



**tasmanian conservation trust inc**

28 November 2023

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**Emissions Reduction and Resilience Plan 2023-28: Consultation Draft - Transport**

Find attached a Talking Point article that was published in the Mercury on 22 November 2023 – please accept this article as the TCT's submission on the 'Emissions Reduction and Resilience Plan 2023-28: Consultation Draft'.

There are many other points I would like to make in regard to reducing emissions in Tasmania's transport sector but I am unwilling to make the effort at this time because of the disgraceful and demeaning consultation process and the degenerate nature of the current draft plan (as explained in the attached document).

Yours sincerely

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## Talking Point transport carbon emissions reduction plan

I totally agree with Rachel Hay's criticism of the State Government's draft Transport Sector Emissions Reduction Plan (Talking Point, Mercury 13 November 2023). As Rachel says the Draft Plan contains no significant new commitments for action to reduce carbon emissions.

The Liberal Government is not committed to action on climate change. If you judge them by actions, then they are climate change deniers. The Liberal Government's lack of commitment is demonstrated by its failure to propose carbon emissions targets or any new actions in the draft Transport Sector Emissions Reduction Plan.

The Government also demonstrates a truly disgraceful and demeaning approach to public consultation on the draft Transport Sector Emissions Reduction Plan. Public submissions on the draft plan are due by 29 November 2023. The draft plan also states that "Under the Act, the Plan for the transport sector must be prepared by 30 November 2023". That gives the government 24 hours to read all public submissions and consider any changes before finalising the plan to meet the legislated deadline. This timeframe clearly shows that the state government doesn't treat the community's views as having importance. This comes after spending 12 months developing the draft plan in consultation exclusively with industry stakeholders.

Rachel Hay pointed out that the draft Transport Sector Emissions Reduction Plan does not include a target for carbon emissions reduction. This is despite the Minister Roger Jaensch making it clear in the parliament that the sector plans would have targets to make up for the government not including a carbon emissions reduction target in the Climate Change Act. In the minister's second reading speech on the Climate Change (State Action) Amendment Bill 2021 he said:

'The Plans will incorporate and support existing targets and opportunities to reduce sector emissions, aligning our efforts with those directly involved in managing emissions...'

Minister Jaensch made it clear that the sector plans would incorporate and support existing targets, but the Draft Transport Plan does not have a target. This is a broken promise minister.

The absence of a target is the draft plan's biggest weakness. Not having a target means that the government does not have to be accountable for its efforts to reduce carbon emissions. It can and has been proposing lots of 'itsy bitsy' programs and policies that are implemented with little apparent impact on carbon emissions. Lots of activity and little outcome.

As stated already, the state government's draft plan fails to commit to any new carbon emissions reduction actions but some of the existing programs are also over promoted and under delivered.

In the draft plan the government repeats its earlier promise to 'transition the government vehicle fleet to 100 per cent electric by 2030 to reduce emissions'. But the government doesn't tell you that this only applies to a very small proportion of government vehicles (perhaps as little as 10 per cent) because it excludes all government business enterprises.

It also doesn't tell you that in 2020-21 the government vehicle fleet had only 13 EVs and in 2021-22 only 39 EVs (according to the State Budget Papers). The number of EVs as a proportion of the total vehicle fleet is not published by the government. Also not published is whether more petrol and diesel vehicles are being added to the vehicle fleet than EVs.

Rachel Hay noted that at 30 September only 0.4% of all vehicles registered in Tasmania were electric. We need to provide incentives to boost EV take up and have EV targets as Rachel suggests. We also need to inform consumers of when Tasmania is importing coal generated electricity produced in Victoria so they can avoid charging their EV at that time. The state government needs to take action to stop this dirty Victorian power being sent to Tasmania.

Ironically, not included in the draft Plan is the State Government's target for Hobart 'to increase public transport use for journeys to work from 6.4% to 10% by 2030' (Keeping Hobart Moving: Transport Solutions for Our Future (Draft)).

This small increase in public transport use would achieve very little if the number of Hobart commuters keeps increasing. According to the Australian Bureau of Statistics the number of Hobart residents going to work increased by 18.67% from the 2016 to 2021 censuses. If the number of commuters increases by half this number by 2030 then the benefit of increasing public transport use from 6.4% to 10% would have been countered.

The outcome would be many more people travelling to work in private vehicles and more people in public transport. Even with more people using public transport there would be increased carbon emissions.

The draft transport plan should include a more ambitious target for public transport that at least exceeds the growth in number of commuters. This might get the government thinking about what influences the growth in commuters and address the problem at its core.

Please make a submission by the 29 November. Tell the Liberal Government that it must establish an ambitious carbon emissions reduction target for our transport system and implement actions to achieve it. Tell the Liberal's to stop using high carbon sequestration in forests, which may be temporary, and hydroelectric generation, achieved fifty years ago, as an excuse for not acting to reduce carbon emissions.

If we don't put pressure on the Liberals to commit to climate action it means that the alternative state government, the State Labor Party, will just mirror the government's inaction.

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