

Developing an Emissions Reduction and Resilience Plan for Tasmania's transport sector – community submission

In Tasmania, the transport sector remains a major contributor to greenhouse gas emissions. We urgently need to move away from our reliance on private cars towards greater use of active and public transport in our everyday lives. In order to do this, there needs to be a significant investment from the government. This is not evident in the current draft plan. One possible way the government could reduce emissions is by the development and implementation of an integrated transport system where many different forms of public and active travel are interconnected.

Key Recommendations:

- Public and active transport infrastructure should be integrated seamlessly.
- Create rapid transit routes for buses.
- Undertake a major marketing campaign promoting the benefits of public/active transportation.
- Establish cycling and pedestrian routes alongside new roads or lanes close to critical arteries. Prioritise major bicycle commuting routes and implement safety measures such as separation from motorists.
- Provide buy-back schemes for older internal combustion engine vehicles and incentivise electric vehicles.

Electrification

Electrifying vehicles with batteries would be more efficient than pursuing hydrogen fuel cells or biofuels projects. Focus should be placed on the electrification of public transport modes immediately. While more personal electric cars are needed, they should not overshadow the need for better public and active transport options.

Recommendations:

- Convert the public bus system to battery-powered electric vehicles immediately.
- Investigate electric rail and ferry services.
- Focus on developing electric vehicle charging technology and manufacturing.
- Invest in expanding charging infrastructure for electric vehicles.

Note on Hydrogen:

Hydrogen is less feasible due to its relatively high cost in comparison to renewable options. Rather than prioritising hydrogen use, transitioning trucks to battery-powered systems could be equally effective.

Note on Biofuels:

Biofuels may not achieve carbon neutrality as previously believed due to additional emissions during their lifecycle. Instead of investing in biofuel projects, Tasmania should prioritise electrification efforts for sustainable domestic transport solutions.

Kind regards,



Ruth Osborne – chair

Clarence Climate Action; *a local community group working towards positive climate solutions. Together we can make a better future.*

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