City *of* **HOBART**

Response to Tasmania's Emissions Reduction and Resilience Plan - Transport

About the City *of* **HOBART**

The City of Hobart is the local government body covering the central metropolitan area of lutruwita/Tasmania's capital city nipaluna/Hobart.

The present-day council entity was legislated in 1852 with the role of Lord Mayor created in 1934.

As enshrined in legislation, the key function of local government is:

- To provide for the health, safety and welfare of the community;
- To represent the interests of the community; and
- To provide for the municipal area's peace, order and good government.

The City of Hobart delivers a range of services to over 56,000 residents and employs over 550 staff.

Introduction

The City of Hobart welcomes the opportunity to provide comments on the draft Emissions Reduction and Resilience Plan for Transport (Transport ERRP). The City of Hobart recognises the commitment of the Tasmanian Government to transitioning to a low emissions economy and the importance of the Climate Change Amendment Bill passed in late 2022.

The Tasmanian Government plays an important role in transforming to a zero-emissions transport sector. It can demonstrate leadership and enable collaboration and excellence across the sector. As an island capital city and gateway to the Antarctic, we are eager to extend our partnership in working towards a shared vision to allow our communities to thrive.

The City of Hobart has been a leader in climate action for more than two decades. In June 2019, the City of Hobart declared a Climate and Biodiversity Emergency. Building on this declaration, in November 2021 Council endorsed the Sustainable Hobart Action Plan 2020-2025: Towards zero emissions Hobart[1].

Key issues

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

Behaviour change is critically important to support mode shift. The City acknowledges the work undertaken and planned through Keeping Hobart Moving to support the uptake of public and active transport. "Additional investment in education and behaviour change

programs" is identified as a future opportunity, however is not linked to the suite of initiatives through Keeping Hobart Moving. The following key opportunities have been identified for elevating and embedding behaviour change to reduce emissions from transport:

- Implement behaviour change programs as a key component of planned disruptions to the network (e.g., Southern Outlet works) to support low or zero-emissions alternatives and act as a catalyst to embedding new travel behaviours
- Implement behaviour change programs where new active/public transport infrastructure is delivered to increase uptake
- Embed ongoing behaviour change programs as a key service delivered by the Tasmanian Government. 'Your Move' for example is a behaviour change program delivered by the Western Australian Government which supports schools, workplaces and communities to choose active and public transport alternatives.

The State Government should make funding available to local governments to implement locally relevant behaviour change campaigns, for example coordinated across Greater Hobart.

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

Priority Area	**Current**	**CoH response**
Increasing the use of public and active transport in Tasmania	A) Additional investment in education and behavioural change programs. B) Additional measures to support Tasmanians to access alternative modes of active transport. C) Continue to work with partners, including local government, to better integrate public and active transport into our networks. D) Consider potential new stops and routes for the Derwent Ferry service. E) Continue to explore ways to support and improve Tasmania's bus network.	A) including support to local government in delivery of behaviour change programs, particularly place-based campaigns such as across Greater Hobart as well as behaviour change with fleet managers/staff. These could be connected to a wider campaign on electrification and retrofitting of households and buildings. B) Supportive, mode shift is important (see below comments) as well as e-bike share programs. C) Suggest it be redrafted to state *Continue to work with partners, including local government, to better integrate and provide more public and safer active transport options into our networks*. D) Supportive, should include support to electrify the Derwent

		Ferry to transition this to a zero emissions mode of transport. E) Supportive.
Increasing the number of low emissions cars and other light vehicles on Tasmanian roads	A) Support the installation of more electric vehicle (EV) chargers across the state, by considering both site locations and existing site capacity and expansion potential. B) Review recent measures to support the purchase of EVs in Tasmania and other jurisdictions to develop a program suited to Tasmania. C) Explore options to encourage the use of low emissions vehicles in Tasmanian businesses. D) Work with local government and businesses to explore options to introduce priority parking for future on-street charging for EVs in areas with limited off-street parking. E) Support community 'try and drive' events and information sessions to increase education and awareness of EVs. F) Support delivery of a program to educate Tasmanians and visitors about driving EVs in Tasmanian conditions. G) Work with key government agencies, energy entities and industry to model future EV uptake and sales, to support planning and decision making.	A & D) Convene public and private sectors to look at building shared understanding of roles and potential business models to stimulate EV charging and inform policy in this space. Local governments need a more collective approach to inform policy setting in this space, particularly in tackling complexities of on-street charging. Supportive of other opportunities listed.
Increasing the number of low emissions heavy vehicles on Tasmanian roads	A) Consider options for a demonstration trial of low emissions heavy vehicles in the private sector to reduce emissions and increase education and awareness for operators. B) Explore opportunities to support owners of heavy vehicle fleets to invest in low emissions technologies. C) Explore opportunities to increase the use of blended fuels	A) trialling and subsidising of medium to heavy vehicles should be extended to local government, City of Hobart is eager to trial medium and heavy electric trucks, garbage trucks and vehicles. B) supportive and suggest that support includes support for local government. C) somewhat supportive, preference for electrification and green hydrogen where possible.

	and biofuels in government heavy vehicle fleets. D) Explore the future requirements for heavy vehicle charging infrastructure in Tasmania to inform decision making. E) Increase awareness of heavy vehicle fleet managers and users to new and emerging technology. F) Initiate and support projects to activate the market for hydrogen powered heavy vehicles and marine applications, refuelling stations and green hydrogen generation for domestic use. G) Explore options for TasRail to decarbonise its diesel locomotive fleet through deployable and near deployable low and zero emissions technologies.	D & E) supportive. F) It is important that emerging hydrogen powered systems are fuelled by green hydrogen to ensure that it truly is a low emissions technology. G) no comment.
Supporting the transport sector to transition to low emissions and build resilience	A) work with government agencies and energy entities to develop internal modelling of future EV charging demand and grid capacity. B) Investigate opportunities to promote energy efficient practices for EVs. C) Consider a bi-directional charging trial. D) Continue to explore opportunities for new dual trade-based training courses related to EVs for electrical and mechanical automotive technicians and apprentices. E) Support work to reduce potential and perceived safety risks associated with EV batteries. F) Explore opportunities to further increase the resilience of Tasmania's road networks	A & B) Supportive. C) Highly supportive, important to model cost benefits of electrification to households and offices. D) Supportive E to F) Supportive
Supporting action through partnerships with	A) Explore funding options and partnerships to reduce emissions in business and industry vehicle fleets.	A) Supportive and should link to encouraging businesses and industry to put in place climate action plans and climate related disclosure.

governments, industry and other stakeholders	B) Consider mechanisms to support the Tasmanian transport industry to collaborate on emissions reduction and resilience. C) Consider options to support local government strategic planning for the transport sector. D) Continue to collaborate with the Australian Government and other jurisdictions. E) Continue to explore opportunities for international collaboration to reduce emissions and build resilience in the transport sector. G) Work with key partners to explore options to improve data capability.	B) Supportive, include local government as an important stakeholder. C) Highly supportive. D to G) supportive.

3. ***Are there any priorities or future opportunities missing from this draft Plan?***

Establishing targets to guide action under each of the priority areas is critical to reducing emissions from transport and retaining the State's net zero status. The emphasis in the draft Plan on current actions and the lack of strong, committed language in future opportunities identified in the draft Plan leave room, without targets, for no meaningful reduction in emissions as an outcome of the Plan.

The State of Play Report published alongside the draft Plan notes transport sector emissions make up 48.2 percent of energy emissions and 21 percent of total emissions and have increased by 9 percent since 1990. There is a need to establish an emissions reduction target for overall emissions from the transport sector, to guide the action contained within the draft Plan.

Targets should also be established for the following to drive action in these areas:

- Public and active transport uptake – setting clear mode share targets for urban areas.
- Investment in active transport infrastructure such as bike paths, separated lanes and other road re-designs for example by setting a target of kilometres/projects delivered.
- Low emissions cars and other light vehicles – setting a target percentage of new vehicles being zero emissions.
- Targets for the installation of EV chargers throughout the State.
- Public transport fleets. There is a need to expand beyond the current hydrogen fuel cell bus trial by setting a target date for delivery of 100% zero-emissions public transport fleets.

Integrating resilience into transport planning. The ERRP focuses on zero emissions but appears to neglect the opportunity to build resilience into transport planning. The City of Hobart has recently undertaken a climate risk and vulnerability assessment which identifies numerous transport related risks, including: "Increasing intensity and severity of rainfall, flooding, coastal inundation and erosion leading to infrastructure (transport, stormwater and flood protection) inundation and damage, resulting in the need to replace or repair damage to such infrastructure" as a top priority risk (SGS Economics 2023). Concern has been expressed by the community to safe evacuation routes during emergencies. Climate risk needs to be integrated into transport and land use planning, including for proposed major infrastructure.

Advocacy. The City of Hobart is aware that the Australian Government is currently considering a Fuel Efficiency Standard. In our view, this is a critical missing piece to help drive down emissions from the transport sector. The City of Hobart encourages the Tasmanian Government to strongly advocate for a world-leading standard.

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

The City of Hobart will be contributing to the co-design of capacity building with local governments, as per the Tasmanian Climate Change Action Plan. In Transport, the State Government playing an active role to support collaborative approaches in development of policy and guidelines to transition to EVs such as EV charging to planning on community energy will be important to avoid reinventing the wheel.

The City of Hobart is currently developing both its Climate and Transport Strategies. The 2030 Hobart Climate Strategy will enable an evidence-based and integrated response to climate change by the City and with the community and strengthen its evidence-base to inform strategic priorities. The Transport Strategy will enable a strategic response to the challenges and opportunities for Hobart's streets and movement network over this critical period, elevating zero emissions transport modes to unlock substantial social, environmental and place benefits, and achieve the City's sustainable vision. Both documents will identify opportunities for collaborative action with the Tasmanian Government towards a zero emissions and resilient transport sector.

It is important to note that due to the timing of this consultation period, draft Climate and Transport Strategies are not able to be shared at this time. The priorities contained in this submission are based on the existing policies of the City of Hobart, and early directions for the Climate and Transport Strategies. The City of Hobart will continue to engage with the Tasmanian Government as these documents progress to identify further areas of collaboration and recommendations for State leadership.