
From: Lorraine Perrins
Sent: Saturday, 18 November 2023 10:52 AM
To: Climate Change
Subject: Feedback Submission on the Draft Emissions Reduction and Resilience Plan for Tasmania's transport sector

Follow Up Flag: Follow up
Flag Status: Flagged

Categories:

Dear Sir or Madam,

Thank you for the opportunity to provide a feedback submission to the Draft Emissions Reduction and Resilience Plan for Tasmania's transport sector. It is very pleasing to see these plans for our State being compiled to tackle the challenges of a changing climate and importantly reduce our emissions, and I thank you and your staff for working towards this.

I agree with the five priority areas for action you have highlighted, being:

1. increasing the use of public and active transport in Tasmania
2. increasing the number of low emissions cars and other light vehicles on Tasmanian roads
3. increasing the number of low emissions heavy vehicles on Tasmanian roads
4. supporting the transport sector to transition to low emissions and build resilience
5. supporting action through partnerships with governments, industry and other stakeholders.

It is, however, disappointing to see that there are no actual targets or timelines aligned for each of these areas. I note also that there is no mention of any funding to enact the plan. Having targets for priority areas would assist the government to allocate funding in its annual budget cycles and guide future budgets. The Climate Change Action Plan for Tasmania states that the Climate Change Office will "develop an implementation plan that clearly outlines timelines, outputs and performance indicators for each action in the Action Plan". The Draft Emissions Reduction and Resilience Plan for Tasmania's transport sector mentions short and medium term goals without any actual dates or funding attached to them, leading many to consider that much effort is being made on the planning of plans, without the commitment to implement tangible and practical on-ground actions.

When I received a copy of the *'What We Heard Report: Summary of Consultation on Tasmania's Draft Climate Change Action Plan 2023-25'* I was very pleased to see that it highlighted that the Government had heard that the Tasmanian Community wanted strong, measurable goals and targets (such as sector emissions reduction targets), stronger, more urgent action on climate change and a reduction of Tasmania's emissions that did not rely on the Land Use, Land Use Change and Forestry (LULUCF) sector sink or carbon credits. The draft plan does not include a target for where the government wants to Tasmania's transport emission levels in future, nor does it indicate how quickly it hopes to reach the reduction target.

Having recently read the transport decarbonisation paper that the experts at Climate Tasmania published in June 2023 - <https://www.climatetasmania.org/wp-content/uploads/Climate-Tasmania-Plug-it-in->

[change-the-world-2.pdf](#) I would urge the Government to work towards these tangible targets highlighted below -

Climate Tasmania research recommends that the Tasmanian Government:

1. Create an ambitious sector emission reduction plan for transport, by 2024, which sets a target for decarbonisation and policies to achieve it;
2. Set targets for vehicle electrification to be 100% of all light vehicle sales to be electric by 2030, 100% of new bus purchases to be electric by 2025, 100% of the bus fleet to be electric by 2030 and 30% of new truck sales to be electric by 2030;
3. Provide purchase price incentives such as a registration waiver to all drivers on an ongoing basis, introducing a subsidy or rebate of \$3,000, or loan scheme of \$15,000;
4. Scrap their commitment to introduce the world's worst EV policy, a road user tax;
5. Create the infrastructure needed, by continuing the ChargeSmart Grants program, changing planning laws to support EV charging infrastructure and introducing a grant scheme for innovative solutions to EV implementation;
6. Raising consumer awareness about purchasing EVs;
7. Spending just as much on the electrification of heavy electric vehicles, if not more, than on light passenger vehicles, given their decarbonisation potential;
8. Creating a target for public transport increase, delivered by making services more frequent, cheaper, reliable and accessible ; and
9. Creating a target for active transport increase, delivered by improving physical infrastructure and driver education.

I would also add in that it would be very well received if the Government was able to work with organisations such as CORENA to provide assistance and enable many of Tasmania's not-for-profit services which currently have high transport emissions and costs to transition to low emissions electric vehicles - <https://corenafund.org.au/electric-vehicles/>



Electric Vehicles - CORENA - Citizens' Own Renewable Energy Network Australia

CORENA helps non profits and community organisations transition to low emissions electric vehicles with community-funded interest-free loans

corenafund.org.au

Thank you again for providing the opportunity to provide comment on this draft.

Kind regards
Lorraine Perrins