



## **Sustainable Living Tasmania Submission to the draft Tasmanian Transport Emissions Reduction and Resilience Plan**

Sustainable Living Tasmania (SLT) is a not-for-profit incorporated environmental NGO with a 50+ year history of engagement with Tasmania-wide households and communities. Our vision is that 'Tasmania leads the world on climate mitigation and adaptation and our communities are kind, welcoming and strong. Our island becomes an example of what is possible when we address the climate and ecological crises and ensure no one gets left behind'.

This submission has been prepared with input from a number of sustainable living groups.

We welcome the recognition in the draft Plan (page 4 draft document) that our current net zero profile is very vulnerable and that Tasmania must actively reduce its emissions, and that transport emissions in Tasmania, dominated by cars, are high but open to change. Recent events on the global scale (Covid 19, Ukraine/ Russia war, Israel/Palestine war) resulting in supply chain issues etc, as well as increasingly rapid and dangerous changes in climate systems worldwide, demonstrate the urgent need to build community resilience and reduce emissions resulting from Tasmania's car dependence.

We endorse the statement 'It is important that we adapt effectively to a changing climate and build strong, resilient communities, while continuing to reduce our emissions' (page 4), and we welcome the initiatives already underway and endorse the key themes (page 5).

### **Our main points:**

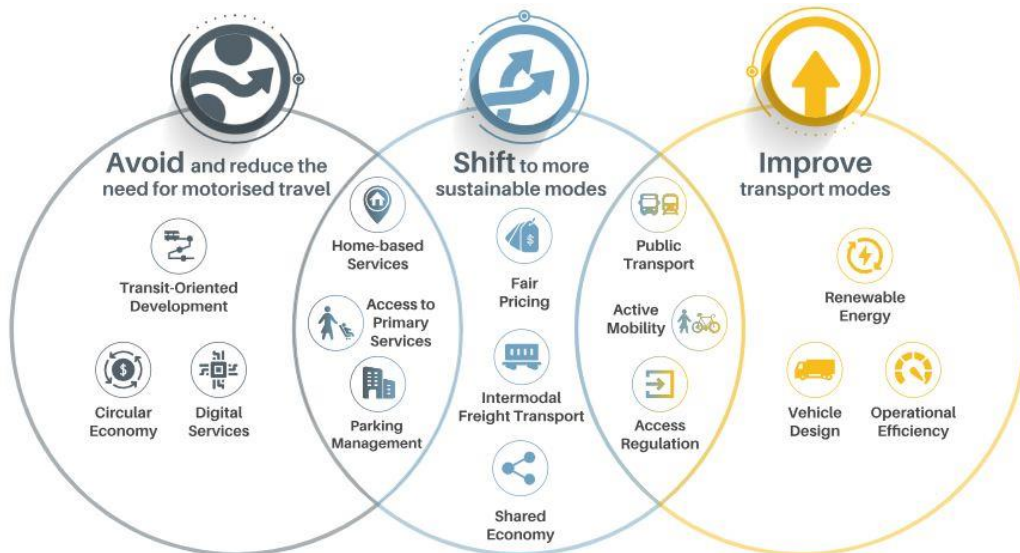
- The Plan currently lacks essential targets and timeframes. The 'Future Opportunities' are a wish-list rather than a plan despite them being described as 'a pathway to decarbonise Tasmania's transport sector over the next five years' (page 8).
- While the Plan references 'community' at various points, there appears to have been no actual direct consultation with 'community' in its development, even though community/householder engagement will be key to its success. To support engagement and counter scepticism of government action, we encourage that set, measurable targets and timescales are published and reported against.

Sustainable Living Tasmania has run numerous community projects such as creating car-pooling programs and walking school buses and knows how hard it is to make real change in householder behaviours. Nevertheless, community engagement will be critical to strategies central to the Plan and needs to be clearly spelled out in it.

- The Plan needs to show how it will integrate with other elements of government or at least identify clearly where that will be necessary – housing, planning, industrial and regional development for example. It is only by adopting a whole of government approach to transport that there is any chance that the broad goals of the emissions

reduction strategy will be realised. The recently released Tasmanian Housing Strategy 2023 – 2043 for example makes passing reference to climate change impacts and the need for proximity to public transport routes but does not show Tasmania’s Climate Change Action Plan 2023-25 in its long list of relevant government strategies and plans.

- The **Avoid/Shift/Improve** model, well described in the SLOCAT website (<https://slocat.net/asi/>), is very useful and makes clear how climate policy must be integrated with other policies.



• The A-S-I diagramme presents a non-exhaustive list of measures for illustrative purposes only.

## How Households and communities can be helped to decarbonise their mobility

### Avoid – reduce the need for cars:

- Promote local economies, facilities and services
- Build community resilience in both urban and regional Tasmania (initiatives like the CTST community transport proposal in the Huon can build community **and** reduce transport emissions)
- Encourage working from home
- Support car-pooling and car-sharing  
The current cost of fuel is a great incentive.
- Create planning schemes and then housing developments that directly address car-dependence

### Shift – to sustainable modes:

- Re-invent public transport, as a service in the same way as education and health and include in an integrated transport system.  
It can be argued that more buses in disadvantaged areas are better value than major transport infrastructure projects.  
(<https://www.theguardian.com/australia-news/2023/feb/03/more-buses-in-underprivileged-areas-better-bang-for-buck-than-new-transport-projects-australian-research-finds>)

- Research why people don't use public transport and use to create a cultural shift.
- Make active modes safe with extensive separated bike networks and a range of appropriate facilities (like undercover bike-parking)

### **Improve – power with Tasmania's renewable electricity:**

- Targets and timeframes for electrification.
- Commit to a timeframe for electric buses. They are in regular use in many cities. ([https://en.wikipedia.org/wiki/Electric\\_bus](https://en.wikipedia.org/wiki/Electric_bus)) Another target please.
- Plan, to ensure timely electrification of bus depots, learning from the experiences of other jurisdictions. We are impressed by the US government's toolkits for planning electric mobility infrastructure. (<https://driveelectric.gov/news/urban-toolkit-2023>, <https://www.transportation.gov/rural/ev/toolkit> )
- Actively promote e-bikes  
E-bikes are a game changer in Tasmanian urban centres. For example, families with a 2-child carrier e-bike are managing with one car; elders on e-bikes maintain fitness and are locally mobile without being car-dependent. <https://theconversation.com/the-worlds-280-million-electric-bikes-and-mopeds-are-cutting-demand-for-oil-far-more-than-electric-cars-213870>
- Electrify cars  
ICE vehicles need to go but we want to see fewer cars on the road not just their replacement with EVs. Norwegian research (<https://www.vox.com/future-perfect/23939076/norway-electric-vehicle-cars-evs-tesla-oslo>) shows that there have been unintended consequences of the big financial supports to EV adoption, leading to reduced public transport and other car-free transit and widening inequality.  
Low income-car dependent households need real support to convert and/or have the option of affordable and efficient public transport.

We appreciate the incentives that are already being rolled out but see the need for a significant culture shift that makes reducing car use and carbon emissions not just theoretically necessary but obviously possible, acceptable and even joyous. We are the converted already being early adopters and doing our best to reduce our personal impacts but there needs to be a clever, visible, inclusive campaign that shows how ordinary people like us can change and benefit. Community sustainable living organisations can help provide the real-world examples, inspiration, reach and voice.

#### **Contributing Organisations**

Sustainable Living Tasmania  
Net Zero Channel  
Circular Economy Huon

#### **Supporting Organisations**

Sustainable Living in Kingborough  
Tasmanian Climate Collective  
Clarence Climate Action  
South Hobart Sustainable Community

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