



Submission for the review of Tasmania's Climate Change Act.

About the Good Car Company

The Good Car Company exists to decarbonise transport. We are a Tasmanian based electric vehicle change agent. Since 2019 we have imported and sold electric vehicles in Tasmania and Mainland Australia. In January-March 2021 we sold over 70 electric cars. This number while small is around 7% of the national market of 969 new electric vehicles sold Australia wide in the same period. We see that Tasmania is the perfect location for showcasing the decarbonisation of transport. The combination of relatively short driving distances, great charging infrastructure and renewable energy make this a compelling story for Tasmania and the rest of Australia

About our submission

This submission is structured in two areas (below). The first is of a general nature and concerns the overall framing of the Climate Change Act. The second area relates to our specific knowledge of the EV industry and the scope of the Transport sector to contribute to emissions reduction targets.

This submission was prepared by Anton Vikstrom and Anthony Broese Van Groenou, Co-founders and Directors of The Good car Company

29 April 2021

Address

5/24 Davey Street
Hobart, 7000

Website

Goodcar.co

ABN

15 632 025 391

Motor Traders Licence

TAS #6064

Document Version

1.0

General Notes

Climate Change is the key issue of our (and future generations). We encourage the Government to be bold in setting climate change policies and strategies. We acknowledge the work made by generations of Tasmanians in creating a strong and reliable renewable energy sector with Hydro as a dispatchable power source at its core.

We recognise that Tasmania's current "Net Zero" Status is only due to large reductions in Native forest logging. In order to maintain this we recommend that the carbon storage role of the States Native Forests and world heritage areas be solidified.

The Tasmanian Government has already legislated renewable electricity targets, but it doesn't seem like there's any legislated mechanism to achieve those targets.

As a principle we support sectoral targets. These allow the Government to target reductions in "easy", as well as "hard-to-mitigate" sectors. We are in full support of time bound targets with short, medium and long term aspirations. These ensure that short term policy support and funding match the long term targets

During technology transitions, government plays a vital role. On the emissions reduction side creating certainty through clear targets backed up with legislation with a clear horizon will make it attractive for industry to get behind the transition and ensure it is smoothly executed.

We encourage the adoption of a legislated net zero emissions by 2035 target. This has the advantage of being achievable as well as providing SIGNIFICANT marketing advantage to our island state.

Net Zero is what Tasmania is currently achieving, however locking this in with a *legislative target* will enable Tasmania to take the maximum advantage of early mover status.

Transport Specific Feedback

The transport sector has the most achievable emissions win after electricity generation. We recommend an aggressive target in this area. Going hard on transport can take some pressure off hard to address sectors such as concrete and aluminium production.

From a strategic direction EVs improve both Fuel and energy security. By switching the Tasmanian vehicle fleet to electric we not only reduce reliance on imported liquid fuels, we can retain over \$1 billion PA in fuel expenditure.

To convert all transport to electric would result in an 18% net increase in electricity demand. This would require around ~184 wind turbines with a capital investment cost of around \$1.2b. i.e. building the energy infrastructure to power our entire vehicle fleet is the same as the annual fuel bill! This is a potential economic windfall for Tasmanian State owned enterprises and the Tasmanian people.

The 2016 climate change act accepted reductions on transport in principle only, without any real targets. The review provides a great opportunity to position Tasmania as a leader in electrification of transport.

The Tasmanian government has shown spectacular leadership on the charging infrastructure side. However this is the minimum viable product for transport electrification. We encourage programs that support the installation of more infrastructure to address a) charging black spots b) "backfilling" the in-between locations, such as Triabunna, Cygnet, Ouse etc and c) Encouraging the install of multiple charging stations at key locations to avoid excessive queuing e.g. at Campbelltown fast charger.

We recommend that the government model the charging needs for 20%, 50%, 75% and 100% EV's. This will enable better planning by electricity distributors, charging providers and legacy service stations.

We applaud the 2025 tourism net-zero target. We would love to see Tasmania become a green destination - align with Tasmanian green image and capitalise on green tourism.

In order to build additional resilience in the energy supply to deal with climate and other disaster risks, we recommend that Tasmania leads in the adoption of EV Vehicle to Grid Technology (V2G).

South Australia has announced a goal to sell only electric passenger vehicles by 2035, Part of an overall climate plan, it will aim to entirely transition its 6,800-strong government fleet to all-electric vehicles by 2030. We recommend that Tasmania adopt a 2035 EV target for private vehicle ownership in alignment with South Australia. We would also recommend an interim target of 10% of car sales by 2025 as EV's and 50% of car sales by 2030.

ACT government offers 2-year rego execution for ALL EV purchases. Exemption of stamp duty and means-tested interest-free loans. ACT also has a goal for all government fleet leases to be all-electric in 2020/21. It is recommended that Tasmania implement a similar strategy as the ACT government to support EV uptake for individuals, and business and business and institutional fleets.

We encourage the government to task TasRail to model the electrification of the rail network or the installation of hydrogen powered drivetrains. This could future proof our backbone rail system. We also encourage the government to support local shipbuilding capacity to install hydrogen powered drivetrains. This could future position both TT line and shipbuilders such as INCAT.

We encourage the support of emerging transport technologies such as electric bikes and scooters. These have the potential to be the lowest cost/highest fun ways of reducing transport emissions. This could be actioned by quarantining a portion of roads funding to support the uptake of active transport.

Transport emissions from Agriculture and mining use may need individual targets and policy strategies. This is because these vehicles may not be road registered and have different usage profiles.