

Hello,

I would like to make a citizen submission, a few brief thoughts regarding the state energy future for Tasmania.

A feed in tariff on a 1:1 basis should be employed to encourage additional growth in residential solar installations. This should be done on the basis that all surplus green energy could be sold interstate over Basslink 1 and potentially 2. Every watt of energy leaves water in storage as either summer reserve or as an export product for the state. Growth in the residential solar market generates jobs and revenue for the state.

Additional consideration should be given to supporting both residential and commercial battery installations. The greater deployments of battery systems will give more of the state autonomy, in relation to power and will assist with smoothing fluctuations in the grid (in the case of solar installations).

Privately owned small scale power should not be seen as a threat to state generation but as an opportunity to augment it for virtually no cost to the state, a source of additional revenue to the state (with one of the lowest income profiles in the country) and a jobs creation scheme, once again with minimal cost to the state.

Green power goes hand in hand with our profile as the “clean green state” and is an opportunity that both parties have talked about but done little in concrete action.

Slightly out of scope, Arterial rail should be part of any energy mix. Arterial rail will enable morning and evening express commuter rail between major centres, removing cars from the highways, at other times freight would be transported, removing diesel truck from the highways. This would extend the lifetime of the highways, reduce the need for expansion of those highways and reduce the potential for vehicular accidents. Rail can be electric or diesel. If diesel, it is environmentally better than many trucks, if electric it becomes sustainable to transport within the state.

One other consideration with regard to rail, matching rail gauge to that at the victorian end of the bass strait ferry route would enable roll on roll off transportation of export goods and imports. This would be an expensive long term project which should be part of the national highways/transport consideration and should attract federal project funding.

Thanks you

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Lee Dyson