

Consultation draft for Emissions Reduction and Resilience plan - SUBMISSION

My name is Kazz Feeney, and this is my proposal of an intervention for change to be considered under the consultation draft for Emissions Reduction and Resilience plan to bring awareness to the short and long term impacts regarding lack of public transport in far NW Tasmania, specifically the Bass highway between Smithton and Burnie.

The situation

My proposal of an intervention for change relates to the ongoing lack of public transport in far NW Tasmania focusing on the current situation and future resulting impacts of inaction.

Without a passenger rail service, buses are the dominant form of public transport when without a car (TWC N.D.), and in NW Tasmania the problem is escalated by a lack of regular bus services (Department of State Growth 2023).

No metro public transport services in Circular Head (CHC 2020, p.8) means travel is limited for the communities' eastwards along the north coast to Burnie. From Smithton to Burnie there is one bus out and one bus in a day, with twelve stops catering for school-aged children (**Figure. 1**). Leaving Smithton at around 7am, returning from Burnie to Smithton at roughly 3.30pm; locations of stops are distant from each other, some only accessible by car - leaving people in Smithton and at places on route in a position where the only option is to leave early and stay in Burnie until returning in the afternoon. Segregating the Circular Head communities into being car owners is not an option for many who cannot afford a vehicle, rising fuel costs, or unable to drive themselves. This creates barriers for people to access services or equal opportunities, leaving specific groups of people behind in society (UNSDG 2023) because of age, location, or physical abilities.

Increased public transport would promote SDG. 8: Decent work and economic growth - Enabling job seekers to attend interviews and employment (Ferguson 2023). Those who cannot afford accommodation in built-up areas would be able to rent in rural locations (Reardon 2023) and be able to get to work on public transport resulting in fewer contributions to circular economy.

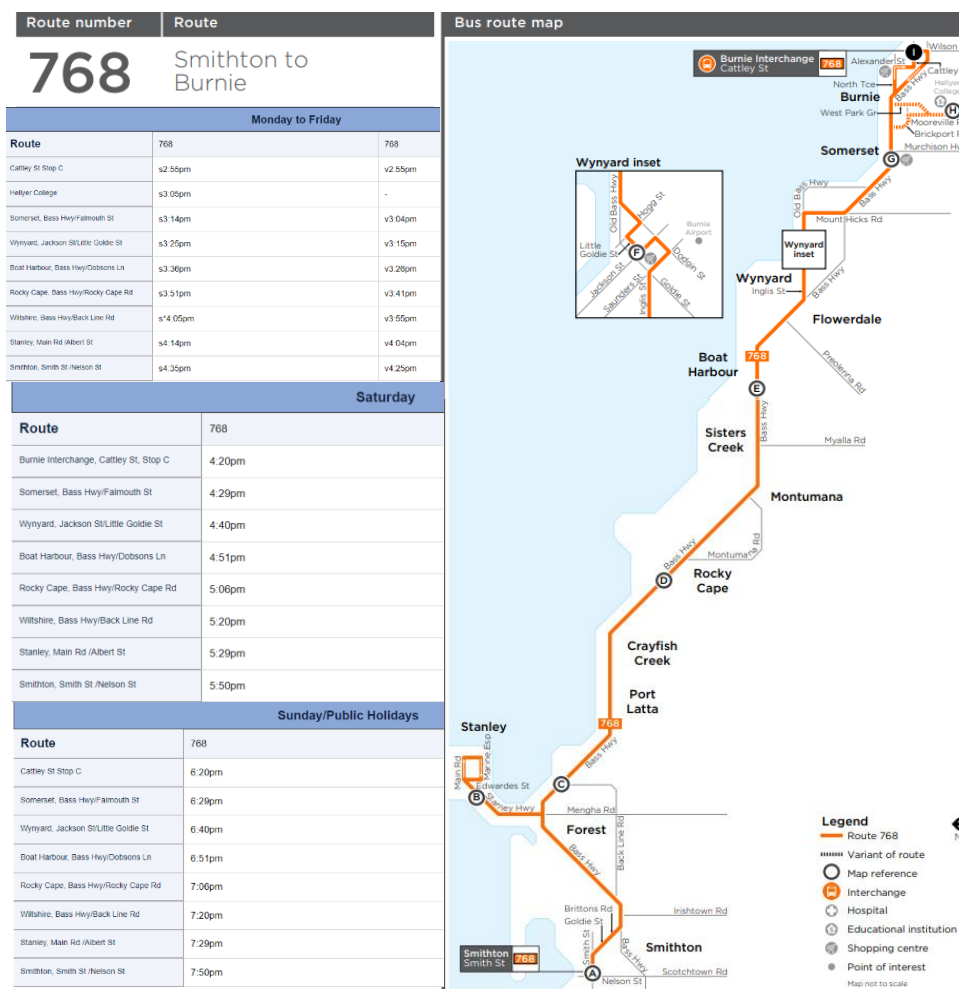


Figure. 1: Shows the route and times of the available bus service, with one outgoing service from Smithton to Burnie in the morning and one return service from Burnie to Smithton in the afternoon Monday – Friday (Department of State Growth 2023).

This wicked problem doesn't only affect transport issues – the 2016 & 2021 Smithton census (ABS 2016) shows a steadily rising population of far NW Tasmania with people who use a car to drive to work rising over 1% in 5 years (ABS 2021) while other sources show the ratios of households in the area with no motor vehicle as below the states average (TASCOSS et. al 2022). Transportation is the biggest producer of global carbon emissions (United Nations N.D.) and 21% of Tasmania's emissions (excluding land use and forestry) (Ferguson et. al 2023). Without reliable, regular services from one town to the next this means the NW area of the state will see a rise in private vehicles and emissions. Increasing popularity of EVs would see a rise in demand for mining minerals for manufacture (IEA 2021) as producing new EVs requires high amounts of minerals and precious metals (United Nations N.D.), heightening the trade-offs (Halm 2022) regarding the benefits of alternative vehicles due to the large volume of them possibly needed in NW Tasmania. This relates to the impacts of SDG12, encouraging people to take a more sustainable approach by using public transport to help lower emissions and mining production for car manufacture (Riofrancos et. al 2023).

The proposal

My intervention for change is to suggest an electric shuttle service to compensate for the lack of transport and slow the predicted rise in emissions (**Figure. 2**) from both vehicles and mining for the increased demand for personal electric vehicles. Shared services can reduce the need for net new manufacturing while having a higher per-unit utilization (United Nations N.D.). They're cheaper to run than modern combustion vehicles, quieter, and have zero emissions while being powered by Tasmania's renewable electricity sources. (Tas Networks 2019). Trials have recently commenced in Launceston with 4 Battery Electric buses operating on existing Metro routes and mid-2024 will see 3 Fuel Cell Electric buses launched on a 3-year trial in Hobart (Metro N.D.).

Sector	National Greenhouse Gas Inventory		Projection	
	2005	2020	2030	2035
Electricity	197	172	79	66
Stationary energy	82	101	101	94
Transport	82	93	103	99
Fugitives	43	53	55	55
Agriculture	86	73	79	78
Industrial processes and product use	30	32	28	25
Waste	16	13	11	10
Land use, land-use change and forestry	85	-39	-33	-44
Total	621	498	422	383

Figure. 2: Baseline scenario projections to 2035 (highlighted yellow) predict an increase in transport emissions over the next 8 years (DCCEEW 2022).

However, **Figure. 3** shows a public consultation report stating there is not adequate interest or need for more regular public transport services based on 5 community stakeholder responses.

Residents of far NW Tasmania need to be heard when it comes to transport and its availability, and the government/local councils need to educate the communities as to why it's beneficial. Building and maintaining the relevant infrastructure and campaigning the benefits can encourage a rise in acceptance of public transport among residents (UNESCO 2017, p8). This reinforces SDG 17 by encouraging community access for non-drivers to partake in collaboration opportunities, a sense of inclusion, and networking along the 66km stretch from Smithton to Wynyard. Partnerships can be a powerful innovative force in transforming opinions and directing them towards sustainable development (Tilbury & Wortman 2004, p.19)

Key Points	Our response
Bus stop infrastructure	
Request that additional bus stops be provided at Boat Harbour, Sisters Creek, Rocky Cape and Detention River.	<p>Bus stops are currently provided along the route from Smithton to Burnie. These bus stops will continue to be serviced. Specifically:</p> <ul style="list-style-type: none"> • Detention River (Detention River Store) • Rocky Cape (Rocky Cape Roadhouse) • Sisters Creek (17 894 Bass Highway, Sisters Creek Hall) • Boat Harbour (17 382 Bass Highway, Boat Harbour Store).
Timetable frequency	
Request to have once or twice daily return service from Burnie to Smithton to allow people to visit Smithton or Stanley.	<p>Data indicates that the majority of demand for this route is Smithton to Burnie rather than Burnie to Smithton. Therefore, the bus service is designed to provide a morning service from Smithton to Burnie to cater for students, with a return journey in the afternoon to coincide with school finish times.</p> <p>Additional services on this route are not warranted.</p>
Request to have a service that allows Sunday travel from Smithton to Launceston.	<p>Currently there are no general access Sunday services to and from Smithton. The proposed Sunday timetable has been designed to transport student boarders to Burnie in the afternoon. Based on this, the service leaves Smithton at 3:45pm in order to maximise student's time at home rather than leaving at 12:30pm to connect to the north west express service (route 708) at 2:00pm.</p> <p>The best option to get from Smithton to Launceston is for Smithton residents to use private transport to get to Burnie at 2:00pm and interchange at Devonport onto route 705 at 3:45pm which goes to Launceston.</p>
Request to have a service that allows boarders in Launceston to travel from Launceston to Smithton after school.	<p>It is difficult to cater to everyone's different travel needs.</p> <p>The best option is for boarders in Launceston to catch the intercity service from Launceston to Devonport, departing at 5:45pm weekdays. Students will then need to interchange at Devonport onto the north west express which arrives in Burnie at 8:27pm. Students will then need to be collected from Burnie.</p> <p>There is not enough demand to justify a later service to Smithton.</p>

Figure 3: According to a North West bus services review public consultation report by the Tasmanian Government there were no common themes raised by the community regarding key issues in respect of Smithton to Burnie services due to the low number of comments received (Department of State Growth 2020).

Supported practices and stakeholder involvement

Adopting the Education for Sustainability framework would encourage a more holistic approach to change while promoting the establishment of networks and further lasting partnerships, driving diverse societal-themed change. (Hunting & Tilbury 2006, p.43)

Organizations need to work more proactively with a diverse range of other organizations, sharing information, practices, and problems until a turning point is reached. Planned visioning and futures activities with a group of key stakeholders (Hunting & Tilbury 2006, p.7) will assist in better understanding of different perspectives and inform a shared vision for a sustainable future. Partnerships must be built between government, industry, and not-for-profits (Hunting & Tilbury 2006, p.25).

Visioning would encourage people to focus on their biases, what informs their views, and the things they do, developing more awareness that others may have a different vision of the future; acknowledgement of different perspectives helps build the shared vision (Hunting & Tilbury 2006, p.7). **Figure 4.** Below shows the intervention for change logic model in further detail.

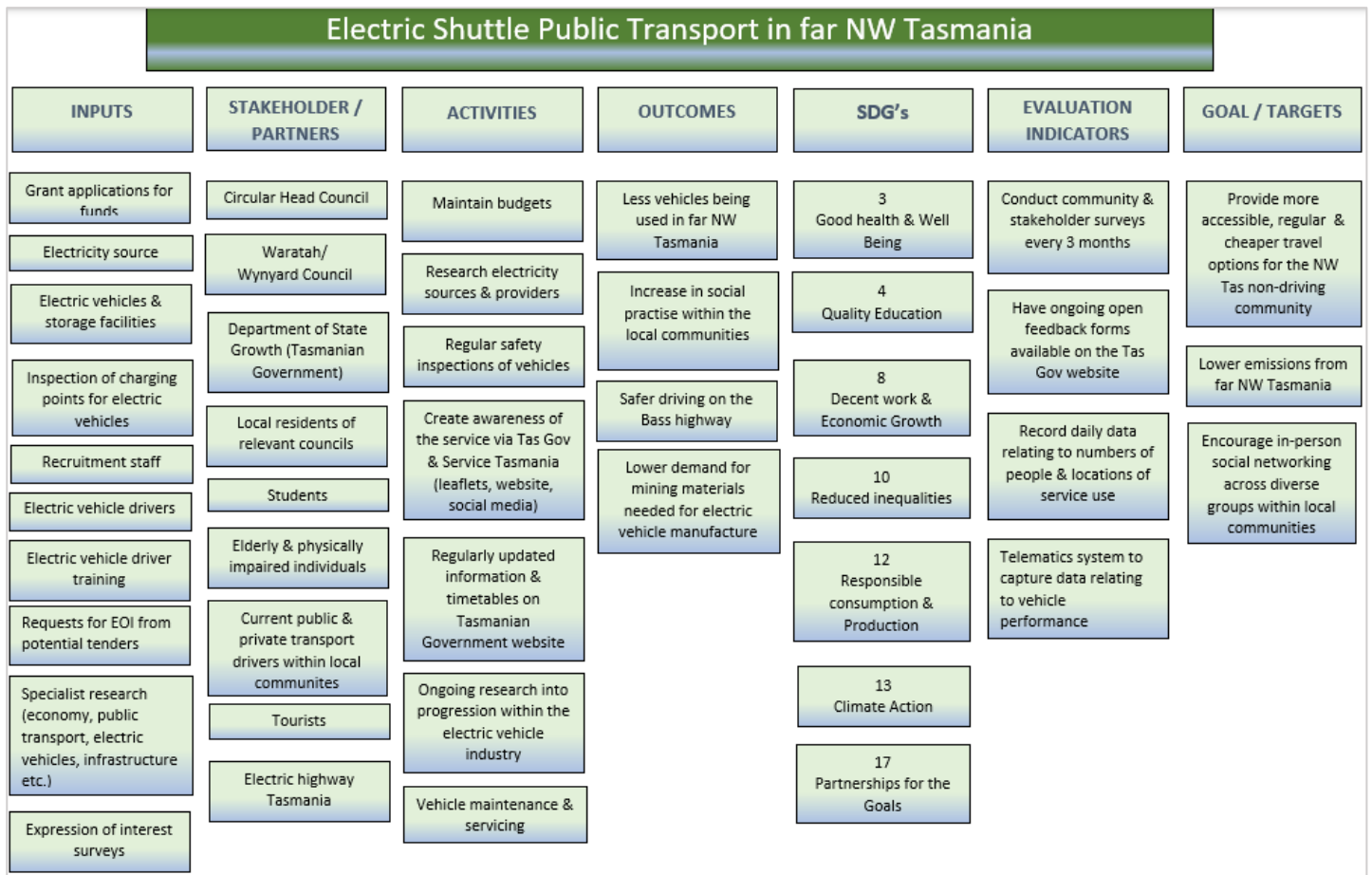


Figure 4. The proposed intervention project logic chain model demonstrates the need to create working partnerships to achieve inputs, outcomes, and goals relating to the establishment of public electric shuttle vehicles in far NW Tasmania.

People around the globe are widely being affected by an increasing rate of change and it's vital to re-evaluate common procedures (Shaikh 2017) and centre the SDG's when adapting the global goals to the circumstances of communities (UNESCO 2017, p.5). Something needs to start happening with this.

Kazz Feeney
Sisters Creek
Tasmania

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