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Feedback on Draft Emissions Reduction and Resilience Plan for Tasmania's Transport Sector

The Tasmanian Transport Association (TTA) is pleased to provide feedback on the current Draft Emissions Reduction and Resilience Plan for Tasmania's Transport Sector.

The TTA is the peak industry body for freight transport across modes in Tasmania. Our membership includes key freight operators across road, rail, ports, shipping, livestock transport, oversize/overmass, dangerous goods, refrigerated and grocery, general freight, across large, medium, and small businesses. The TTA represents the interests of Tasmanian operators on state and national bodies and various local committees. Our purpose is to serve our members and the broader transport community to enable them to provide best practice freight transport services, for the benefit of Tasmanian people, businesses, communities, and the economy.

The TTA acknowledges the priority on decarbonisation, reducing energy consumption and emissions. Freight transport is the key enabler of other Tasmanian industries providing efficient, effective connections through road, rail, shipping and air. Emissions reduction and resilience is a key agenda item at TTA Board meetings and the Chair and several Directors have conducted overseas research and development tours to explore emerging technologies in alternate fuels, electric and hydrogen powered vehicles, and to identify opportunities for application in a Tasmanian context.

We welcome this opportunity to provide feedback on the current draft emissions reduction and resilience plan for Tasmania's transport sector.

TTA contends that opportunities for emissions reduction and resilience in this sector need to be considered in the context of the increasing demand for freight services and freight task where the majority of freight movement in Tasmania is borne by road. There is an uncertain horizon for the availability of alternate energy (electric or hydrogen) freight vehicles, the enabling infrastructure, and the effectiveness for application to the Tasmanian freight task is unknown and untested. What is understood is that the cost of new and emerging technologies is in the quantum of up to 4 times greater than the current technology and any increase in the cost of freight movements has a direct impact on the Tasmanian economy.

It is in this context that TTA provides the following comments in relation to the questions specified in the draft plan:

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

TTA continues to consult with industry and vehicle providers to explore options for the road freight heavy vehicle sector to trial, to determine suitable pathways to emissions reduction and the associated infrastructure required. Pathways under consideration include alternate fuels (biodiesel and 100% renewable), along with battery / electric trucks. TTA recommends further research into these options and highlights the need for a study into each option to establish a basis for demonstration projects, as a first and essential step. Without this, options to trial and the related enabling infrastructure and costs are unclear. For example, in determining the framework for an electric truck trial, TTA has identified that a stocktake of electrical infrastructure accessible by transport operators is needed, to determine capacity for one or several electric vehicle charging requirements.

TTA also considers that a study setting out the framework for using alternate fuels be completed, including identifying availability of fuels, their composition, how use of alternate fuels impacts capacity to claim fuel tax credits, and how a trial can be conducted in Tasmania for best demonstration purposes.

TTA recommends that demonstration trials, or pilots, be established following the studies, as freight transport operators will benefit from the opportunity to see how technology is applied in a Tasmanian context, and as means to assess infrastructure requirements capacity including charging and refuelling stations and requirements and freight task application.

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

Indications are that application of alternate fuels – biodiesel or renewable diesel, will provide significant advances in reducing the net CO2 emissions of road freight. These fuels can be used in the current diesel internal combustion engines and given that the heavy vehicle fleet has a lifetime of at least 10 – 15 years, it will take at least 20 years before any material difference is achieved in fleet composition featuring electric and alternative fuel (hydrogen) vehicles. We expect that in that time, technology will further advance, resulting in production and availability of fleet not considered today.

TTA recommends that, after a detailed study as set out above, the availability of bio / renewable diesel be accelerated for trial in Tasmania, and that the cost differential between traditional and renewable diesel be met through incentives and subsidies, particularly in a trial phase.

- Are there any priorities or future opportunities missing from this draft Plan?

TTA considers that the inclusion and higher priority for workforce development in fuel efficient / eco driving will represent an opportunity for CO2 emissions reductions and recommends inclusion in this draft Plan.

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

Our focus involves thinking innovatively to support the Tasmanian industry to develop capacity and capability to reduce emissions, in the context of an increasing freight task. The road transport Industry has steadily reduced noxious emissions while the freight task borne by road has steadily

increased. Workforce development for drivers, in fuel efficient and eco driving techniques, alternate fuel applications, and emerging electric and hybrid trucks are key to achieving emissions reduction whilst using currently available and efficient technology.

Yours sincerely,



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