are vital for scientifically ... measuring GHG emissions. To quote from the 2023-2025 CCAP :- "Transport sector emissions made up 48.2 per cent of Tasmania's energy emissions in 2021, and 21.0 per cent of our total emissions, at 1.74Mt CO<sub>2</sub>-e (excluding the land use, land use change and forestry sector)" !!! We will ONLY be able to 'build on the work already underway' if we measure Agricultural emissions separately from F(ORESTRY) emissions - especially for TRANSPORT emissions. Sadly continued emissions from Forestry 'Land Use Change' where the Change is in fact C(learing) our remaining essential Co<sub>2</sub> capturing native forests currently STANDING and GROWING will not be counted under the heading of TRANSPORT, but carting the fallen native trees away on log truck WILL BE. This whole concept continues to be masked by the above quoted LULUCF EXCLUSION clause. THIS has to STOP.

What future opportunities will have most impact:

The opportunity which I have described in my answer of Question 1 will have the most impact and is constantly pointed at in 2023 as something the Tasmanian Government MUST attend to if it is to be transparent and honest, AND stop the loss of Co<sub>2</sub> into the atmosphere from FORESTRY. The Hot Regeneration Burning the follows such FORESTRY operations is yet another Co<sub>2</sub> emission saving that would be available immediately, plus the benefit to our native flora, fauna and biodiversity generally.

Priorities or opportunities missing from draft Plan:

Other than the native forest logging issue, although not directly saving emissions, the provision of bus shelters and benches for bus stops will really encourage people to use that form of public transport. At the Wrest Point Casino stop 11 (heading south) Federal Hotels removed the bus shelter and bench at the start of 2022. Two winters have passed with Metro clients needing to stand in the open at a very exposed, windy bus stop. Many in the area are elderly or students dependent on bus transport. I am one and can almost hear the scorn of those drivers who pass constantly and who are less likely to change to public transport every time they see people like me. At that particular stop most young people sit on the Wrest Point side garden kerb, but the elderly cannot do this. I have brought this matter (including a petition) to the notice of Minister Ferguson and the HHC on many occasions. Promises have been made and correspondence sent but no ACTION yet !

Any other ways we can collaborate:

I think particular attention needs to be paid to the mining industry and their transport requirements while working in remote areas of the West Coast, MMG for instance

create not just truck and heavy equipment emissions but also create native forest loss. Mining transport needs regulating and careful planning in remote areas and those companies must be involved in discussions on these points. Perhaps they need special assistance to acquire EV heavy vehicles and for their transport routes and networks to be carefully appraised.

Permission:

I give permission for my/my organisation's submission to be published.