

---

**From:** Sharee McCammon  
**Sent:** Wednesday, 29 November 2023 4:10 PM  
**To:** Climate Change  
**Subject:** submission on the transport ERRP

Dear Climate Change Office,

here is my submission in email form, since the online form doesn't support the hyperlinks.

Thank you for taking the time to consider my submission

kind regards

Sharee McCammon

### **How can we build on the work already underway to reduce emissions and build resilience in the transport sector?**

It is clear that the ReCFIT Climate Change Office understands climate science, the urgency and the seriousness of the threat. The draft Transport ERRP reflects that to some degree. More significantly, this draft ERRP reflects a lack of understanding of the seriousness and urgency of the climate crisis among the Tasmanian government and most parliamentarians.

The draft transport ERRP includes some good measures, most of which I agree with and support. I do not support the inclusion of hydrogen powered FCEV's and any expansion of the use of biofuels, except a very limited use, where there is no other zero emissions option. My view here is based on the scientific evidence that:

1. Green hydrogen will be far more efficiently utilised in [fertiliser](#) and steel manufacturing (Dr Steven Phipps, pers. comm.) emissions reductions.
2. The [hype around hydrogen](#) is partly driven by fossil fuel interests in an effort to delay the inevitable decline of their industries.
3. The replacement of fossil fuels with [biofuels](#) does not sufficiently reduce real emissions reductions. Biofuel use also reduces the sequestration potential of the organic matter feedstocks in Tasmania. This problem is exacerbated by the failure of Tasmania to report emissions and sequestration separately. While outside the scope of this ERRP consultation process, this failure will continue to undermine attempts to achieve real emissions reductions and sequestration increases.

My view is not opinion, but evidence based. For this reason. I entirely support the [submission](#) from the independent climate science and policy experts in Climate Tasmania. Since the Tasmanian government chose not to implement an Independent Climate Change Authority, the public rely on Climate Tasmania, Tasmanian Independent Science Council, Utas Tasmanian Policy Exchange, Utas Climate Futures and other highly respected experts, for the best scientific advice to protect the people and places we love.

It is important that the required changes in a final ERRP are properly funded and resourced. It is clear that there is a lack of resourcing in the Tasmanian public service for sustainability, energy transition and climate. These areas are key to the wellbeing of all Tasmanians and should be resourced as such.

For all sections on this online form, please count my views as 100% support for the Climate Tasmania views and record them accordingly. I could copy and paste them here, but that would waste your time and mine.

### **What future opportunities do you think will have the most impact?**

As stated above, I support the analysis and suggestions of Climate Tasmania in their submission.

While I am grateful to be consulted, I remain frustrated that the Tasmanian government seems to require the “popularity contest” of consulting with non-expert people such as myself. Our governments have access to far more expertise and staff than me. Therefore, they must (or should) be aware of all the evidence of climate science and have an excellent understanding of the required actions, solutions and opportunities.

Many volunteers and concerned citizens, like me, are exhausted by the enormous amount of work we need to do to simply make our elected leaders act on the best advice of experts, in our interests. This is especially depressing when our efforts in submissions make little or no difference to the final outcomes – as occurred with The Climate Change (State Action) Bill, earlier this year.

Like a smoker with a cancer diagnosis, we should act on the best scientific advice, rather than ask our non-medical friends for their opinions on whether we should give up smoking. Likewise, government climate policy should reflect the best scientific advice from scientists, for the benefit of all of us. I understand that public consultation has a role, but after decades of misinformation around climate science, the public are not well placed to have constructive influence on climate policy. This should be the domain of experts in the Climate Change Office and independent bodies such as Climate Tasmania.

In summary, I ask that the Climate Change Office explain to the Tasmanian government that they must act on the advice of Climate Tasmania if they care about the people and places that my fellow Tasmanians and I care about. I also ask that ReCFIT explain the substantial co-benefits in health, employment, safety, economic opportunities and potential to thrive that will come with our rapid transition to a zero emissions future.

### **Are there any priorities or future opportunities missing from this draft plan?**

I agree with the recommendations in the submission by Climate Tasmania.

My particular concern is that the Transport ERRP lacks ambition. The failure of the Tasmanian government to legislate any sector-based targets, let alone ambitious ones, has clearly limited the ability of ReCFIT to develop the priorities and opportunities required to meet sufficient transport emission reductions and resilience.

The lack of ambition is demonstrated in the draft transport ERRP by the underutilisation of quantitative targets, details and timelines and the over utilisation of vague terms such as: “consider”, “explore”, “increase”, “reduce”, “support”, etc. These terms commit the Tasmanian government to only the most minimal actions and provides opportunities to “spin” minimal achievements as success.

In a world of increasing climate awareness and economic opportunities, Tasmania will be left behind and future generations will suffer. As the government deals with the failure to protect children in the past (as shown in the current Commission of Inquiry), it must ensure the safety, wellbeing and opportunities for current and future children. [The dominant concern of young Tasmanians](#) is the climate and ecological crisis. We must give them confidence in a liveable future to improve their mental and physical health now. This requires more ambitious climate policies across all areas of government, including transport.

As offsetting emissions becomes the last stand of the fossil fuel industry, it is important to explicitly rule out GHG offsets. [Climate Analytics](#) have shown the frightening potential of offsets to delay the transition to real zero emissions. This delay will prevent us from keeping global temperatures to 1.5 degrees of warming.

### **Are there other ways we can collaborate to reduce emissions and build resilience in the transport sector?**

I am pleased to see collaboration as a core principle in the draft transport ERRP. It is important to work with other levels of government in the interests of all the people they represent.

I support developing partnerships with businesses where it is genuinely accepted by all parties that we need to be more ambitious and act with more urgency on emission reductions and resilience. Previous partnerships have led to the watering down and delay of good climate policies. Our democratic processes clearly do not prevent [undue influence of powerful vested interests](#). With this in mind, I would like to see transparent partnerships with clear declarations of conflicts of interest, as recommended by the [International Institute for Democracy and Electoral Assistance](#).

Again, I support the position of Climate Tasmania, as independent experts.

All collaborations in this area must be accompanied by an effective public information campaign so that the Tasmanian community have a clear understanding of the threats of climate change, the need to transition and the opportunities of a real zero carbon future. Decades of misinformation have left a legacy of poor climate literacy that needs to be improved.