

## Submission by Clive Attwater to 'A New Climate Action Plan for Tasmania'

29 April 2021

### Response questions posed in the Opportunities Paper

#### Reducing greenhouse gas emissions

##### Key questions:

1. What do you think are the key opportunities to reduce Tasmania's emissions? Please choose your top three.
  - Electrification of transport including air and water transport
  - Agriculture, particularly livestock and waste
  - Cement
2. What do you think are the key gaps in Tasmania's current efforts to reduce emissions?
  - **Sectoral targets** – required for all sectors and main sub-sectors to track and ensure progress is being made everywhere in order to really achieve net zero emissions. Easier and more cost effective sectors should be aggressively addressed (eg road transport, renewable energy) and longer term pathways and targets set out for more difficult sectors (cement, agriculture).
  - **Reduce over-reliance on long term storage of carbon in vegetation** – Sadly Australia's experience of increasing fire weather demonstrates the potential for efforts at sequestration to go up in smoke. While we should continue to plant trees and take up carbon, this category of 'savings' should be recognised as potentially vulnerable. We should be aiming for net zero without including this component in the long term.
  - **Reduction of emissions from waste production and management** – We are far from accounting for the true costs of waste production and management (including industrial and agricultural (animal and process) waste). Emphasis on reduce and reuse should be ramped up in preference to recycle and dispose.
3. What do you think are the main opportunities for Tasmania to transition to a low carbon economy?
  - Regulatory requirements to set and enforce building, vehicle and industry efficiency targets
  - Vigorously lobbying and supporting efforts to put a clear and increasing price on carbon emissions nationally and internationally. As a small state this is hard to do in isolation. Support for any international action including carbon pricing and border equalisation charges is required to ensure that carbon emitting activities are not displaced offshore.
  - Continued efforts to educate people about:
    1. Cost effective measures for energy conservation, still usually the lowest cost way to reduce emissions and even **save** money and
    2. The emission impacts of different products and services (even if the emissions are not generated in Tasmania they still affect us).
  - Demonstration of effective integration and management of renewable energy and battery storage, particularly 'batteries on wheels', in both the main part of Tasmania and also King and Flinders Islands.
  - Low emission or carbon neutral tourism through electrification of all modes of transport using renewable electricity (possibly aided by hydrogen as an energy carrier) and certifying carbon neutral destinations and accommodation as part of 'green tour Tassie'
  - Low emission or carbon neutral agriculture, particularly livestock industries but also soil carbon and land use.

## Helping adapt to climate change

### Key questions

1. What aspects of Tasmania's projected future climate most concern you and why?
  - Change in rainfall affecting agriculture and hydro generation capacity
  - Sea level rise affecting coastal areas (inundation and erosion)
  - Elevated bush fire risk
2. Which parts of Tasmania (for example locations, industries, communities) do you think are most vulnerable to a changing climate?
  - Low lying and erodible coastal areas
  - Areas in high bush fire risk
  - Agriculture, fisheries
  - Low income households
3. What do you think are the key opportunities to help Tasmania adapt to a changing climate? Please choose your top three.
  - Ongoing tracking of trends, updating projections and widely publicising the areas at risk, the nature of the risk, and the probability and the likely cost of that risk to enable investors/owners to make responsible decisions.
  - Ensuring that we do not subsidise people/industry to locate in hazardous areas by paying for protection that would not be needed if they located elsewhere or paying for losses from poor private decision making, while permitting uses where the investors/owners pay to manage the risks responsibly.
  - Preparing to act as a responsible recipient of climate refugees, both from an increasingly hostile environment on the mainland and from overseas

## Electrification of transport

Some specific notes on electrification of transport not specifically or fully covered in Working Group forward plans:

1. The support to date in rolling out the fast charge network for electric vehicles (EVs) has enabled near complete coverage of the state for vehicles with a range of 200+ km.
  - Five more sites would cover the few remaining gaps in the north west, central plateau and southeast (toward the Tasman Peninsula).
  - A further 18 lower powered sites (25 kW) could cost effectively permit shorter range EVs to reach all parts of the state including King and Flinders Islands.
  - The total assistance required to call forward the private investment for this would be about \$500,000.
2. Metro bus trials should be accelerated with the intention of identifying what routes and applications electric buses will most readily satisfy and a corresponding plan for a timely roll out.
3. Specialist charging sites will be required for heavy trucks and buses. A demonstration site potentially coordinated with the bus trial would be desirable.
4. Public charging solutions are required for households that lack private off street parking. These can be largely user pays, but one or two demonstration sites that test different solutions would stimulate a response to this issue.

5. Specialist charging options are also likely to be required for taxis. Coordinate with ARENA initiatives to use Tasmania as a demonstration location
6. Focus any direct incentives for EV uptake on fleets as these have the potential to be cost neutral or even cost saving first and they generate the used cars that most people own and drive.
7. Accelerate the State government fleet uptake as BEV's become cost competitive on a whole of life basis in the next two to three years. The transition for most vehicles (except long lifetime and specialist vehicles) should be complete with cost **saving** well before 2030.
8. Creation of more safe cycle routes to support the promotion of cycling including e-bikes.
9. Assess and determine appropriate roles for the emerging range of micro-transport options
10. Ensure access to charging at home facilities as a right for renters with private off street parking
11. Ensure building standards require apartments make provision at time of construction for easy installation of EV charging in parking areas and switchboard capacity even if not fully provided at time of first occupancy.
12. Building standards should ensure provision of EV charging at time of construction as for apartments
13. Continue to promote EV tourism industry through the rental car industry, provision of charging at overnight accommodation and major destinations as a business opportunity.
14. Develop a transition plan for disrupted sectors, employees to reduce adverse impacts of electrification of transport, including retraining and upskilling in EV relevant skills.
15. Develop pilots and plans for electrification of shipping and suitable aircraft routes
16. Explore electrification of our trains using hydrogen of intermittent overhead charging and batteries.