

Energy and Transport

Revenue: **\$29.70 Million**
 Infrastructure Savings: **\$120.00 Million**
 Operational Savings: **\$3.32 Million**
 Operational Cost: **\$100.06 Million**
 Infrastructure Cost: **\$33.00 Million**

- ✓ Energy efficiency incentives for households and businesses
- ✓ A pathway towards an electrified State Government vehicle fleet
- ✓ Promotion of carbon-neutral transport

Hobart Light Rail

Operational Cost

2018/19(\$m)	2019/20(\$m)	2020/21(\$m)	2021/22(\$m)	Total(\$m)
0.30	-	-	-	0.30

Development of a comprehensive corridor plan with councils, and business case for progressing Hobart Light Rail as part of a Hobart City Deal, through the Department of State Planning.

Cyclist and Pedestrian Infrastructure

Infrastructure Cost

2018/19(\$m)	2019/20(\$m)	2020/21(\$m)	2021/22(\$m)	Total(\$m)
10.00	10.00	5.00	5.00	30.00

Additional cyclist and pedestrian infrastructure to promote active transport, reduce fossil fuel use and traffic congestion.

Fair Solar Tariff and independent WEP

Operational Cost

2018/19(\$m)	2019/20(\$m)	2020/21(\$m)	2021/22(\$m)	Total(\$m)
15.00	20.00	20.00	20.00	75.00

\$30 million per year in forgone dividends from energy GBEs to offset reduced revenue resulting from solar feed in tariff reforms, as well as reduced revenue from non-interference with the Wholesale Electricity Price.

Free Energy Upgrades

Operational Cost

2018/19(\$m)	2019/20(\$m)	2020/21(\$m)	2021/22(\$m)	Total(\$m)
3.00	3.00	3.00	3.00	12.00

\$3 million per year in free energy efficiency upgrades for low income households and small businesses.

Free Metro Travel for Tertiary Students

Operational Cost

2018/19(\$m)	2019/20(\$m)	2020/21(\$m)	2021/22(\$m)	Total(\$m)
0.99	1.01	1.04	1.06	4.10

Offset reduced revenue to Metro Tasmania from student transport initiatives.

EV Charging Station Grants

Operational Cost

2018/19(\$m)	2019/20(\$m)	2020/21(\$m)	2021/22(\$m)	Total(\$m)
3.00	2.00	2.00	2.00	9.00

\$1 million grant program for commercial installation of electric vehicle charging stations, and \$500,000 per year towards at-home charging stations. Funding to public entities to accommodate new fleet purchases being electric where appropriate, including funding for charging stations in the first year.

Electric Bus Fleet Pathway

Operational Cost

2018/19(\$m)	2019/20(\$m)	2020/21(\$m)	2021/22(\$m)	Total(\$m)
2.08	0.08	-	-	2.16

Project funding for Metro Tasmania to commission two electric buses - including a project officer to analyse routes and identify where electric buses are suitable, and associated fleet requirements.

Disincentivising High Emission Vehicles

Operational Savings

2018/19(\$m)	2019/20(\$m)	2020/21(\$m)	2021/22(\$m)	Total(\$m)
(0.83)	(0.83)	(0.83)	(0.83)	(3.32)
(2.88)	(5.91)	(8.94)	(11.97)	(29.70)

Revenue

Revenue from staged adjustment of vehicle registration fees and levies to take into account vehicle emissions, and savings from not funding V8 Super Cars.

Spending Less on Roads

Infrastructure Cost

2018/19(\$m)	2019/20(\$m)	2020/21(\$m)	2021/22(\$m)	Total(\$m)
(30.00)	(30.00)	(30.00)	(30.00)	(120.00)

Reprioritised infrastructure allocations, and reduced spending on roads.