
From:
Sent: Saturday, 18 November 2023 3:51 PM
To: Climate Change
Subject: Submission to Draft Emissions Reduction & Resilience Plan

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Dear Sir or Madam,

Please accept my submission on the Draft Emissions Reduction and Resilience Plan for Tasmania's transport sector (DERRP). My submission is based on many years of personal interest in low carbon energy and observations of international, national and local analysis of energy transitions.

It is very important that a pathway for transition of the Tasmanian transport sector is managed to achieve meaningful and urgent reductions in carbon emissions. To be useful, the DERRP must successfully provide a clear pathway that will drive that transition.

I agree that the five priority areas for action are appropriate for transition to a low emission transport future. However, I am very concerned that there is no mechanism to facilitate the transition. There is a huge inherent risk of the Plan failing to achieve any significant inroads as it stands. A plan that only documents aspirations is not a guide to action. Time and time again I observe the need to identify targets for transitions, and associated support mechanisms, is crucial for managing industry change. Everyone understands what is happening when, and can plan business enterprises around that. The DERRP must inform Tasmanians of the mechanisms to get there. No mechanism, no go!

I draw your attention to the report published by the Tasmanian Climate Change Office '*What We Heard Report: Summary of Consultation on Tasmania's Draft Climate Change Action Plan 2023-25*' This report 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. I call on the Government to heed the community's expectations and it's own acknowledgement of these.

I also draw your attention to an example of the targets and mechanisms that should be included in a Draft Plan as published in the transport decarbonisation paper by the Climate Tasmania - <https://www.climatetasmania.org/wp-content/uploads/Climate-Tasmania-Plug-it-in-change-the-world-2.pdf> . I urge the Government to include targets as recommended below -

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 (geared to lower cost EVs;
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 (& operating EV fleets);
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.

Yours sincerely
Tim Rudman

Hobart