



Submission on the draft Emissions Reduction and Resilience Plan

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Amped Consulting works with government and business entities in their fleet transition to electric vehicles. As a professional in this space, I do concur that modal shift to public and active transport should be a primary focus of government efforts to reduce vehicle emissions, particularly as this is

- a) the most egalitarian solution,
- b) achieves greatest emission reduction in all senses,
- c) provides additional health benefits to citizens.

As such, immediate increases to public transport services, and installation of cycleways ought to be encouraged in all areas.

Solutions from other jurisdictions are plentiful, with long term studies on efficacy. I do not believe there is a need for extensive modelling or trials in Tasmania, there is a need to take action.

Increasing access to low emissions vehicles for Tasmanians is difficult. Citizens who are able are purchasing EVs at an admirable rate, and I don't believe that government resources should be used to mitigate purchase costs of vehicles, particularly when such incentives are going to otherwise wealthy Tasmanians, and can be classed as 'middle class welfare'. Any incentive in this field should be thoroughly means tested, and resources should instead be allocated to education of the population on EV function, cost savings, and to mitigate the widespread misinformation on EV risks.

To increase the pool of affordable EV's it is well recognised that the best way to do this is to encourage fleet uptake to create a large second hand EV market in the shortest possible time.

Through my work with fleet managers and small business, there is a huge amount of stress regarding EV transition, a lack of knowledge about EVs and transition best practice, and several common mistakes in the transition process.

Common practice across small and medium fleets is as follows; ESG or Sustainability officers recommend EV transition, management mandates purchase of EV, Fleet managers place an

order for several vehicles. Following the arrival of the vehicles Fleet managers begin to think about charging needs, put vehicles in fleet pool without training staff, and the consequences are that staff who are change adverse and fearful have a negative experience with the vehicles, and with the charging infrastructure, fleet managers are saddled with additional duties well outside their knowledge areas, and the EVs are deemed a failure.

If we want fleets to increase their uptake of EV, they need to be supported and encouraged to create a comprehensive EV Transition Plan, with the participation of myriad stakeholders needed to make fleet transition a success.

2030 is only six years away, and vehicles purchased today will in many cases still be in fleets in that time. Charging infrastructure can be a massive cost to a business, can be more than that of purchasing vehicles, and is often overlooked in a businesses' purchase of EV, and in incentives to encourage transition. Having fleet vehicles rely on public charging resources will be a disaster for charging wait times and a negative impact on private uptake of EV.

Public try and drive days are a brilliant way to inform the public about EV driving, and the Tasmanian government can look to NSW who have implemented a series of highly successful and fully subscribed EV drive days for both fleets and public.

Additionally I believe resources should be used to increase charging options, through supporting further fast charging around the state, curbside charging for residents without off street parking, and perhaps through novel solutions such as peer to peer charger sharing.

Unfortunately, I believe Tasnetworks has lost most of the team working on future network solutions to redundancies, and there is little appetite there for innovation or leadership in this space.

And while the Climate Change Office at ReCFIT is across the issues, they are considerable understaffed and under resourced to be carrying out the work that needs to be done at the pace it needs to be done at.

In conclusion, I believe education needs to be a priority in moving Tasmania towards Net Zero goals, and that the government needs to be acting with urgency, rather than engaging in studies and research. All available mechanisms need to be deployed at speed to slow greenhouse gas emissions and turn around global warming.

Tasmania has the advantage of our hydro power facilities, and many innovative leaders in renewable energy call Tasmania home. With will and leadership Tasmania could be at the forefront of energy transition, creating jobs and well being for all Tasmanians as we innovate, reverse our own emissions and create energy for export.

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