



Response from Circular Economy Huon to the Emissions reduction and resilience plan – Transport November 2023

Circular Economy Huon commends the Renewables, Climate and Future Industries Tasmania, (RecFIT) Department of State Growth for selecting transport as the first industry sector to receive attention to reduce emissions and for writing this Consultation Draft (CD).

The document suggests 5 well researched priorities for reducing emissions and we are pleased the first priority area is about mode shifting away from private car usage to active and public transport. While there were no targets, timelines or costings in the CD we urge RecFIT to monitor, report and publicly communicate the rise or fall from transport related green-house-gas emission to the community at regular intervals.

Working strategically

- There is much to be gained by revisiting strategies that have been proposed over the last 15 or so years that have not been implemented. For example, the 'Southern Integrated transport Plan', (2010) contains many ideas that are as relevant today as when they were written.
- Many jurisdictions elsewhere in the world are considerably more advanced in their move to low emissions transport and we should not hesitate to learn from all available knowledge to both speed up the transition and save Tasmania a lot of money.

The organisation of transport

- Establish a Transport Authority for looking after all aspects of transport and working in conjunction with road and bridge building and maintenance.
- In the next parliament create a position for a Minister for Public and Active Transport.
- Aim to have cross party agreement with all major political parties on transport policy for the future.
- Rethinking transport requires a real commitment to improved transport facilities rather than building roads and bridges. Research has shown that more buses deliver better value to disadvantaged areas than new roads. This is a social equity issue.

Financial considerations

- There are several aspects of moving to a lower emissions transport regime that will require considerable injections of money and longer term financial planning.

- Instigate discussions with the federal government to become joint partners in funding the transition to low emissions transport as has been done previously with building roads and bridges.
- In recognition of the urgency of reducing transport emissions, lower cost mitigation measures should be quickly implemented - an example of this is introducing a professionally run car-pooling system across Tasmania.
- The expenditure on moving to lower emissions transport systems would be at least partially offset by the reduction in road building and maintenance.
- The high cost of bus services, particularly in rural areas is a major deterrent to mode shift. A review of bus fares and creative incentives is another priority.

Mode shifting

- Immediately commence a research project to better understand community perceptions of public transport and what measures will assist the shift. Take immediate action on the results of the research to change community attitudes.
- Avoiding travel is an integral part of lowering emissions. Examples of how this can be achieved include working from home, providing more local services in the regions, more co-ordinated planning, de-glamorising car travel or just car-pooling by neighbours.
- Research has shown that public transport is considerably safer than private cars and is a message to be shared with the public.
- To talk mode shifting without embracing an integrated transport plan for Tasmania is irresponsible. Walking, cycling, e-scooters, car-pooling, community transport, bus services, ferries and the private car need to be part of holistic solution and not fragmented and disjointed. See - https://docs.google.com/document/d/1I3IHMfvytaOR6sGJmJbX5IW-y-cNimz1/edit?usp=share_link&oid=107167663994746573303&rtpof=true&sd=true
- If expertise doesn't exist in Tasmania, contract a data analytic mobility company to properly design and implement an integrated transport plan for the whole state.
- Prepare a longer term, say 20 year plan, for the ongoing roll out of an integrated plan to facilitate mode shift rather than relying on short term 'announceables'.
- Aim to dramatically improve bus patronage as soon as possible by setting aspirational targets; say 60% of people travelling by bus to work by 2030?
- Stop home garaging of work vehicles for all public servants and instead provide them with a green card to boost the image and usage of public transport.
- Community transport, largely missing in Tasmania now, will assist the whole community, including those with special needs to travel to essential services and reach major bus transport routes. It also reduces the need for parking spaces.

Zero Emissions Buses (ZEB)

- Accelerate the introduction of ZEB by working collaboratively with New South Wales, Victoria and Queensland who have trialled ZEB and well advanced to introduce ZEBs from 2025 onwards.
- ZEBs cost \$700,000 - \$1 million per bus; allocate adequate funding now for acquiring and repurposing a low emissions bus fleet in future state budgets.

- Plan and implement electric bus recharging facilities across the state. This needs to be scheduled with sufficient time to build networks – transmission lines.
- How can Tasmania benefit from the international take up of ZEB in terms of manufacture of components and batteries within the state?
- There needs to be a plan for school buses to become part of the ZEB fleet as a matter of urgency.
- Just as all buses need to become electric, the same applies to the proposed ferry network.

From ICE to EV

- Based on emissions targets there should be a specific timeframe and target to reduce the number of ICE vehicles.
- Tasmania must plan for EVs to have Vehicle to Grid capacity and promote the concept of households saving money by using the EV's battery for household power.
- There needs to be a strategy for maximising 'recycled' ICE vehicles – both cars and buses, and their components by adopting circular economy principles.
- To reduce the total number of vehicles on Tasmanian roads the aim should be to remove more ICE vehicles than the replacement number of EVs.
- Continue to support the uptake of e-bikes and e-scooters.

New infrastructure

- Provide a central bus interconnector facility in Hobart and regional end of line terminals.
- An efficient and comprehensive ticketing system is essential to linking all forms of transport to enable an integrated transport system.
- Make bus stops comfortable, safe, attractive and well maintained to attract public usage.
- All bus stops need to have adequate parking and drop off areas not just a small number of places that are referred to as 'park and ride'.
- The number and suitability of tracks and trails in most areas of the state need to be improved and increased through long term planning and realistic funding.

In addition to the above submission, we strongly support three other submissions that contain many ideas supported by the group.

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