



Transport

The Greens believe that an efficient, integrated system of road, rail, air and sea transport, provided by both public and private sectors, is necessary in supporting the economy, in providing greater social equity, and in maximising fuel efficiency and minimising pollution.

The efficiency of the state's transport systems is an influencing factor in the prices we pay for goods and services, and is vital in providing access to services and employment. Access to a safe, reliable and sustainable public transport system is desirable. Affordable and effective public transport is pivotal to full community participation, especially for youth and in rural areas.

Road safety will be a priority with implementation of a Vision Zero strategy of zero tolerance of road fatality or serious accidents, along the lines successfully demonstrated in Europe.

Rail freight will be retained and options explored for extending rail, light rail and bus passenger services. As a matter of urgency, the Greens strategic plan will prioritise the improvement of transport infrastructure so that future freight levels will not place an impossible burden on the road system and public safety. The incompatibility between heavy freight and passenger transport will be alleviated wherever possible.

The current level of dependence on fossil fuels for transport is unsustainable. The Greens, therefore, advocate their substitution with non-polluting and renewable sources of energy and will develop a transition strategy that protects the economy and culture. The use of alternative fuels will be strongly encouraged.

Planning for both urban development and industry, which lessens the need for motor vehicle travel whilst increasing community vitality and quality of life is essential.

Walkways, bicycle lanes and small vehicle strategies will be pursued.

Specific measures the Greens will take:

Public Inquiry: establish an independent and open inquiry into all aspects of transport, including funding and subsidy costs and charges

Regional Planning: prepare regional plans that incorporate regional transport and residential needs with the most ecologically sustainable integration of transport modes and urban forms; focus urban development through redevelopment of existing urban areas to ensure that new developments are served by public transport

Motor Vehicle Registration: address the disparity in motor vehicle registration charges for passenger vehicles and small vans and trucks compared to rates charged for heavy commercial vehicles

Driver and Vehicle Safety: Adopt a vision zero strategy to make our roads safer (Vision Zero says that no level of road death is acceptable); investigate additional measures to ensure adequate



vehicle safety and emissions standards; promote driver training innovations for both commercial and domestic road users to improve road safety; promote the benefits of regular vehicle maintenance and appropriate inspection regime.

Heavy Vehicles: Specifically and urgently implement TERNZ recommendations to upgrade heavy vehicle safety, including that of log trucks; Implement Static Rollover Threshold (SRT) requirements for all heavy vehicles; remove general exemptions from nationally agreed maximum vehicle loads; identify, in consultation with stakeholders, and close to heavy vehicles, roads in the state road network inappropriate for such traffic; encourage shifting freight task from road to rail.

Bicycles and walk ways: implement a state-wide commuter, recreational, tourist, local and school walking and cycling plan to ensure that walking and cycling is facilitated as a legitimate part of the transport system and is integrated into transport decision making and planning; ensure that walkers and cyclists have suitable access to road space.

Public Transport: improve the public transport system; establish vehicle and cycle parking facilities in suburban areas to link with bus routes to the metropolitan centres; extend bus priority lanes; improve interchange facilities; introduce creative ticketing and pricing systems to improve user convenience and encourage off-peak use; initiate studies on the viability of integrated urban light rail, ferry and bus services

Trains: ensure that the railway system is maintained and operated to maximise public benefit, retain inter-modal freight transport and establish productive working relationships with the Federal Government, unions and relevant authorities; review the conditions, charges and funding of freight carriage; enable the operation of tourism railways on the existing rail network; investigate the development of light rail systems along specific existing corridors in Hobart and on the north-west coast; full cost attribution for road damage in truck and car registration charging to create level playing field and viability for rail.

Sea: support continuation of the freight equalisation scheme across Bass Strait; support continued vehicle subsidy whilst seeking Federal support of passenger subsidy on the Bass Strait ferries; support retention of 2 ferries operating between Devonport and Melbourne. Cost benefit analysis on Spirit 111 to determine viability and contribution to regional tourism.

Air Transport: encourage continued economical air access to Tasmania, including the regions; explore initiatives to ensure continued viability of north-west coast air services; ensure the availability of Search and Rescue helicopters.

Port Authority: avoid the duplication of major new infrastructure; provide effective facilities for receiving solid waste and waste oil from ships

Alternative energy: recognise peak oil dilemma and implement strategies to move away from fossil fuel dependence in transport. Support alternative energy use, including by promoting the use of alternative fuels in public transport and by requiring the inclusion of energy efficient vehicles in the government car fleet; work with the Commonwealth and industry to support conversion to electric, compressed natural gas, lpg, hydrogen, bio fuel powered vehicles and other emerging technologies.

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This policy complements other Tasmanian Greens policies:

www.tas.greens.org.au/policy