

Incoming Government Package

The Hon Eric Abetz

Macquarie Point Urban Renewal Project

Department of State Growth

August 2025

Released under RTI

Contents

The following package has been prepared as an Incoming Government Brief for your information.

In addition to this initial package the department, through the Secretary, will provide regular briefings, ongoing information, and advice to support decision making and the implementation of your Ministerial responsibilities.

This package includes:

Agency Overview

Information on the department and its roles and responsibilities.

Portfolio Overview

For each of your portfolios, an overview is provided, which includes key context and organisational support, information on relevant Boards and Committees, legislative responsibilities, and a list of Question Time Briefs (QTBs) that will be regularly updated and provided to your office.

Key Issues

An initial overview of critical issues for the portfolio.

Agency Overview

The department's role is to support diverse and sustainable economic growth and facilitate the creation of job opportunities for the benefit of our community.

The Secretary, Craig Limkin, is supported by the following senior executives: Angela Conway, Vanessa Pinto, Jenna Cairney, Cynthia Heydon Brett Stewart and Denise McIntyre.

State Growth's Corporate Plan 2023-26 (the Corporate Plan)

The Corporate Plan identifies five key objectives. These are to:

- work with Tasmanian businesses, industries and communities to support sustainable growth and strategic workforce opportunities
- contribute to Tasmania's brand as the best place in the country to live, work, visit, study, invest and raise a family
- strategically develop our infrastructure, digital networks, transport and renewable

energy systems to support industry, businesses and our community

- enhance resilience and rapid recovery from economic, environmental and social shocks and stresses across industry, businesses and our community
- continue to build our organisational capacity by working collaboratively and developing our people, safety, culture and systems, including our use of technology.

A key focus of the Corporate Plan is to drive a collaborative, coordinated and client-centric approach across the agency's broad range of services, programs, and portfolio areas, supported by an agile and flexible workforce.

The department had commenced work on a new Corporate Plan however this was paused early in 2025.

The department is a values-based organisation and seeks to undertake its roles and responsibilities with the **courage** to make a difference through **teamwork, respect, excellence, and integrity**.

Organisational Structure

The department has five business areas:

- **Economic Development** (Acting Deputy Secretary – Jenna Cairney) – Provides advice and assistance to businesses to aid economic growth and partners with communities to remove barriers to employment, training, and workforce participation.
- **Strategy, Housing, Infrastructure and Planning** (Acting Deputy Secretary – Denise McIntyre) – Provides an integrated and strategic approach to planning, infrastructure and projects throughout the regions. Brings together the economic levers that will shape our state's future.
- **Creative Industries, Sport and Visitor Economy** (Deputy Secretary – Brett Stewart) – The principal advisory, development and funding body in Tasmania for the cultural and creative industries, sport and the visitor economy by supporting sector development, delivery of services, stimulation of demand and provision of funding.
- **Transport** (Deputy Secretary – Cynthia Heydon) – Delivers a strategic, coordinated and state-wide approach to the policy, planning and delivery of the state's transport system and transport infrastructure.
- **Renewables, Climate and Future Industries Tasmania (ReCFIT) and Resources** (Acting Chief Executive Officer – Vanessa Pinto) – Provides strategic advice on energy, climate change, mining and forest policy through key strategies, plans and projects, and supports new and emerging industries, with an emphasis on growing Tasmania's renewable energy and resource industries.
- **Business Services** (Deputy Secretary – Angela Conway) – Leads the development of organisational culture, business improvement and emergency management in the department through delivery of quality financial, communication, human, information, spatial, asset management and portfolio services.

A number of Deputy Secretary positions were in active recruitment and have been paused due to the 2025 election. It is the intention of the Secretary is to finalise recruitment as quickly as possible to ensure stability for the organisation.

The department also supports and works closely with the following area.

- **The Office of the Coordinator-General** (Coordinator-General – John Perry) – The principal entity in Tasmania to attract and support investment in the state, facilitate major projects and reduce red tape.

Working with Ministerial Offices

The department has a protocol in place for engagement with ministerial and political offices. In general, all contact between Ministerial Offices and the department is facilitated via the Office of the Secretary (OTS), relevant Deputy Secretaries or the Communications team.

There will be some instances where a Ministerial Office will work with a Deputy Secretary to agree an officer contact for quick clarification or factual information that can be given over the phone or via email.

This ensures that the department provides accurate advice, in a consistent format, and that any issues which cross portfolios or other business areas are taken into account.

Workforce Profile

As at 30 June 2025, the department had an employee headcount of 1,118 employees (964.59 paid Full Time Equivalents (FTE)). A summary of this information by business area is provided in the below table.

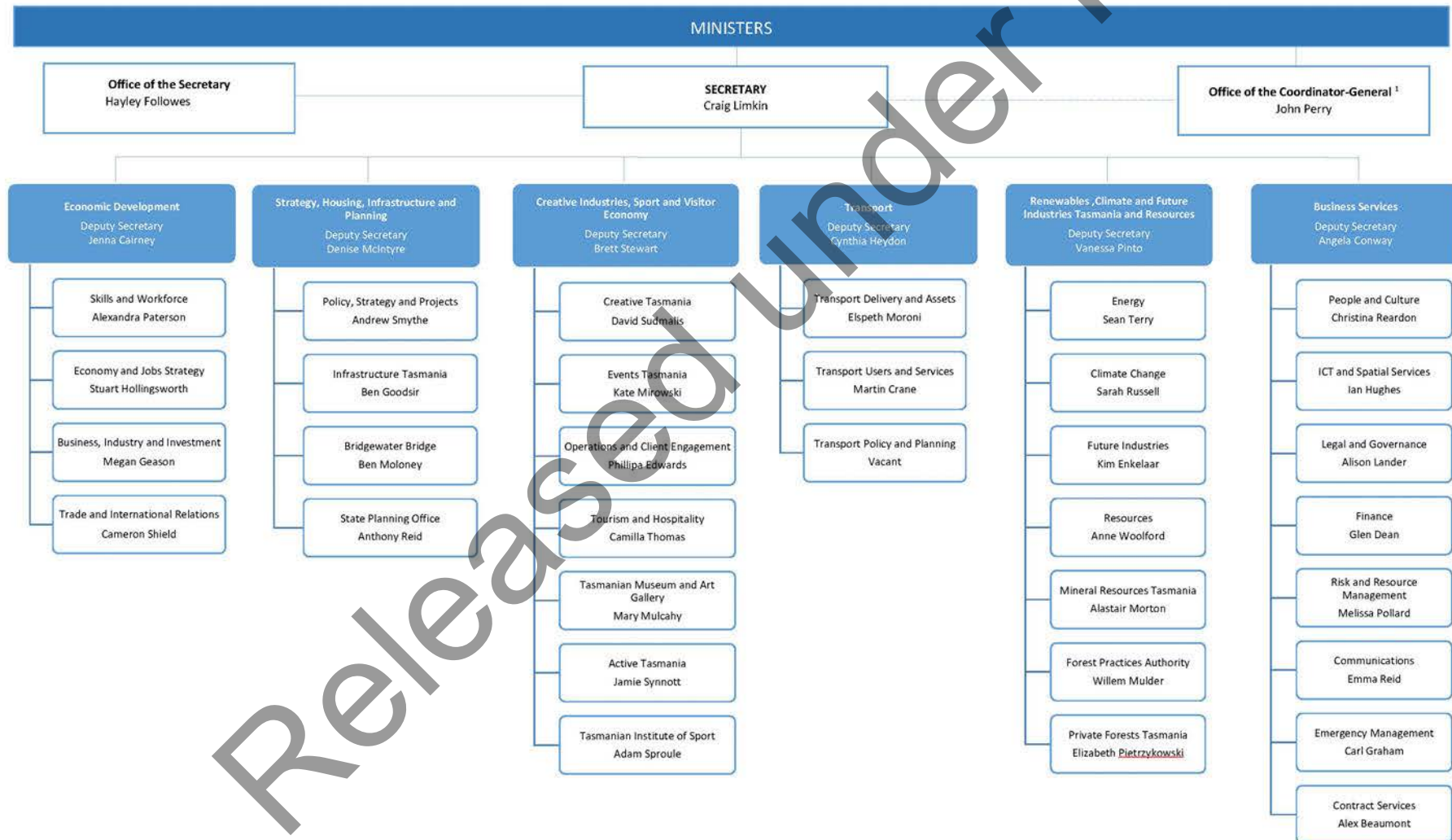
As at 30 June 2025, the workforce demographic for the department remains relatively constant, with an average age of 46.90 years and an average length of employment in the Tasmanian State Service of 7.93 years.

The department's gender profile is 56.03 per cent female, 43.62 per cent male and 0.27 per cent not specified. The gender profile for the department's senior roles - Senior Executives, Equivalent Specialists and General Stream Band 9's is 44 per cent female and 56 per cent male.

	Headcount	Paid FTE
Business Services Numbers include 45 staff who have relinquished roles and are held against Business Services so could return to Agency.	158	140.05
Office of the Coordinator General	16	14.60
Creative Industries, Sport and Visitor Economy	3	1.9
• Active Tasmania	19	18.71
• Arts Tasmania	10	8.20
• Events Tasmania	8	7.80
• Operations & Client Engagement	5	3.80
• Screen Tasmania	6	5.02
• Tasmanian Institute of Sport	25	22.14
• Tasmanian Museum and Art Gallery (TMAG)	85	73.67
	4	3

• Tourism and Hospitality		
Economic Development	4	3.9
• Business, Industry and Investment	50	46.25
• Jobs Tasmania	12	11.4
• Skills and Workforce	74	67.2
• Trade	21	17.94
Office of the Secretary	5	3.8
• Secretariat	9	9.29
ReCFIT and Resources	6	5
• Climate Change	15	12.27
• Energy	40	38.74
• Mineral Resources Tasmania	46	44.49
• Mining Policy	1	0.8
• Forest Policy	8	7.7
• Forest Practices Authority	18	16.12
• Private Forests Tasmania	10	8.31
Strategy, Housing, Infrastructure and Planning	2	2
• Infrastructure Tasmania	29	26.23
• New Bridgewater Bridge	7	6.89
• Policy, Strategy and Projects	25	23.47
• State Planning Office	13	9.78
Transport	5	4
• Road User Services	220	146.55
• State Roads	156	147.53
• Transport Systems and Policy	7	6.04
TOTALS	1122	964.59

Department of State Growth Organisational Structure as at 30 June 2025



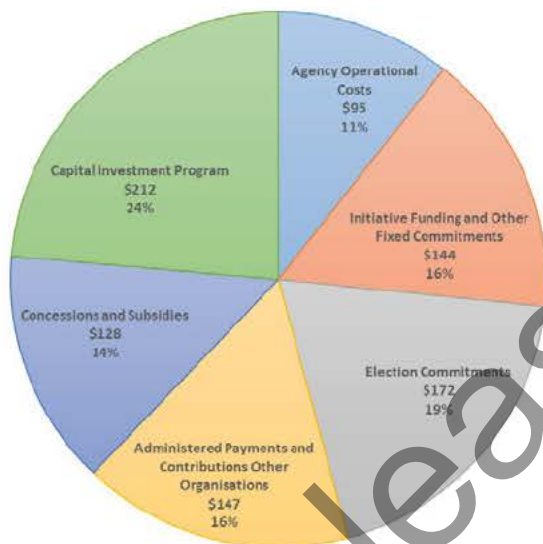
¹ The Coordinator-General reports directly to the relevant Minister

DEPARTMENT OF STATE GROWTH OVERVIEW

Budget Information

The department's total Appropriation (Final) in 2024-25 was \$897.9 million, as shown in the table below.

DEPARTMENT OF STATE GROWTH
2024-25 BUDGET SPLIT (\$ M)



2024-25 Budget

Forward Estimate Appropriation allocations included in the 2024-25 Budget Papers for the department are as follows:

2025-26 - \$849.3 million

2026-27 - \$714.7 million

2027-28 - \$634.1 million

These figures include the Capital Investment Program.

2025-26 Budget

A total of \$663.2 million has been allocated to the department through the *Supply Act (No.1) 2025* which allows for the interim provision of appropriation from the Public Account to enable the provision of Government Services until the 2025-26 Budget Appropriation Acts are in place. The amount of appropriation provided reflects funding to continue the normal services of Government for a period of up to six months from 1 July 2025 to 31 December 2025.

In addition to the amount allocated through the *Supply Act (No.1) 2025*, the department has approved Budget Rollovers of \$48.1 million (as per Section 23 of *Financial Management Act 2016*).

PORTFOLIO OVERVIEW

The Macquarie Point Urban Renewal portfolio is primarily supported in State Growth by Strategy, Housing, Infrastructure and Planning, led by Deputy Secretary, Denise McIntyre.

In SHIP, the portfolio is primarily supported through:

- **Major Transport Projects**, led by Project Director, Ben Moloney.
- **Policy, Strategy and Projects**, led by General Manager, Andrew Smythe.

Strategy, Housing, Infrastructure and Planning (SHIP)

Policy, Strategy and Projects

Policy, Strategy, and Projects (PSP) is an expert advisory division that develops and delivers significant Tasmanian Government initiatives, performing a broad range of functions to ensure State Growth delivers on its priorities.

Policy, Strategy and Projects (PSP) has a broad range of functions supporting external stakeholders and other divisions of the Department.

In relation to the Macquarie Point Urban Renewal portfolio, PSP:

- Provides strategic policy, project and legislation development advice and implementation expertise across the department.
- Assists the Minister on matters related to the Macquarie Point Development Corporation and its urban renewal project, including the Multipurpose Stadium.
- Monitors and reports on the department's progress with key initiatives and deliverables.
- Formulates the department's position on matters with whole of agency impact and coordinates departmental responses in respect of whole of government and inter-jurisdictional policy, planning and project delivery priorities.

Major Transport Projects

The northern access road and bus plaza are critical components of the Macquarie Point Stadium and are funded separately from the stadium.

Question Time Briefs

The current index of Question Time Briefs for 2025 is provided below.

These briefs are currently being updated by the department and will be forwarded to your office before Parliament commences:

- Macquarie Point Urban Renewal Project

Key Stakeholders

Councils and council organisations

- Clarence City Council, led by CEO, Ian Nelson. Mayor: Cr Brendan Blomeley. Hobart City Deal and Greater Hobart Committee partner.
- Glenorchy City Council, led by General Manager, Tony McMullen. Mayor: Ald Sue Hickey. Hobart City Deal and Greater Hobart Committee partner.
- Hobart City Council, led by General Manager, Michael Stretton. Lord Mayor: Cr Anna Reynolds. Hobart City Deal and Greater Hobart Committee partner.
- Kingborough Council, led by General Manager, Gary Arnold. Mayor: Cr Paula Wriedt. Hobart City Deal and Greater Hobart Committee partner.
- Local Government Association of Tasmania, led by CEO Dion Lester. The body representing Tasmanian councils.
- Southern Tasmanian Council Authority, chaired by Deputy Mayor Helen Burnet (Hobart City Council) – note all southern councils except Clarence, Glenorchy and Kingborough are members.

Other Key Stakeholders

- RSL Tasmania
- Stadiums Tasmania
- TasPorts
- TasNetworks
- TasWater
- Tasmanian Aboriginal Centre
- Macquarie Point Development Corporation
- Australian Football League
- Australian Government
- Hobart City Council
- Tasmania Football Club

PORTFOLIO OVERVIEW

Legislation Administered by the department

The following list identifies relevant legislation under the portfolios for which the department has responsibility.

Minister for

- *Macquarie Point Development Corporation Act 2012*

Portfolio Boards and Committees

Minister for the Macquarie Point Urban Renewal Project

The following provides a brief description and current membership of the boards in this portfolio.

Macquarie Point Development Corporation

The principal objectives of the Corporation are –

(a) to plan, facilitate and manage the remediation of the Macquarie Point land in accordance with the Intergovernmental Agreement; and (b) to plan, facilitate and manage the redevelopment of the site so as to ensure that the site (i) is redeveloped as a vibrant and active area, with a mix of uses, that connects with and complements adjacent areas within Hobart; and (ii) encourages inner-city living; and (iia) encourages pedestrian and bicycle traffic; and (iib) allows for public transport; and (iic) provides for public open space; and (iii) is redeveloped so as to deliver sustainable social and economic benefits to Hobart; and (iv) is redeveloped in accordance with sound planning, urban design and environmental principles; and (b)a to plan, facilitate and manage temporary and longer term use of the site; and (c) to the extent practicable, to make a profit from carrying out its functions.

Name	Position	Appointment Expires	Terms (years) at expiry
Kim Evans ¹	Chair	12/02/2027	3 (9)
Anne Beach	Executive Director (CEO)		
Christine Covington	Director	23/10/2025	1 (3)
Chris Oldfield	Director	23/10/2025	1 (3)
Cathy Hales	Director	20/11/2025	1 (3)
Ronald Finlay	Director	19/06/2027	1 (3)
Greg Stanford	Director	19/06/2027	1 (3)

¹ Appointed as Chair from 13 Feb 2024

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Macquarie Point Northern Access Road	12

KEY ISSUES BRIEFS

Key Points

- **PLANNING:** The Department of Premier and Cabinet is preparing advice for Cabinet on the planning options available to Government for the Multipurpose Stadium. Currently, work has progressed under two processes:
 - In May 2025, Project specific legislation, including a draft planning permit, was released for public consultation.
 - In July 2025, the Tasmanian Planning Commission held hearings as part of its Project of State Significance process and is expected to release a final report by September 2025.
- **FUNDING:** Anticipated funding requirements for the project are as follows:
 - Tasmanian Government: \$375 million
 - Australian Government: \$240 million
 - AFL: \$15 million
 - Borrowings: \$315 million
- **Supply (No. 1) Act 2025** includes equity funding allocated to Macquarie Point Development Corporation (MPDC) for the project of \$14,734,349. Of this amount, \$6,643.017 has been paid year-to-date in 2025-26. A new budget will need to be passed to confirm project funding.
- **UPCOMING ACTIONS:** Following planning and budget approvals, the Macquarie Point Development Corporation (MPDC) intends on commencing an Expressions of Interest and Request for Tender process for the construction of the Multipurpose Stadium.
- **RELATED PROJECTS:** The Oversight Steering Committee, comprised of the Secretaries of the Department of Premier and Cabinet and the Department of Treasury and Finance, with advice from the Crown Solicitor, is the overarching whole-of-government forum that considers the Macquarie Point Urban Renewal Project and related Australian Football League (AFL) Team projects (including negotiations with the AFL).

Background

On 3 May 2023, the Tasmanian Government signed a Club Funding and Development Agreement (CFDA) with the AFL for the establishment of a Tasmanian-based AFL and AFLW Club, which includes a commitment to establish a new Hobart stadium at Macquarie Point.

The Macquarie Point site was selected as the preferred location for the stadium due to its proximity to the city, topography, and connections from the water. The site is well located for ferry, pedestrian, cycling and passenger transport traffic, creating a central activity centre serviced by three key transit corridors.

On 17 May 2024, the Tasmanian Government entered into a funding agreement with the Australian Government to formalise the Australian Government's \$240 million commitment towards the development of Macquarie Point.

KEY ISSUES BRIEFS

MPDC is responsible for delivering the stadium and broader precinct. On 9 June 2025, a Ministerial Direction was issued by the Minister for Business, Industry and Resources to MPDC, among other things, to prepare a procurement strategy for the Oversight Steering Committee's approval and not to commence any public procurement activity for the stadium until approval has been obtained by the Sub-Committee of Cabinet.

MPDC is in the process of finalising approval of its Master Plan. The Master Plan outlines the vision for Macquarie Point – several zones connected through commercial, and community uses.

The stadium will be the first stage of the Macquarie Point development given it has strict timeframes for completion under the CFDA. Once construction of the stadium has commenced, it is expected that the balance of the precinct will progress in accordance with its Master Plan. Certain timeframes under the CFDA have been reviewed and reflected in variations to the CFDA.

The Department of State Growth is responsible for the delivery of the AFL Training and Performance Centre at Kingston, the Northern Access Road at Macquarie Point, and the administration of the CFDA and funding agreements with the Australian Government.

Released under RTI

Key Points

- The Northern Access Road and stadium bus plaza are critical transport and access arrangements for the proposed Multi-Purpose Stadium at Macquarie Point.
- It will include a bus plaza for events and infrastructure that supports the safe and efficient movement of pedestrians.
- The road will also provide some access to TasPorts, TasWater, and other owners and businesses within the precinct.
- The new road will be designed to cater for heavy vehicle users, noting that there are some broader road network limitations for some larger heavy vehicles including at the McVilly Drive / Tasman Highway interchange and Evans Street will continue to be part of Tasmania's designated National Land Transport Network.
- During events the road will be largely used by event buses and at other times it will provide access to the general public and others for:
 - stadium car park and back-of-house
 - Antarctic Facilities zone
 - Regatta Point wharf and proposed urban renewal development area
 - City of Hobart car parking area and amenities building
 - new TasWater pump station.
- \$3 million has currently been committed for the planning and design of the Macquarie Point Northern Access Road, including a bus plaza, with this funding to also confirm a cost estimate for the proposed works.
- Further funding will need to be committed for construction of the road in addition to the current Macquarie Point stadium and urban renewal funding committed by both the Tasmanian and Australian Governments.
- The proposed alignment will impact parts of the current City of Hobart road to Regatta Point and car parking area, and the southern end of the South Line heavy rail corridor.
 - planning and design investigations are underway
 - changes to parking arrangements in the vicinity of the new road

- access to Regatta Point foreshore area and proposed urban renewal area within the Macquarie Point precinct
- extent of works required at McVilly Drive / Tasman Highway interchange and along the Tasman Highway.
- At this time, several options existing in relation to the location and configuration of the bus plaza component of the project.
- The current schedule is to develop a design by the end of 2025 ready for Tender, with construction to commence in 2026.

As part of developing the Northern Access Road alignment it is proposed to declare the following as State roads under the management of the Department of State Growth:

- Northern Access Road
- McVilly Drive and all Tasman Highway access roads

KEY ISSUE 1 -

- Evans Street.

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RELATED ISSUE – OTHER PORTFOLIO

The following key supporting documents are attached to this package for your information:

- State Growth Corporate Plan 2023-26

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Corporate Plan 2023–26



We acknowledge the Tasmanian Aboriginal people as the original owners and continuing custodians of lutruwita (Tasmania). We pay our deepest respects to their Elders, past and present. We honour the care and connection to their land, sea, waterways and sky which was never ceded. We value the history, culture and strength of the Tasmanian Aboriginal community, and commit to listen deeply to their story and be respectful of Country in our collaborations with them.

Image credit:
Photo by Michael Gissing of Felicity Bott, as part of Deborah Wace's Arts and Screen Digital Production Fund Project.

From the Secretary



It is my pleasure to present the Department of State Growth's Corporate Plan 2023-26. I am excited to keep building on our achievements, shared capacity, values and sense of purpose.

As our organisation evolves, it is vital we work together and take advantage of the opportunity this department presents. The resilience and dedication shown by the State Growth team since the start of the COVID-19 pandemic has been amazing, and together we can carry this energy forward.

State Growth provides a broad range of services to the Tasmanian community: building and keeping us safe on our roads; working with and supporting growth in our businesses and industries; supporting our vibrant

arts, tourism, sporting and cultural communities; responsibly harnessing the natural advantages provided by our mineral resources; providing key services and infrastructure; supporting sustainable development; delivering future-focused energy policy; and facilitating the provision of targeted training and migration programs.

This spectrum of services and roles creates immense opportunity. Our response to the COVID-19 pandemic and subsequent support of our community and economy's recovery, shows we can take advantage of our collective expertise to collaborate and deliver a client-centric approach. The Corporate Plan for 2023-26 builds on this momentum and seeks to ensure we continue to perform at the high level expected of us by the government of the day and the Tasmanian community.

Our clients and their needs – be they Ministers, the community, or businesses – are the focus of our advice and we need to apply insightful and pragmatic policy analysis to reconcile differing interests. Our approach ensures we provide the information our diverse stakeholders need to make decisions and to invest in a manner that is implementable and compliant with relevant legislation.

Each of our outputs are valuable and contribute to the wellbeing of Tasmanians and the liveability of our cities and regions. Our work is aspirational and focused on delivering better outcomes for Tasmanians, harnessing the competitive advantages that set us apart from the rest of the world. We will ensure our organisation has the right culture, tools, support and technology in place to drive these results and take full advantage of new opportunities.

Being able to deliver our objectives starts with our people and ensuring we are an organisation that values and supports the individual to thrive. This means creating a workplace culture where people feel supported, valued, included and empowered to do their best work and be their best selves. Our Corporate Plan recognises the importance of working together and being united in the same goal. When we get this right, our people feel better, they perform better, and the organisation achieves great outcomes.

The Corporate Plan 2023-26 responds to key cultural, environmental and economic shifts since the last version. We have renewed our focus on sustainability and how our work supports liveability and vibrancy in our community and economy. We also turn our attention to how we can respond to and build resilience against the impacts of climate change and other emergencies and disruptions, both internally and externally across Tasmania.

I am proud of what we have achieved in the four years since the 2019-22 Corporate Plan, and how we have gone about it together. As we embark on this next chapter, I am confident we have the tools, environment and team to continue to take full advantage of the opportunity State Growth's broad range of services present.

Kim Evans
Secretary

Our role

To support diverse and sustainable economic growth and facilitate the creation of job opportunities for the benefit of our community.

Who we are

Our agency has the following core focus areas:

- **Business and Jobs** – drives industry capability and regional development for growth including small business support, workforce development, trade, science and technology, advanced manufacturing and defence, international education, business and skilled migration, and tourism and hospitality support.
- **Resources, Strategy and Policy** – provides whole-of-agency strategic policy, project and coordination functions including Antarctic science and research, population strategy, and urban renewal and growth initiatives that build on urban transformation. This area also provides strategic advice on Tasmania's mining policies and resource industries, and is responsible for the sustainable management of mineral resources in Tasmania.
- **Culture, Arts and Sport** – develops policy and programs to deliver economic and social outcomes by supporting development, delivering services, providing funding and stimulating demand for the cultural, creative and sporting sectors in Tasmania.
- **Transport and Infrastructure** – promotes and enables the safe, reliable and efficient transport of people and goods, to connect Tasmanian communities, promote freight efficiency and growth in the Tasmanian economy, and improve the visitor experience. This group also supports state-wide planning and coordination of major stadium projects and infrastructure delivery.
- **Business Services** – working with our partners, Business Services leads the development of organisational culture, business improvement and emergency management in the department through delivery of quality financial, communication, human, information, spatial, asset management and portfolio services.

Our agency also supports and works closely with the following areas:

- **The Office of the Coordinator-General** – the principal entity in Tasmania to attract and support investment in the state, facilitate major projects and reduce red tape.
- **Renewables, Climate and Future Industries Tasmania (ReCFIT)** – is responsible for providing advice on the state's strategic direction on climate change, renewable energy growth and emissions reduction to help shape Tasmania's future while maintaining a secure, sustainable and affordable energy system.
- **The Tasmanian Development Board** – the board's primary focus is the creation of investment and associated employment through working closely with State Growth to implement government policies.

Our approach

We will be guided by the following principles:

Client-centric

We will provide integrated advice and services that are informed by the full range of services our agency provides and the needs of our clients.

Collaborative and coordinated

We will work together and across portfolios to provide informed whole-of-agency advice and services. This will be supported by the strong relationships we will build and maintain with our partners across all three levels of government, business, industry and the community.

Results driven

In keeping with our purpose, we will strategically manage risks to deliver the big and small tasks that support the delivery of the government's priorities and meet the needs of the community.

Efficient

We will make the best use of available resources to give effect to our purpose.

Innovative and creative

We will support innovation and creativity in the work we do and the activities we encourage and promote.

Diverse and supportive

We will encourage and demonstrate leadership as a welcoming, supportive and inclusive organisation. We will continue our investment in driving diversity and building an inclusive workplace as well as continuing to prioritise the accessibility of our services.

Values based

We are a values-based organisation. We will live by, exemplify and demonstrate our values in the way we work with and support each other, and our clients.

Adaptable and agile

We will respond quickly and effectively to changing demands and emerging challenges and opportunities.

Our values

At State Growth, we live by the following values: **Courage** to make a difference through:

Teamwork

Our teams are diverse, caring and productive

- We listen, learn and share.
- We support each other by stepping up and sharing the load.
- We bring out the best in people through strong and supportive leadership.
- We collaborate to get the best outcome.

Integrity

We are ethical and accountable in all we do

- We are transparent and consistent in our decision making.
- We take responsibility for our actions.
- We speak up when things aren't right.
- We do what we say we are going to do.

Respect

We are fair, trusting and appreciative

- We create a diverse and inclusive workplace.
- We care for the health, safety and wellbeing of each other.
- We listen without judgement and seek to understand.
- We resolve issues constructively.

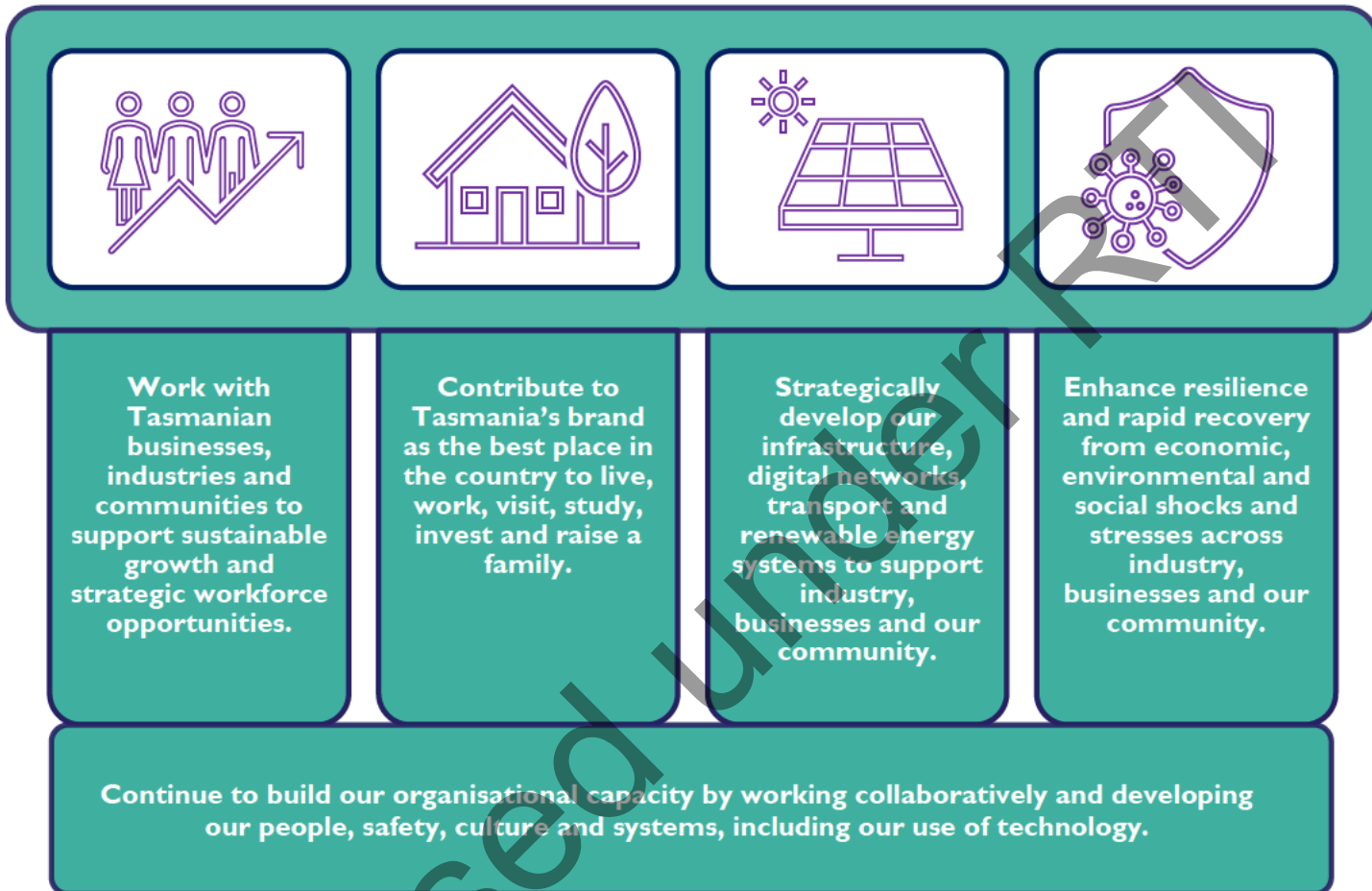
Excellence

We take pride in our work and encourage new ideas to deliver public value

- We innovate, adapt and set ambitious goals.
- We seek continuous improvement and learn from experience.
- We actively engage with our stakeholders, clients and the community.
- We promote sensible risk taking.

Our objectives

Our work will be guided by the following five objectives. In addressing these objectives, the Department will work with businesses, industries and communities to reduce Tasmania's greenhouse gas emissions and build resilience to the effects of climate change.



We will:

Work with Tasmanian businesses, industries and communities to support sustainable growth and strategic workforce opportunities

This will include:

- leveraging partnerships and engaging the community to **build the workforce of the future** by supporting training, job opportunities, pathways to employment and access to a skilled workforce.
- encouraging innovation and facilitating new opportunities in **technology use and digital transformation**.
- **attracting new businesses** to the state and **retaining and promoting investment** in Tasmania.
- **delivering targeted programs and accessible information services**, particularly for small businesses.
- exploring options to **best manage and use our mineral resources and land**.
- encouraging innovation and supporting growth in the **advanced manufacturing, defence and future industries**.

- supporting market expansion, and domestic and international trade through **coordinating Tasmania's whole-of-government Trade Strategy**.
- supporting and facilitating **Tasmania's tourism, hospitality and events industry**.
- **reducing the regulatory burden** for small business and the wider Tasmania community to **make doing business in our state easier**.
- delivering our statutory functions by **adopting best practice methodology and principles to effectively regulate** the laws we are responsible for.
- identifying opportunities to **reduce our emissions and build resilience to the impacts of climate change** in the transition to a low carbon economy.

Contribute to Tasmania's brand as the best place in the country to live, work, visit, study, invest and raise a family

This will include:

- **being recognised as a diverse, welcoming and supportive community**, focusing our population growth on addressing skills shortages and embracing opportunities in regional areas.
- developing new, enhancing existing and supporting emerging **tourism experiences and destinations** that reimagine and encourage investment, renewal and visitation to our regions.
- promoting and delivering **programs, events and activities** that celebrate our communities across all seasons, showcase our regions and **promote artistic, cultural, hospitality and sporting excellence and participation**.
- promoting and delivering support for our **creative and cultural industries** to build industry and individual capacity, and provide opportunities to **drive local investment** and to **build on our brand**.
- **promoting and growing business-related events** hosted in Tasmania.
- working with Brand Tasmania to **promote the state's strengths, brand and opportunities**.
- working in partnership with all levels of government and businesses to **maintain and enhance Tasmania's liveability**, harness opportunities and **drive strategic land use decisions** that support sustainable growth.

Strategically develop our infrastructure, digital networks, transport and renewable energy systems to support industry, businesses and our community

This will include:

- ensuring the right **infrastructure** is built at the right time, in the right place, as efficiently as possible, and with resilience to the impacts of climate change, to **support urban renewal and liveability** for our growing population.
- **managing the State Road Network** as part of an integrated transport system to serve the community, business and industry, including our tourism sector.
- **providing access to the transport system**, enabling access to employment, education, services and social participation.
- **promoting road safe behaviours and working to prevent crashes** that result in death or serious injury.
- boosting our capacity to **host international arts, entertainment, cultural and sporting events** through the development and promotion of our major stadiums.

- **harnessing our renewable energy capability and monitoring Tasmania's energy security** by providing strategic advice on energy policy, regulatory arrangements, climate change and emissions reduction.
- delivering programs that **support renewable energy related industry development** such as Battery of the Nation, Marinus Link and future industries such as green hydrogen production.
- investing in becoming the **Tasmanian Government's leading digital agency** by making strategic improvements to our digital networks and how we use them.
- **ensuring our policy and regulatory programs align** and support these outcomes, including encouraging the uptake of new technology to reduce transport emissions.

Enhance resilience and rapid recovery from economic, environmental and social shocks and stresses across industry, businesses and our community

This will include:

- identifying how short-term disruptions and long-term systemic stresses impact our ability to provide support to Tasmanians, and **proactively building resilience within businesses, the community and State Growth.**
- **building climate change adaptation and mitigation** into our long-term planning so that business, industry and our community are **prepared for the impacts of climate change.**
- **developing thorough and robust emergency management procedures** to enhance our responsiveness and coordination in times of crisis.
- incorporating our learnings from responding to the COVID-19 pandemic and other emergencies into our **business support and community assistance strategies and protocols.**

Continue to build our organisational capacity by working collaboratively and developing our people, safety, culture and systems, including our use of technology

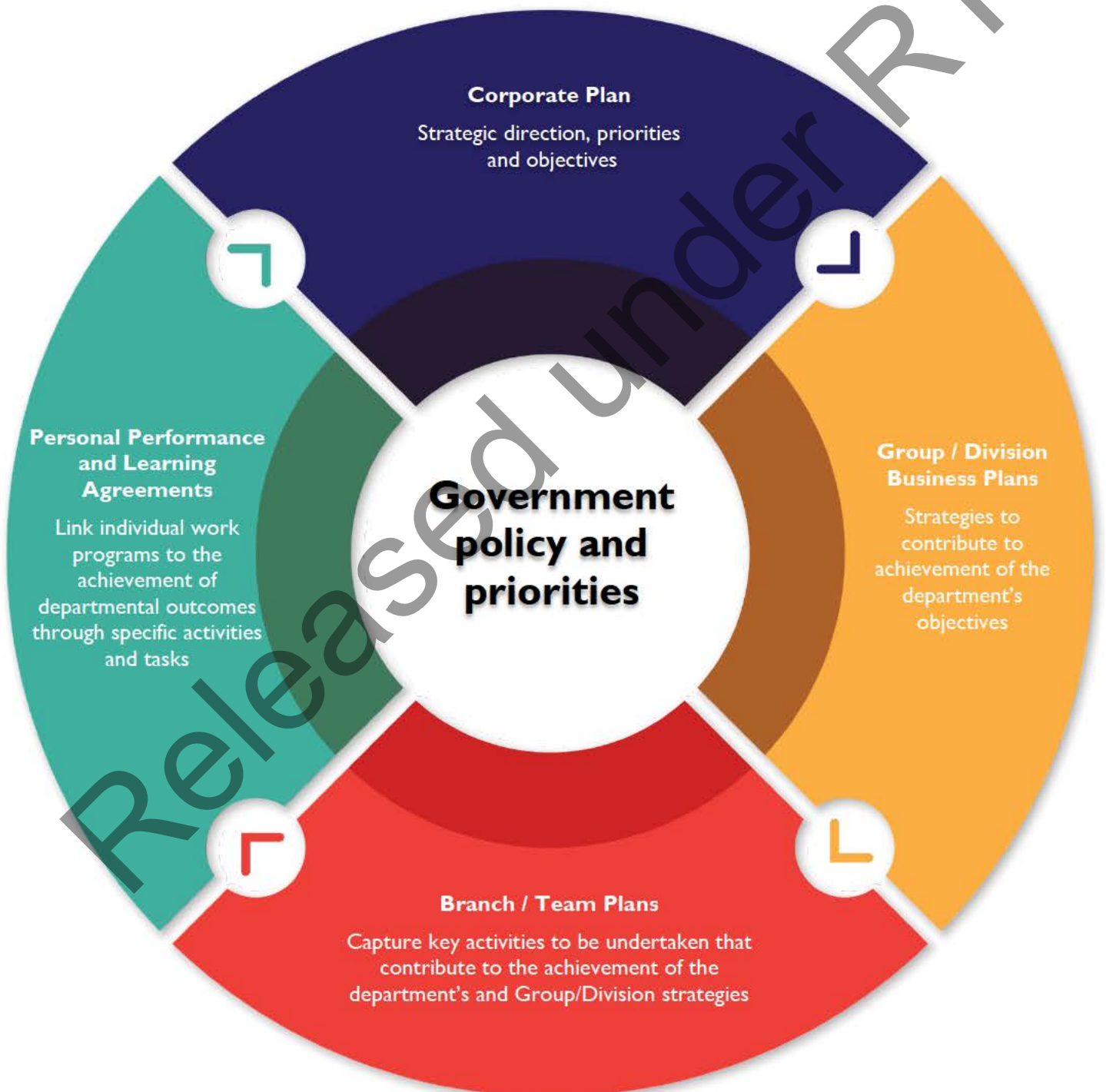
This will include:

- ensuring that the **health, safety and wellbeing of our people** is paramount in all that we do.
- making **collaboration and communication** central to how we work within the department and across government at all levels, breaking down silos to **deliver integrated outcomes.**
- investing in and supporting the **active engagement and development of our people** and building our leadership capability and agility at all levels.
- building an **inclusive workplace** that promotes and supports a **diverse workforce.**
- **strengthening our governance and accountability frameworks**, promoting leadership in good decision making and a culture of risk management.
- through **responsible and careful financial management**, supporting the delivery of priorities and programs.
- **delivering business improvement initiatives that embrace the latest technology**, enhance digital literacy and support flexible and efficient work solutions.
- **upholding a client-centric culture** by being dependable and collaborative, communicating clearly, building trust and working with pace and probity.
- **living by our shared values** to build on our strengths as a department to improve the way we work together and **drive success across all other objectives.**

Our Corporate Plan in action

Our Corporate Plan is part of our planning and strategic framework. Our purpose, objectives and approach inform our planning at a whole-of-agency level, guide our Group and Division Business Plans and inform branch, team and individual work programs.

To support this planning framework, the Executive Committee will review our Corporate Plan on an annual basis and update it as necessary. This review will be informed by our ongoing work and engagement with our people, Ministers and stakeholders and will also consider our effectiveness in delivering on our roles, responsibilities and priorities. Managers should consider the objectives of this Plan in work program discussions with their teams.





Released under RTI

Department of State Growth

Incoming Government Package

The Hon Kerry Vincent

Infrastructure and Transport

Department of State Growth

August 2025

Released under RTI

Contents

The following package has been prepared as an Incoming Government Brief for your information.

In addition to this initial package the department, through the Secretary, will provide regular briefings, ongoing information, and advice to support decision making and the implementation of your Ministerial responsibilities.

This package includes:

Agency Overview

Information on the department and its roles and responsibilities.

Portfolio Overview

For each of your portfolios, an overview is provided, which includes key context and organisational support, information on relevant Boards and Committees, legislative responsibilities, and a list of Question Time Briefs (QTBs) that will be regularly updated and provided to your office.

Key Issues

An initial overview of critical issues for the portfolio.

Agency Overview

The department's role is to support diverse and sustainable economic growth and facilitate the creation of job opportunities for the benefit of our community.

The Secretary, Craig Limkin, is supported by the following senior executives: Angela Conway, Vanessa Pinto, Jenna Cairney, Cynthia Heydon Brett Stewart and Denise McIntyre.

State Growth's Corporate Plan 2023-26 (the Corporate Plan)

The Corporate Plan identifies five key objectives. These are to:

- work with Tasmanian businesses, industries and communities to support sustainable growth and strategic workforce opportunities
- contribute to Tasmania's brand as the best place in the country to live, work, visit, study, invest and raise a family
- strategically develop our infrastructure, digital networks, transport and renewable

energy systems to support industry, businesses and our community

- enhance resilience and rapid recovery from economic, environmental and social shocks and stresses across industry, businesses and our community
- continue to build our organisational capacity by working collaboratively and developing our people, safety, culture and systems, including our use of technology.

A key focus of the Corporate Plan is to drive a collaborative, coordinated and client-centric approach across the agency's broad range of services, programs, and portfolio areas, supported by an agile and flexible workforce.

The department had commenced work on a new Corporate Plan however this was paused early in 2025.

The department is a values-based organisation and seeks to undertake its roles and responsibilities with the **courage** to make a difference through **teamwork, respect, excellence, and integrity**.

Organisational Structure

The department has five business areas:

- **Economic Development** (Acting Deputy Secretary – Jenna Cairney) – Provides advice and assistance to businesses to aid economic growth and partners with communities to remove barriers to employment, training, and workforce participation.
- **Strategy, Housing, Infrastructure and Planning** (Acting Deputy Secretary – Denise McIntyre) – Provides an integrated and strategic approach to planning, infrastructure and projects throughout the regions. Brings together the economic levers that will shape our state's future.
- **Creative Industries, Sport and Visitor Economy** (Deputy Secretary – Brett Stewart) – The principal advisory, development and funding body for the cultural and creative industries, sport and the visitor economy by supporting sector development, delivery of services, stimulation of demand and provision of funding.
- **Transport** (Deputy Secretary – Cynthia Heydon) – Delivers a strategic, coordinated and state-wide approach to the policy, planning and delivery of the state's transport system and transport infrastructure.
- **Renewables, Climate and Future Industries Tasmania (ReCFIT) and Resources** (Acting Chief Executive Officer – Vanessa Pinto) – Provides strategic advice on energy, climate change, mining and forest policy through key strategies, plans and projects, and supports new and emerging industries, with an emphasis on growing Tasmania's renewable energy and resource industries.
- **Business Services** (Deputy Secretary – Angela Conway) – Leads the development of organisational culture, business improvement and emergency management in the department through delivery of quality financial, communication, human, information, spatial, asset management and portfolio services.

A number of Deputy Secretary positions were in active recruitment and have been paused due to the 2025 election. It is the intention of the Secretary is to finalise recruitment as quickly as possible to ensure stability for the organisation.

The department also supports and works closely with the following area.

- **The Office of the Coordinator-General** (Coordinator-General – John Perry) – The principal entity in Tasmania to attract and support investment in the state, facilitate major projects and reduce red tape.

Working with Ministerial Offices

The department has a protocol in place for engagement with ministerial and political offices. In general, all contact between Ministerial Offices and the department is facilitated via the Office of the Secretary (OTS), relevant Deputy Secretaries or the Communications team.

There will be some instances where a Ministerial Office will work with a Deputy Secretary to agree an officer contact for quick clarification or factual information that can be given over the phone or via email.

This ensures that the department provides accurate advice, in a consistent format, and that any issues which cross portfolios or other business areas are taken into account.

Workforce Profile

As at 30 June 2025, the department had an employee headcount of 1,118 employees (964.59 paid Full Time Equivalents (FTE)). A summary of this information by business area is provided in the below table.

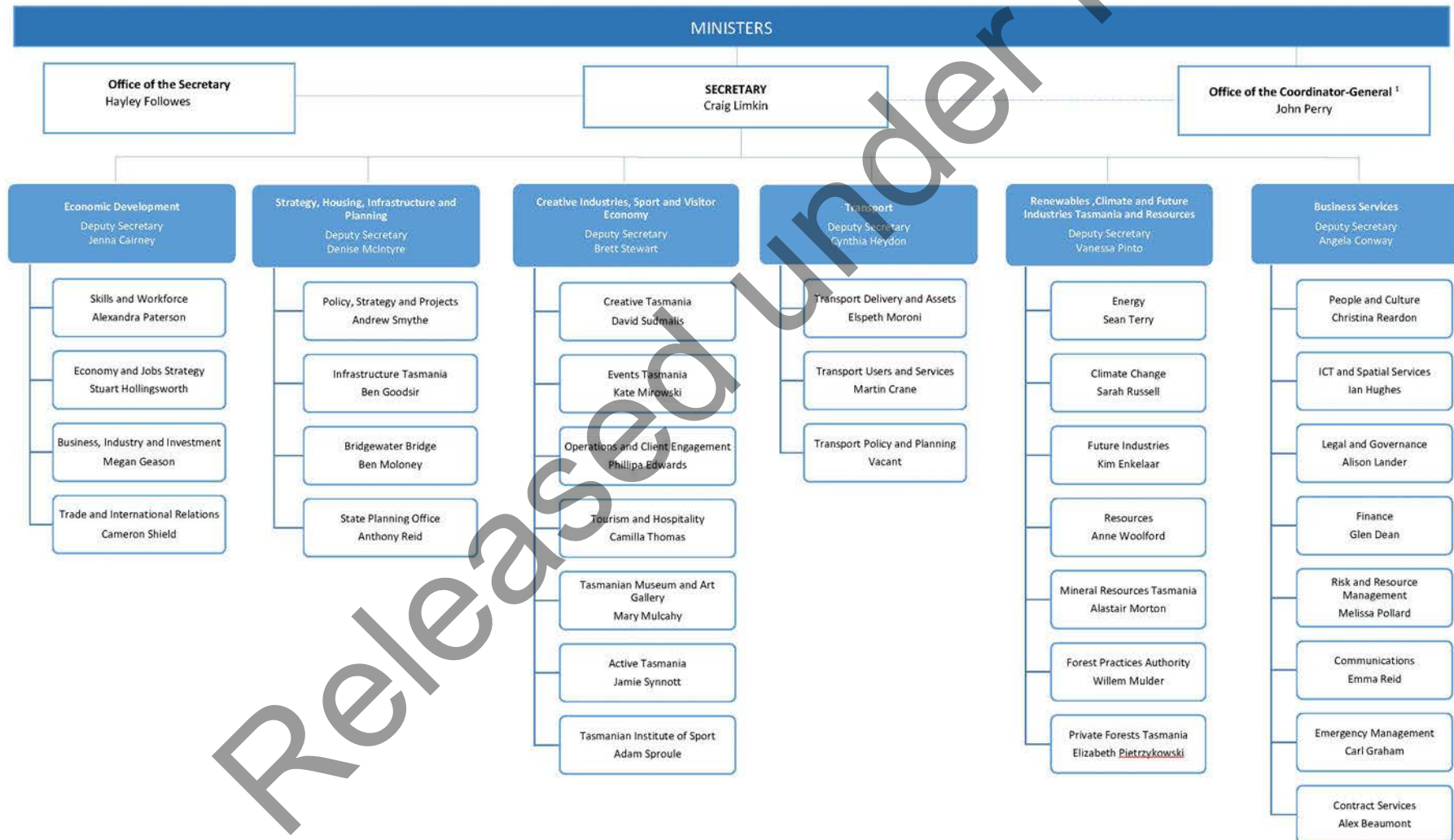
As at 30 June 2025, the workforce demographic for the department remains relatively constant, with an average age of 46.90 years and an average length of employment in the Tasmanian State Service of 7.93 years.

The department's gender profile is 56.03 per cent female, 43.62 per cent male and 0.27 per cent not specified. The gender profile for the department's senior roles - Senior Executives, Equivalent Specialists and General Stream Band 9's is 44 per cent female and 56 per cent male.

	Headcount	Paid FTE
Business Services Numbers include 45 staff who have relinquished roles and are held against Business Services so could return to Agency.	158	140.05
Office of the Coordinator General	16	14.60
Creative Industries, Sport and Visitor Economy	3	1.9
• Active Tasmania	19	18.71
• Arts Tasmania	10	8.20
• Events Tasmania	8	7.80
• Operations & Client Engagement	5	3.80
• Screen Tasmania	6	5.02
• Tasmanian Institute of Sport	25	22.14
• Tasmanian Museum and Art Gallery (TMAG)	85	73.67
	4	3

• Tourism and Hospitality		
Economic Development	4	3.9
• Business, Industry and Investment	50	46.25
• Jobs Tasmania	12	11.4
• Skills and Workforce	74	67.2
• Trade	21	17.94
Office of the Secretary	5	3.8
• Secretariat	9	9.29
ReCFIT and Resources	6	5
• Climate Change	15	12.27
• Energy	40	38.74
• Mineral Resources Tasmania	46	44.49
• Mining Policy	1	0.8
• Forest Policy	8	7.7
• Forest Practices Authority	18	16.12
• Private Forests Tasmania	10	8.31
Strategy, Housing, Infrastructure and Planning	2	2
• Infrastructure Tasmania	29	26.23
• New Bridgewater Bridge	7	6.89
• Policy, Strategy and Projects	25	23.47
• State Planning Office	13	9.78
Transport	5	4
• Road User Services	220	146.55
• State Roads	156	147.53
• Transport Systems and Policy	7	6.04
TOTALS	1122	964.59

Department of State Growth Organisational Structure as at 30 June 2025



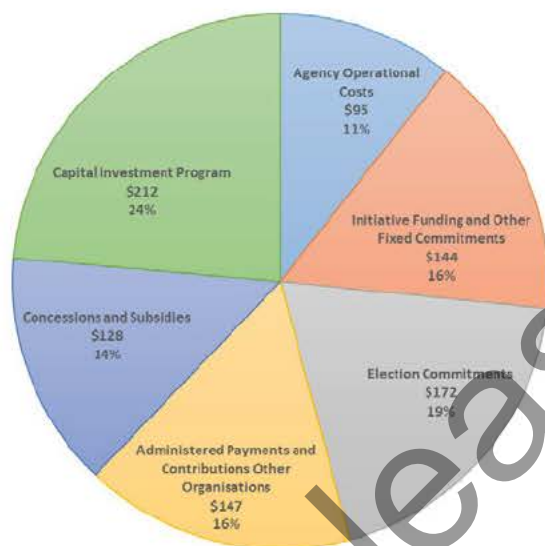
¹ The Coordinator-General reports directly to the relevant Minister

DEPARTMENT OVERVIEW

Budget Information

The department's total Appropriation (Final) in 2024-25 was \$897.9 million, as shown in the table below.

DEPARTMENT OF STATE GROWTH
2024-25 BUDGET SPLIT (\$ M)



2024-25 Budget

Forward Estimate Appropriation allocations included in the 2024-25 Budget Papers for the department are as follows:

2025-26 - \$849.3 million

2026-27 - \$714.7 million

2027-28 - \$634.1 million

These figures include the Capital Investment Program.

2025-26 Budget

A total of \$663.2 million has been allocated to the department through the *Supply Act (No.1) 2025* which allows for the interim provision of appropriation from the Public Account to enable the provision of Government Services until the 2025-26 Budget Appropriation Acts are in place. The amount of appropriation provided reflects funding to continue the normal services of Government for a period of up to six months from 1 July 2025 to 31 December 2025.

In addition to the amount allocated through the *Supply Act (No.1) 2025*, the department has approved Budget Rollovers of \$48.1 million (as per Section 23 of *Financial Management Act 2016*).

PORTFOLIO OVERVIEW

The Infrastructure and Transport portfolio is supported by Strategy, Housing, Infrastructure and Planning Group (SHIP) headed by Deputy Secretary, Denise McIntyre, and the Transport Group headed by Deputy Secretary, Cynthia Heydon.

In SHIP, the portfolio is primarily supported through:

- **Infrastructure Tasmania**, led by General Manager, Ben Goodsir
- **Major Transport Projects (Bridgewater Bridge Project)**, led by Project Director, Ben Moloney.
- **Policy, Strategy and Projects**, led by General Manager, Andrew Smythe.

The SHIP Group supports state-wide planning and coordination of infrastructure delivery; deliver complex infrastructure projects on a by-exception basis as directed by the Minister for Infrastructure and the Premier and manage current Strategic Regional Partnerships.

Infrastructure Tasmania (ITas)

ITas provides strategic infrastructure advice and specific infrastructure planning and delivery solutions for the Tasmanian Government.

This includes:

- whole of government infrastructure strategy
- facilitating more effective infrastructure planning and delivery of state government infrastructure
- delivery of specific infrastructure projects
- independent and objective advice about infrastructure proposals as they relate to state development including:
 - Tamar Estuary Management Taskforce (TEMT)
 - Royal Agricultural Society Tasmania – showground development
 - Wilkinsons Point

Policy, Strategy and Projects

Policy, Strategy and Projects (PSP) is an expert advisory division that develops and delivers significant Tasmanian Government initiatives, performing a broad range of functions to ensure State Growth delivers on its priorities.

In respect to the Infrastructure portfolio; PSP is responsible for milestone tracking and reporting in relation to the three Tasmanian Government projects under the Macquarie Wharf 6 (Port of Hobart) Schedule to the Federation Funding Agreement – Environment, covering:

- redevelopment of existing Macquarie Wharf 6 with a new wharf that complies with Australian Antarctic Division's functional requirements;
- provide shore power for RSV *Nuyina* at Macquarie Wharf 6;
- deliver a refuelling solution for RSV *Nuyina*.

The Wharf 6 redevelopment and shore power projects will be subject to a State Funding Agreement (SFA) between the Crown and TasPorts, which will pass on the project lead and associated funding to TasPorts for delivery. The project to deliver a refuelling solution is being led by PSP..

Major Transport Projects (Bridgewater Bridge Project)

The Major Transport Projects (Bridgewater Bridge Project) is responsible for the delivery of the new \$786 million Bridgewater Bridge. Construction started in October 2022 and the new bridge was opened to traffic on 1 June 2025.

Strategic Regional Partnerships

The Strategic Regional Partnerships (SRP) were announced in 2022 to provide targeted growth strategies for every region and create a 20-year framework for planning and land use. Two partnerships are in place, on the West Coast and East Coast with the previous Tasmanian Government committing \$6.33 million between 2023-2028 for regional priorities. The department will provide a progress update and proposal for the way forward. The SRPs moved from the Housing, Planning and Consumer Affairs portfolio to the Infrastructure portfolio just prior to the 2025 state election.

PORTFOLIO OVERVIEW

The Transport Group portfolio is primarily supported through:

- **Transport Policy & Planning**, led by A/General Manager, James Verrier.
- **Transport Delivery & Assets**, led by A/General Manager, Elspeth Moroni.
- **Transport User Services Division**, led by General Manager Martin Crane
- **Office of the Transport Group**, which comprises supporting functions including Stakeholder Communications, led by Grace Burdick, and Support Services, led by Christie Carless.

The Transport Group enables the safe, reliable and efficient transport of people and goods, to connect Tasmanian communities, to promote freight efficiency and growth in the Tasmanian economy, and to improve the visitor experience.

The Deputy Secretary is also the Ministerial delegate for the Abt Railway Ministerial Corporation, which owns and operates the West Coast Wilderness Railway, and the Commissioner for Transport in Tasmania.

The State road network is one of the state's biggest infrastructure assets consisting of over 3,800 kilometres of roads and over 1,300 bridges and major structures that link our major population centres and facilitate movement of people and freight across the entire state.

Transport Delivery & Assets Division

The Transport Delivery & Assets Division develops and delivers a range of renewal, upgrade and new Transport projects, and is the asset manager for the State Road Network including roads, bridges, traffic signals and intelligent transport systems as part of an integrated transport system. This includes:

- design development, delivery and construction of strategic road, bridge and other transport infrastructure projects
- asset management planning and reporting for all road and bridge assets, as well as managing the land under and around the state's road transport networks, including all leases and licenses associated with access and use of Crown Land road reserves, and proclamation of roads.

- managing the 24/7 maintenance of the State road and bridge network to ensure maximising asset life, road safety and amenity for all road users
- managing the coordination, liaison and reporting of the Tasmanian Government Capital Investment Program which is funded by the Australian Government, of which a majority are road and bridge projects.

This Division also currently hosts the Australian National Automated Access System (NAAS) team, a specialist team of staff, consultants and contractors that are delivering a new access regime for heavy vehicles for all Australian jurisdictions based on the current Tasmanian system. This team was established by the Department as a key Heavy Vehicle National Law (HVNL) reform initiative approved by ITSOC in 2024 and is funded by the Australian Government and all HVNL participating jurisdictions including Tasmania.

Transport User Services Division

The Transport User Services Division provides safe access to the transport system, enabling access to employment, education, services and social participation.

This includes:

- licensing of drivers, registration of vehicles (including vehicle standards), and responsibility for the Motor Registry System which supports around 15 systems across government
- managing the supply of public transport (buses and River Derwent ferries), planning the public transport network, regulating the passenger transport sector and administering transport concession programs

Transport Policy & Planning Division

The Transport Policy & Planning Division leads the policy development and planning to shape an integrated transport system. It delivers the policy, regulatory and operational functions that maintain the safety and productivity of the transport network.

This includes:

PORTFOLIO OVERVIEW

- Planning for our future transport systems, including planning of transport infrastructure upgrades and new projects (excluding road and bridge renewals and maintenance), plus the development of corridor strategies

-

Managing heavy vehicle access across the Tasmanian road network, working closely with stakeholders, including Local Government

- Providing traffic engineering and traffic modelling services across the Transport group, including the assessment of speed limits, development applications and the impact of current and future developments on the road network to ensure safe roads and maximising transport network capacity
- Delivery of the *Tasmanian Road Safety Strategy*, supporting the Road Safety Advisory Council, and delivering community road safety programs.
- Operation of the Traffic Management Centre, monitoring traffic conditions and operation of Traffic Signals and Intelligent Transport Systems across the state (including on some local council roads) development
- Leading national policy and legislative reform including supporting national Infrastructure and Transport Ministers' Meeting (ITMM) priorities
- Advice on all aspects of freight transport (including shipping, aviation and surface transport) and freight supply chains and engagement with the freight and logistics sector on emergency response

Released under
Official Information Act

PORTFOLIO OVERVIEW

Office of the Transport Group

The Office of the Transport Group works collaboratively across the Transport Group to enhance stakeholder engagement and communications, drive strategic change, and support executive management and leadership in the effective delivery of Tasmania's transport system.

Other functions

Historically, the Deputy Secretary has held the statutory role of Commissioner for Transport in Tasmania. The Commissioner is the legal authority for setting speed limits on all roads in Tasmania.

The other statutory functions of the Commissioner are:

- to devise, initiate, and carry out measures for the co-ordination, improvement, and economic operation, of the means of, and facilities for, transport in this State
- to ensure so far as is practicable the provision of transport services adequate to meet the requirements of the public
- to administer the *Taxi and Hire Vehicle Industries Act 2008* and *Traffic Act 1925*.
- to administer relevant provisions of the *Passenger Transport Services Act 2011*
- to do anything incidental or conducive to the performance of any of the preceding function.

The Deputy Secretary is the Ministerial delegate for the Abt Railway Ministerial Corporation (ARMC), which owns and operates the West Coast Wilderness Railway.

The ARMC is a Ministerial Corporation. Unlike Government Business Enterprises or State-Owned Corporations, under Section 5 of the *Abt Railway Development Act 1999*, the Ministerial Corporation is the sole responsibility of the designated Minister.

This means all responsibilities of running the entity lie with the Minister – including any risks and liabilities. The Ministerial Corporation may delegate to a person the exercise of any of its functions or powers.

Question Time Briefs

The current index of Question Time Briefs for 2025 is provided below.

Infrastructure Tasmania

- Tasmania JackJumpers High-Performance Centre
- Northern Suburbs Community Recreation Hub
- UTAS Stadium
- Stadiums Tasmania
- Tasmanian AFL Team Training and Administration Centre
- Dial Park/Dial Regional Sports Complex
- Blundstone Arena (\$6 million grant)
- Wilkinsons Point

Transport Delivery and Assets

- 2023-24 Capital Program
- Bass Highway – Leith Junctions
- Bass Highway - Wynyard to Marrawah and Cooe to Wynyard
- Bass Highway – Launceston to Devonport
- Blackman River Bridge Tunbridge
- Bridgewater Bridge Project
- Bridport Main Road
- Great Eastern Drive
- Greater Hobart Park and Ride
- Huon Link Road
- Illawarra Road
- Kingston Bypass Duplication and Algona Roundabout Upgrade
- Midland Highway Upgrade Strategy including Land Owners, Project Status and Extent of Overtaking Lanes

PORTFOLIO OVERVIEW

- Northern Roads Package Stage 1 – Batman, Birralee and Frankford
- Overhead Traveller Information System (OTIS)
- Roadside Maintenance and New Contracts
- Rokeby Stage 3 – South Arm Highway Extension Rokeby
- Sideling at the Tasman Highway
- South East Traffic Solution (SETS) including Hobart Airport Interchange to Midway Point Causeway (duplication) and Duplication of the Midway Point and Sorell Causeways
- Southern Outlet Fifth (Transit) Lane and Macquarie/Davey Streets
- Tasman Bridge Pathway Upgrade
- Traffic Management for Roadworks
- Murchison and Lyell Highway
- West Tamar Highway – duplication

Transport Policy and Planning

- Aviation Attraction Fund
- King Island Shipping
- West Coast Wilderness Railway
- Port Services Regulatory Review
- Heavy Vehicle Charges
- Furneaux Islands Shipping
- Derelict Vessels Legislation
- 2030 Strong Plan for Road Safety – Election Commitment for Young Road Users
- Deaths and Serious Injuries on Tasmanian Roads (updated closer to sitting date)
- Automated Traffic Enforcement
- Graduated Licensing System review
- Second Tamar River Bridge
- Emergency Event Preparedness
- Roads Management Legislation Review

Transport User Services

- Bruny Island Ferry Winter Timetable

- Common Ticketing (including state-wide fare structure)
- Derwent Ferry
- Greater Hobart Bus Network Review
- P1 driver assessment wait times
- Heavy vehicle training/assessment and motorcycle training
- Mackillop College School Bus
- National Driver Licence Facial Recognition Solution (NDLFRS) and Face Matching Services (FMS)
- Northwest Support School Bus
- Public Transport – Anti-social Behaviour
- Public Transport - Half Price Fares
- Seatbelts on buses

Key Stakeholders

Industry Representative Groups

- Cement Concrete and Aggregates Australia
- Civil Contractors Federation (Tasmania)
- Consult Australia
- Engineers Australia, Tasmania
- Housing Industry Association
- Institute of Architects
- Keystone
- Master Builders Association
- Property Council of Australia
- Royal Automobile Club of Tasmania (RACT)
- Roads Australia
- Tasmanian Bicycle Council
- Tasmanian Bus Association
- Tasmanian Logistics Committee

PORTFOLIO OVERVIEW

- Tasmanian Transport Association (TTA)
- Tasmanian Transport Council
- Tasmanian Automobile Chamber of Commerce (TACC)
- Australian Driver Training Association (Tasmania)
- Australian Flexible Pavement Association (AFPA)
- Australian Water Association (Tasmania)
- Austroads
- Road Safety Advisory Council
- Tasmanian Motorcycle Council
- Traffic Management Association of Australia
- Transport Certification Australia

Major businesses and organisations

- 29 Tasmanian local councils
- Australasian Procurement and Construction Council
- Burnie Airport
- Devonport Airport
- Hobart International Airport
- Infrastructure Australia
- Launceston Airport
- Local Government Association of Tasmania
- Macquarie Point Development Corporation
- National Transport Commission
- Office of the National Rail Safety Regulator
- Port of Melbourne
- SeaRoad Holdings
- SRT Logistics

- TasFast Freight
- TasPorts
- TasRail
- TasWater
- Toll Group
- Private sector public transport operators
- Metro
- Motor Accident Insurance Board
- National Heavy Vehicle Regulator
- National Transport Commission
- RACT
- TT Line Company
- West Coast Wilderness Railway

SRP Representative Groups

- West Coast Council
- Break O'Day Council
- Glamorgan Spring Bay Council
- Tasmanian Minerals, Manufacturing and Energy Council
- Hydro Tasmania
- West Coast Renewables
- Tourism Industry Council of Tasmania
- East Coast Tourism
- West by North-West Tourism
- Salmon Tasmania
- Regional Development Australia - Tasmania

PORTFOLIO OVERVIEW

Legislation Administered by the department

The following list identifies relevant legislation under the portfolios for which the department has responsibility.

Minister for Infrastructure and Transport

- *Abt Railway Development Act 1999*
- *Aerodrome Fees Act 2002*
- *Air Navigation Act 1937*
- *Civil Aviation (Carriers' Liability) Act 1963*
- *Common Carriers Act 1874*
- *Commonwealth Powers (Air Transport) Act 1952*
- *Damage by Aircraft Act 1963*
- *Emu Bay Railway (Operation and Acquisition) Act 2009*
- *Heavy Vehicle Accreditation Scheme Validation Act 2013*
- *Heavy Vehicle National Law (Tasmania) Act 2013*
- *Highways Act 1951*
- *Marine And Safety Authority Act 1997*
- *Marine Safety (Domestic Commercial Vessel National Law Application) Act 2013*
- *Metro Tasmania Act 1997*
- *Metro Tasmania (Transitional and Consequential Provisions) Act 1997*
- *Motor Accidents (Liabilities and Compensation) Act 1973*
except in so far as it relates to the functions, powers and operation of the Tasmanian Civil and Administrative Tribunal (See Department of Justice under the Attorney-General/Minister for Justice)
- *Passenger Transport Services Act 2011*
- *Port Companies Act 1997*
- *Rail Company Act 2009*
- *Rail Infrastructure Act 2007*
- *Rail Safety National Law (Tasmania) Act 2012*
- *Roads and Jetties Act 1935*
- *Strategic Infrastructure Corridors (Strategic and Recreational Use) Act 2016*
- *Tasmanian Ports Corporation Act 2005*
- *Taxi And Hire Vehicle Industries Act 2008*

- *Traffic Act 1925*
- *Transport Act 1981*
- *TT-line Arrangements Act 1993*
- *Vehicle And Traffic Act 1999*
- *Vehicle And Traffic (Transitional and Consequential) Act 1999*

Portfolio Boards and Committees

Minister for Infrastructure and Transport

The following provides a brief description and current membership of the boards in this portfolio.

Tasmanian Ports Corporation, a state-owned company

Responsible for eleven Tasmanian ports and the Devonport airport. TasPorts is a vertically integrated organisation, providing a diverse range of operations and services around Tasmania. Ninety-nine per cent of Tasmania's freight moves through TasPorts' multi-port network.

Name	Position	Appointment Expires	Terms (years) at expiry
Greg McCann	Chair	2028 AGM	1 (3.5)
Jules Scarlett	Director	2027 AGM	1 (3)
Chris Leatt-Hayter	Director	2027 AGM	1 (3)
Jo-Anne Harrison	Director	2025 AGM	1 (3)
Evelyn Horton	Director	2028 AGM	1 (3.5)
Zorana Bull	Director	2028 AGM	1 (3.5)
Wayne Porritt	Director	2028 AGM	1 (3.5)

PORTFOLIO OVERVIEW

Tasmanian Railways Pty Limited, a state-owned company

TasRail is one of Tasmania's largest freight businesses, providing rail logistics services to Tasmania's heavy industries and freight forwarders. TasRail also provides bulk minerals and ship loading services to the west coast mining industry. Along with the provision of these services, it is responsible for managing and maintaining a safe and reliable rail network.

Name	Position	Appointment Expires	Terms (years) at expiry
Stephen Cantwell	Chair	2025 AGM	3 (9)
Michael Scanlan	Director	2025 AGM	1 (3)
Alison Chan	Director	2025 AGM	2 (6)
Anita Robertson	Director	2027 AGM	2 (6)
Ian Vanderbeek	Director	2027 AGM	2 (6.5)

Metro Tasmania Pty Ltd, a state-owned company

Metro Tasmania Pty Ltd provides passenger transport services in Tasmania. It operates public bus services in the urban centres of Hobart, Launceston and Burnie.

Name	Position	Appointment Expires	Terms (years) at expiry
Tony Braxton-Smith	Chair	2025 AGM	1 (3)
Dianne Underwood	Director	2025 AGM	1 (3)
Jane Sargison	Director	2027 AGM	2 (4)
Ian Vanderbeek	Director	2026 AGM	1 (3)
Tim Booker	Director	2027 AGM	1 (3)

Motor Accidents Insurance Board (MAIB), a government business enterprise

The MAIB operates the Tasmanian compulsory third party personal injury insurance scheme. The scheme provides medical and income benefits on a no-fault basis to persons injured in motor accidents whilst enabling access to common law. MAIB also indemnifies vehicle owners or drivers who may have been negligent in a motor accident in which another person was injured.

Name	Position	Appointment Expires	Terms (years) at expiry
Lance Balcombe	Chair	16/12/2025	2 (4.5)
David Blunt	Director	31/01/2026	1 (1)
Vincent McLenaghan	Director	26/03/2026	1 (3)
Dr Kristen FitzGerald	Director	30/09/2027	2 (6)
Kate Gillies	Director	31/12/2026	1 (3)

TT-Line Company Pty Ltd, a state-owned company

TT-Line Company Pty Ltd provides passenger, passenger vehicle and freight services to and from Tasmania on its twin vessels, Spirit of Tasmania I and II.

Name	Position	Appointment Expires	Terms (years) at expiry
Ken Kanofski	Chair	2027 AGM	1 (3)
Jane Bennett	Director	2027 AGM	1 (3)
Yvonne Rundle	Director	2026 AGM	2 (6)
Jill Roussouw	Director	2027 AGM	1 (3)
Steve Gilmore	Director	2027 AGM	1 (3)
Christopher Oldfield	Director	2027 AGM	1 (3)
James Atkins	Director	2027 AGM	1 (3)
Dr Damian Bugg	Director	2025 AGM	3 (6.5)
Vacant ¹	Director	2026 AGM	

¹ Yvonne Rundle resigned effective 12 March 2025 creating a casual vacancy until the 2026 AGM.

Marine and Safety Authority Board

PORTFOLIO OVERVIEW

The Board is responsible to the Minister for (a) the performance by the Authority of its functions; and (b) ensuring that the business and affairs of the Authority are managed and conducted in a manner that is in accordance with sound commercial practice. Functions of the Authority include ensuring the safe operation of vessels, providing and managing marine facilities and managing environment issues relating to vessels.

Name	Position	Appointment Expires	Terms (years) at expiry
Rodney Sweetnam	Chair	2/03/2027	2 (6)
Lia Morris	Director/CEO	-	-
Hugh Lewis	Director	1/10/2025	5 (11)
Carolyn Pillans	Director	31/12/2026	2 (6)
Richard Fader	Director	1/10/2026	1 (3)

Road Safety Advisory Council (RSAC)

RSAC oversees advertising campaigns, makes recommendations to Government about road safety policy, best practice infrastructure, community, school-based and public education programs, and expenditure of the road safety levy. The Council meets quarterly, and its work is guided by the Towards Zero Tasmanian Road Safety Strategy 2017-2026.

Name	Position	Appointment Expires	Terms (years) at expiry
Scott Tilyard	Chair	25/07/2027	2 (6)

Assistant Commissioner Adrian Bodnar	DPFEM Member	31/10/2026	Representing organisation
Dion Lester	LGAT Member	31/10/2026	
Paul Kingston	MAIB member	31/10/2026	
Mark Mugnaioni	RACT member	31/10/2026	
Cynthia Heydon	State Growth member	31/10/2026	
Alison Hetherington	Tasmanian Bicycle Council	31/10/2026	
Michael (Mick) Boyd	Tasmanian Motorcycle Council	31/10/2026	
Michelle Harwood	Tasmanian Transport Association	31/10/2026	
Dr Blair Turner	Road Safety Expert	31/10/2026	1 (3)

Statutory Offices supported by the department

The following list identifies relevant Statutory Offices under the portfolios for which the department has responsibility.

Minister for Infrastructure and Transport

Transport Commission (*Transport Act 1981*, s4)

Registrar of Motor Vehicles (*Vehicle and Traffic Act 1999*, s5)

KEY ISSUES BRIEFS

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Key Points

- In recognition of the need to provide safe and efficient wharf and refuelling infrastructure for the Port of Hobart, and to meet the needs of RSV *Nuyina* which is homeported in Hobart; the Tasmanian and Australian governments have been working together to redevelop Macquarie Wharf 6 and deliver associated projects.
- On 10 February 2025, the Australian Government committed \$188 million toward projects under the Macquarie Wharf 6 Schedule to the Federation Funding Agreement – *Environment* (Macquarie Wharf 6 Schedule). Under the agreement, the Tasmanian Government has agreed to deliver three projects:
 - redevelop Macquarie Wharf 6
 - provide shore power for RSV *Nuyina*
 - deliver a refuelling solution for RSV *Nuyina*.
- The Tasmanian Government is working closely with the Australian Government and TasPorts to progress each of the projects.
- Project Plans for the delivery of the projects have been developed in accordance with Milestones 1e. and 1f. of the Macquarie Wharf 6 Schedule.
- A governance structure for oversight of all three projects is under final review with representatives from the Tasmanian and Australian governments and TasPorts pursuant to Milestone 1a.
- The department is also finalising a State Funding Agreement (SFA) for TasPorts to formally agree to deliver the wharf redevelopment and shore power projects on behalf of the Tasmanian Government.
- The finalisation of the SFA has been complicated by the complexity of building the wharf so close to other major infrastructure projects such as the stadium and Northern Access Road, but the department is working to agree the terms as quickly as possible. **The SFA will require your approval as soon as possible after completion** to allow for timely procurement processes by TasPorts.
- The department has responsibility for the project to deliver a refuelling solution for RSV *Nuyina* on behalf of the Tasmanian Government.
- In May 2025, TasPorts concluded an eight-week Expressions of Interest process for a design and construct partner for the Wharf 6 upgrade.
- Works on the shore power and Wharf 6 upgrades are expected to be completed by 31 August 2028 in accordance with Milestones 8 and 9 of the Macquarie Wharf 6 Schedule.
- TasPorts has submitted a combined business case for the proposed upgrade of Macquarie Wharfs 4 and 5, together with Macquarie Wharf 6. The Business Case is being reviewed by DSG and Treasury and will be the subject of advice to shareholder ministers.

-

Background

On 17 May 2024, the Australian Government committed \$240 million towards the Macquarie Point Urban Redevelopment under a schedule to the Federation Funding Agreement – Infrastructure. As part of that agreement, the Tasmanian Government has agreed to upgrade Macquarie Wharf.

Separately, on 16 October 2024, the Australian Government announced that it had secured Hobart's future as the home port of Australia's icebreaker, RSV *Nuyina*, and the long-term future of the Australian Antarctic Program in Tasmania by contributing \$188 million to construct a new Wharf 6. The agreement confers

further obligations on the Tasmanian Government to:

- guarantee priority access at Wharf 6 to the Australian Antarctic Division (AAD) for 30 years after construction.
- accept responsibility for all lifecycle and maintenance costs for Wharf 6 for a period of 30 years after the redevelopment, with \$26 million of the \$188 million provided for this purpose.
- work with the AAD on the development of shoreside infrastructure to support Australian Antarctic Program operations.

The immediate priority of the wharf upgrades is the redevelopment of Wharf 6 to provide RSV *Nuyina* with a working wharf throughout the Antarctic season and a lay-up berth when not at sea. The upgraded Wharf 6 will accommodate RSV *Nuyina* over the 30-year operational life of the vessel.

Released under the
Official Information Act

AND DEVONPORT TO LAUNCESTON

Key Points

Bass Highway Cooee to Wynyard

- The Tasmanian and Australian Governments have committed a combined \$50 million, with \$10 million and \$40 million, respectively, to the upgrading of the Bass Highway between Cooee and Wynyard.
- The Cooee to Wynyard program of works consists of seven projects being delivered over multiple financial years.
- The Cam River Bridge replacement project was one of the major projects along this section of the Bass Highway.
- The new bridge was opened, and the old bridge removed in May 2024 with the Murchison Highway intersection traffic signals turned on in June 2024.
- Approval is being sought for the remaining \$11.3 million of Australian Government funding for remaining works which include:
 - Somerset to Cooee Pedestrian Crossings
 - Bass Highway Intelligent Traffic Systems Upgrades
 - Bass Highway Pavement Renewal – East of Mount Hicks Road Roundabout.

Bass Highway Wynyard to Marrawah

- The Tasmanian and Australian Governments committed a combined \$100 million, with \$40 million and \$60 million, respectively, to upgrading this section of the Bass Highway.
- From the Bass Highway – Wynyard to Marrawah Corridor Strategy was completed in February 2020 which informed the list of priority projects, to be delivered under the \$100 million funding including:
 - four new overtaking lanes

- 10 sections of road to be realigned, with potential for realigning an additional five sections.
- 15 junction upgrades with potential for upgrading an additional 51 junctions.
- Up to 60 km of shoulder widening with 25 km identified as a high priority.
- Since early 2025, the Circular Head Council has raised concerns over the lack of projects being upgraded along the section of highway west of Smithton. The department has recently reviewed and included several priority projects to be developed in this area.

Bass Highway Devonport to Launceston

- The Bass Highway - Launceston to Devonport Corridor Strategy was released on 31 May 2023.
- Six upgrade options identified along this key section of the Bass Highway will form part of the 10-Year Bass Highway Action Plan:
 - Christmas Hills Road junction upgrade
 - North of Sassafras upgrade
 - Parramatta Creek upgrade
 - North of Latrobe duplication
 - Hadspen to Hagley duplication
 - Exton duplication.
- Concept designs have been developed for the Christmas Hills Road to Deloraine and north of Sassafras safety upgrade projects, with designs to be finalised in early 2026.
- Initial planning for the Bass Highway at Latrobe and Elizabeth Town commenced in mid-2025.

Bass Highway Cooee to Wynyard

- In 2017, a planning study was implemented in response to community concerns regarding travel times, vehicle crashes and the potential failure

AND DEVONPORT TO LAUNCESTON

of the Cam River Bridge.

- In 2018, the Tasmanian Government committed \$10 million in funding to upgrade the Bass Highway between Cooeee and Wynyard. The Australian Government provided an additional \$40 million, resulting in a combined project commitment of \$50 million.
- This funding included the following completed projects:
 - replacement of the existing Cam River Bridge
 - realignment of the Bass Highway between Somerset and Doctors Rocks (just before Wynyard).

Bass Highway Wynyard to Marrawah

- Stage One of this funding commitment has delivered 11 high priority projects, including a range of:
 - road rehabilitation and shoulder widening
 - improved turning junction upgrades and intersection
 - improvement east bound and west bound overtaking lanes
 - safety improvements
 - new bridge over Montagu River
 - installation of *Disability Discrimination Act* compliant bus stop
 - signage improvements
- Stage Two includes the following projects:

- Preolenna Road / Ewingtons Road Junction, Flowerdale junction improvements
- West of Yanns Road, Rocky Cape alignment improvements
- East of Edgcumbe Beach, Edgcumbe Beach overtaking lanes, alignment and junction Improvements.
- Port Road / Blackabys Road Junction, Boat Harbour junction improvements.
- The construction contract for the Port Road / Blackabys Road Junction, Boat Harbour junction improvements package has been awarded with works to commence on site in late 2025.
- After recent discussions with Circular Head Council over concerns with the section of the Bass Highway west of Smithton, the Stage Two works will also include one of the following projects:
 - Fagans Road to Schurrings Road alignment improvements
 - Christmas Hills junction improvements
 - Dunns Road junction improvements.

Bass Highway Devonport to Launceston

- In late 2020, work commenced on the corridor strategy from Launceston to Devonport. The completed Strategy was released in 2023.
- In 2021, the Tasmanian Government committed to delivering a Bass Highway 10-Year Action Plan

Key Points

- This proposed new bridge for Launceston would connect the West Tamar Highway in the Riverside area to the East Tamar Highway between Newnham and Invermay.
- The bridge is envisioned to help reduce congestion in the Launceston CBD as well as through the Riverside and improve the connectivity and resilience of the Greater Launceston road network.
- The Tasmanian Government has committed \$80 million towards the construction of the New Kanamaluka/Tamar River Bridge.
- On 4 March 2025, the Australian Government committed \$20 million to progress planning and design for the New Kanamaluka/Tamar River Bridge.
- A business case for the proposed bridge has been completed and was provided to Infrastructure Australia (IA) in February 2024 for review.
- The business case assesses five options for the proposed bridge, including designs and a cost-benefit analysis for each option.
- In addition, the Department undertook public consultation on the five identified options between 31 March and 18 April 2025.
- The business case is currently being updated to address feedback provided by IA and the findings from the public consultation.
- Once the update is complete, the business case will be resubmitted to IA for a follow-up review to seek their endorsement of the project.
- Construction cost estimates for the options currently range between \$690 million and \$1.1 billion.
- Once a final option is agreed and the project endorsed by IA, the expectation is that a future government would seek construction funding

at an 80:20 split from the Australian Government.

Background

The purpose of the new bridge crossing the Kanamaluka/Tamar Estuary north of Launceston is to improve connectivity, reduce congestion in the CBD, provide improved network resilience, and serve as a catalyst for development for the region.

The business case will be used to seek additional project funding from the Australian Government, which is required for a project of this size.

The Tasmanian and Australian Governments have currently committed \$100 million for planning and design work for the proposed bridge, with significant additional funding required to construct the new bridge.

Based on the public consultation that occurred earlier this year, which involved multiple in-person sessions and an online consultation site that had over 7,700 views and 1,350 responses:

- a majority of responses were supportive of the overall project.
- 80 per cent of responses were supportive of the two northern options.

The department is positioned well to continue working with the Australian Government to progress with the planning and design work for a second bridge crossing, and to work towards attaining an Australian Government funding commitment of 80 per cent for the future construction of the bridge.

As this project progresses to the next stages of scoping and development, appropriate resourcing will need to be considered in line with other similar significant projects, for example, the New Bridgewater Bridge.

Key Points

There are a range of challenges that are impacting on the delivery of the road and bridge capital investment program (CIP). These challenges include:

- The Australian Government assessments under the *Environment Protection and Biodiversity Conservation Act* (EPBC).
- The Tasmanian Government's proposed contemporised AS4000 contract terms (replacing the old AS2124 contracts) rejected by industry
- Delays in finalising service relocations, and specifically a number of TasNetworks designs and construction approvals.

Background

Environmental Approvals

The Australian Governments' environmental assessment is increasingly more challenging with increased submission requirements and few mandatory timeframes.

The Midland Highway Final Stages EPBC referral was under assessment for over two and a half years. Advice received from the Australian Government in March 2023 was contrary to the initial referral documentation and included a request for further information (RFI) which required substantial work and extensive resources (both time and cost) to complete.

In May 2025 the Australian Government issued draft approval conditions which, for the first time ever, included post-approval conditions that effectively further extended the approval process with no clear timeframe.

The permit was finally issued by the Australian Government on 8 July 2025. These new post-approval conditions will result in further delays in delivery of the infrastructure program.

New AS4000 Contracts

Industry response to the Tasmanian Government's proposed contemporised AS4000 contract terms resulted in the following road construction contracts being re-tendered:

- Midway Point Park & Ride - \$2.4 million
- Frankford Main Road / Chapel Road. Harford and Pipers Roda / Waddles Road, Karoola – Junctions Upgrades - \$2 million
- Great Eastern Drive – Apsley Package - \$18.7 million

This resulted in up to six-month delays in redrafting the contract documents, reissuing them to re-start the tendering, and then receiving new submissions.

Several other projects being prepared for tender later in 2024 were also changed back to AS2124 contract terms, requiring time and cost variations for consultants to redraft.

TasNetworks relocations

In consultation with TasNetworks, the Department is continuing to explore opportunities to appropriately resource the design work and progress to compulsory acquisition of TasNetworks easements to increase the certainty of project delivery timeframes and minimise further delays.

Key Points

- The department has been working with our two Road Maintenance Contractors to improve the delivery of routine road maintenance across Tasmania's 3,800km road and bridge network.
- There are three separate five-year regional contracts as follows:
 - south – Stornoway, commenced 1 July 2024
 - north – Fulton Hogan - commenced 1 July 2024
 - north west – Stornoway - commenced 1 July 2023
- Both Fulton Hogan and Stornoway have indicated that the contracts are not financially sustainable and that if changes are not made as a matter of urgency, they may be unable to continue under the current contract conditions.
- The then Minister for Infrastructure met with contractors in May 2025 and proposed a workshop which was conducted by the department in June 2025 to address both contract and department concerns over the effective, efficient and sustainable delivery of road and bridge maintenance services.
- The department plans to develop new maintenance contracts over the coming year, and as an interim measure has renegotiated some elements of the existing contracts to ensure the State Road Network continues to be maintained safely and to ensure ongoing asset integrity.
- Key issues to be resolved are around:
 - Litter and waste dumping collection
 - Treatment of minor works pricing
 - Maximising efficiency of inspections.
- The contract arrangements to undertake a six-month trial are currently being finalised with agreement to the Departments' offer received from Stornoway, while Fulton Hogan has requested additional amendments.

- A trial of new snow and ice procedures that aim to maximise safety for road maintenance staff as well as all road users through adopting new technology component to assess weather conditions is currently under review.

Background

Prior to the current contracts that commenced in July 2023 and 2024, contract conditions for road maintenance differed to the current arrangements. Key changes did not relate to base level of services, but related to items including:

- more punitive Liquidated Damage (LD) and demerit point arrangements for poor and uncompleted activities
- no ability to offset or make up on past LD or demerit points applied to date
- inclusion of all culvert pipe inspections and portal maintenance into base services.
- in the north west only, removal of contractor ability to decide on more extensive maintenance activities without department approval.

In October-November 2024, the department consulted with industry and other key stakeholders on the current condition of the State Road Network after concerns were raised with a key focus on the poor condition of sections of the Bass Highway.

In response to the feedback received during the consultation and further concerns raised by the two current maintenance contractors, an initial action plan has been progressed since November 2024.

- The action plan was led by a senior technical person appointed to reset the relationship with maintenance contractors and establish a stronger partnering approach in delivering better road maintenance outcomes

Key Points

- The Australian and Tasmanian Governments have committed a total of \$120 million to the upgrade of the 24km section of the Tasman Highway from Minstone Road, Scottsdale to the St Patricks River across the Sideling. The breakdown of funding commitment is as follows:
 - Tasman Highway - Minstone Road to the Sideling Lookout, Tasmanian Government contribution \$10 million and Australian Government contribution \$40 million
 - Tasman Highway – Sideling Lookout to St Patricks River Tasmanian Government contribution \$14 million and Australian Government contribution \$56 million
 - Total funding commitment of \$120 million, Tasmanian Government \$24 million and Australian Government \$96 million.
- Dorset Council has been a key stakeholder and advocate in upgrade of the Tasman Highway, known as the Sideling, in the interest of improving access for higher productivity freight vehicles, 26 metre B-Doubles and travel time reliability between Launceston and Scottsdale, including Tasmania's north-east region.
- The first package of works delivered by the project was construction of the section between Whish-Wilson Road and the Sideling lookout. The works delivered road widening suitable to permit access by for 26-metre B-Doubles subject to further construction connecting this section, passing bays, embankment stabilisation and safety barriers.
- The construction cost of this windy 4.6km section was \$21 million. Highlighting the challenges associated with road construction given the mountainous terrain and difficult geology along this part of the Tasman Highway, which continues for an approximate further 10 km towards Launceston.
- A preliminary option assessment was completed in April 2025 on the review of alternate alignments and option analysis for upgrades between Minstone Road and St Patricks River as follows:
 - along existing Tasman Highway
 - along alternative Corkerys Road alignment, currently on roads owned by Dorset and Launceston City Councils.
- The options assessment focused on grade suitability for heavy vehicles, opportunities to improve access and safety for all road users, and high-level costs considering the available budget.
- The preliminary options assessment was presented to the newly appointed Dorset Council Mayor and Councillors in May 2025 with Dorset Council advising their continued support for the Corkery's Road option in preference to the proposed upgrades to the existing Tasman Highway alignment.
- Community consultation commenced in May 2025 which included opportunity to provide feedback on the Corkery's Road option, as well as the upgrading the existing Tasman Highway alignment.
- Construction of either the Tasman Highway or Corkery's Road upgrade options is challenging and costly due to the terrain and land slip risks.
- Further work on both alignment options is being undertaken by the Department to better understand environmental issues including on ground assessment of existing species, geotechnical conditions and landslip stability which impact on construction costs.
- This further assessment including consideration of travel time savings for light and heavy vehicles will inform a more detailed comparison of both options including costing, benefits and risk with the options report to be presented to both Dorset and Launceston Council and made available to the community.

Key Points

- The Tasmanian and Australian Governments have committed \$349.5 million to the South East Traffic Solution (SETS) projects on an 80:20 funding split, with Tasmanian Government contributing \$69.9 million and the Australian Government, \$279.6 million.
- The Projects included in the South East Traffic Solution are:
 - Arthur Highway Overtaking Lane (near Iron Creek)
 - Sorell Southern Bypass
 - Midway Point Intersection Solution
 - Hobart Airport Interchange
 - Hobart Airport to Midway Point Causeway
 - Midway Point and Sorell Causeways Upgrade
- The first four projects have been completed:
 - Arthur Highway Overtaking Lane completed in Summer 2020 at a cost of \$3 million.
 - Sorell Southern Bypass completed in Spring 2022 at a cost of \$26 million.
 - Midway Point Intersection Solution completed in Spring 2022 at a cost of \$30 million.
 - Hobart Airport Interchange completed in Winter 2023 at a cost of \$46 million.
- Planning and design work is progressing on the final two projects which have the following budgets:
 - Airport Interchange to Midway P Causeway - \$35 million
 - Midway Point and Sorell Causeways Upgrade - \$209.5 million
- The final two projects impact significant environmental values that are subject to Australian Government approvals.
- Four weeks of public consultation on the design of the Midway Point and Sorell Causeways including a second McGees Bridge finished on 11 March 2025.
- Construction of both the Hobart Airport Interchange to Midway Point Causeway and duplicated Midway Point Causeway and McGees Bridge

is targeted to begin in late 2025 pending Australian Government environmental approvals.

- The duplication of the Sorell causeway requires the approval of the Tasmanian Parliament for the revocation of a slither of the Pitt Water Nature Reserve with the request expected to be put before Parliament in 2026.
- Concept design work is also underway for duplicating Tasman Highway from the Sorell causeway through to the new Sorell Southern Bypass with particular focus on providing access to the businesses and residents along this section. No funding is currently allocated to upgrade this remaining section of highway under the SETS program.
- Due to recent crashes in the vicinity of Pittwater Road and the Tasmania Golf Course access, improvements to the safety in this area, are being progressed ahead of construction starting on the Hobart Airport Interchange to Midway Point Causeway project.

Australian Government Environmental Approvals

Following the submission to the Australian Government in November 2024, on 3 February 2025 they advised that the project must be assessed under the EPBC Act and on 4 March 2025 issued assessment guidelines.

In anticipation of achieving EPBC Act approval for temporary relocation of causeway seastars prior to construction, seastar homes have been constructed in isolated intertidal areas of Pitt Water and Pipe Clay Lagoon.

Tasmanian Government Pitt Water Nature Reserve

The upgrade of the Sorell (western) Causeway encroaches on the Pitt Water Nature Reserve, which preserves several environmental values and is managed by the Department of Natural Resources and the Environment Tasmania (NRE Tas).

Approval to revoke a sliver of the Pitt Water Nature Reserve is required from both Tasmanian Houses of Parliament.

NRE Tas have advised on the preparation of scientific study and documentation to support the proposal for the revocation which will be progressed following securing Midway Point Causeway environmental approvals.

Key Points

- The Northern Access Road and stadium bus plaza are critical transport and access arrangements for the proposed Multi-Purpose Stadium at Macquarie Point.
- It will include a bus plaza for events and infrastructure that supports the safe and efficient movement of pedestrians.
- The road will also provide some access to TasPorts, TasWater, and other owners and businesses within the precinct.
- The new road will be designed to cater for heavy vehicle users, noting that there are some broader road network limitations for some larger heavy vehicles including at the McVilly Drive / Tasman Highway interchange and Evans Street will continue to be part of Tasmania's designated National Land Transport Network.
- During events the road will be largely used by event buses and at other times it will provide access to the general public and others for:
 - stadium car park and back-of-house
 - Antarctic Facilities zone
 - Regatta Point wharf and proposed urban renewal development area
 - City of Hobart car parking area and amenities building
 - new TasWater pump station.

- \$3 million has currently been committed for the planning and design of the Macquarie Point Northern Access Road, including a bus plaza, with this funding to also confirm a cost estimate for the proposed works.
- Further funding will need to be committed for construction of the road in addition to the current Macquarie Point stadium and urban renewal funding committed by both the Tasmanian and Australian Governments.
- The proposed alignment will impact parts of the current City of Hobart road to Regatta Point and car parking area, and the southern end of the South Line heavy rail corridor.
 - Planning and design investigations are underway
 - changes to parking arrangements in the vicinity of the new road
 - access to Regatta Point foreshore area and proposed urban renewal area within the Macquarie Point precinct
 - extent of works required at McVilly Drive / Tasman Highway interchange and along the Tasman Highway.
- At this time, several options existing in relation to the location and configuration of the bus plaza component of the project.
- The current schedule is to develop a design by the end of 2025 ready for Tender, with construction to commence in 2026.

As part of developing the Northern Access Road alignment it is proposed to declare the following as State roads under the management of the Department:

- Northern Access Road
- McVilly Drive and all Tasman Highway access roads
- Evans Street.

Key Points

- The Department is continuing to develop Corridor Strategies to identify and priorities improvement opportunities for the State Road Network.
- The strategies help inform how best to improve the safety, capacity, and resilience of our state roads, as well as improve connectivity with active and passenger transport networks.
- Corridor strategies receive an annual funding allocation, which for 2025-26 is \$1.6 million.
- The development of corridor strategies and associated action plans align with Australian Government funding arrangement, which from 2024-25 now include:
 - allocating some initial Australian Government funding for corridor planning and design development prior to committing larger funding dollars for project delivery and construction
 - requiring the Tasmanian Government to identify corridor funding requirements in annual 10-year plans to be provided annually to the Australian Government.
- The corridor strategies involve both a technical review of the corridors as well as public consultation to identify and prioritise a range of improvement opportunities.
- As priority improvement projects are identified, they are put forward for design and construction as funding is made available.
- The priorities identified in the strategies are also collated with road and bridge asset renewal planned projects, to maximise opportunities to renew existing assets as the same time as undertaking safety, capacity, productivity, connectivity or other road network improvement.
- These strategies are critical in helping to identify how best to prioritise and upgrade the state road network and attract Australian Government funding.

Background

The following is the list of corridor strategies that have been completed and the respective Australian Government/Tasmanian Government funding that has been committed for upgrades at this time, plus current works underway:

- Arthur Highway – (\$202 million/\$50 million – design work underway for initial improvements)
- Bass Highway - Launceston to Devonport (\$232 million /\$58 million - design work underway for initial improvements)
- Bass Highway – Coee to Wynyard (\$40 million /\$10 million – multiple upgrades completed; design work underway for remaining upgrades)
- Bass Highway – Wynyard to Marrawah (\$60 million /\$40 million - multiple upgrades completed; design work underway for remaining upgrades)
- Channel Highway - Algonia Road to Sandfly Road (\$61.1 million /\$26.1 million – Huntingfield roundabout complete; design being finalised for Algonia roundabout duplication)
- East Tamar Highway (\$80 million /\$20 million - design work underway for initial improvements)
- Huon Highway (\$40 million /\$3 million – design work underway for initial improvements)
- South Arm Road - Rokeby Stage 3 (\$44 million /\$11 million – design work for improvements underway)
- Tasman Highway - Sorell to Hobart (\$92.8 million /\$23.2 million - airport interchange and Sorell bypass complete, duplication from airport to Sorell currently being designed)
- West Tamar Highway (\$82 million /\$21 million - upgrades underway, design work underway for further upgrades)

The following is the list of corridor strategies that are currently being developed and the respective Australian Government/Tasmanian Government funding that has been committed for upgrading the highway:

-

Brighton to Cambridge Freight Options Assessment (\$0 million /\$0 million)

- Brooker Highway - Goodwood Road to Risdon Road (\$0 million /\$15 million)
- Devonport to Cradle Mountain (\$2.5 million /\$25 million)
- East Derwent Highway – Bowen Bridge to Midland Highway (\$0 million /\$20 million)
- Lyell Highway (\$80 million /\$20 million)
- Ridgley Highway (\$27.2 million /6.8 million)
- Tasman Highway – Sorell to Launceston (\$196 million/\$49 million)
 - Sideling upgrades and Great Eastern Drive upgrades currently underway based on previously completed planning work

Stakeholder engagement is a key activity associated with developing each strategy, with key stakeholders including:

- individual local Councils along the corridor
- local communities, residents and businesses
- tourists and tourism operators
- heavy vehicle industry
- broader Tasmanians who may be interested
- public transport industry
- bicycle networks
- others as identified during the development of the strategy.

A key outcome of these strategies is to gain funding from the Australian Government based on an 80:20 funding split to progress the delivery of all priority projects identified.

Released under EOI

Key Points

- The Tasmanian and Australian Government have committed a total of \$80 million towards the upgrade of Illawarra Road, a Category 1 state road connecting the Midland Highway from Perth Links to the Bass Highway.
- The key objective of the Illawarra Main Road upgrade is to improve the road network to a Category 1 Road under the Tasmanian State Road Hierarchy and achieve an AusRap 3-star safety rating.
- The proposal has been to provide a similar upgrade arrangement to that delivered along the Midland Highway, with additional overtaking and the inclusion of a central wire safety barrier, plus new safe turning facilities.
- The project has been split up for delivery in four sections:
 - Stage 1 – between Longford roundabout and Bishopbourne Road was completed in 2023.
 - Stage 2a – between Bishopbourne Road and the Meander Valley Council boundary has completed preferred design, with further design options being considered following stakeholder consultation.
 - Stage 2b – between the Meander Valley Council boundary and the Bass Highway has been awarded to Fulton Hogan with construction commencing in July 2025.
 - Stage 3 – between Pateena Road and Longford roundabout has completed stakeholder consultation, with the design currently being finalised. This section also includes an extension of a shared user path from Perth Links towards Longford, with the path proposed to stop on the eastern side of the South Esk River.
- As preliminary site activities have commenced on Stage 2b, key local stakeholders and adjoining landowners have continued to voice their opposition to the current design, although there had been considerable consultation conducted with these stakeholders during the design phase to accommodate their needs around property access and safety. The project team are currently working with the individual landowners to accommodate their needs, where possible, given the design has been finalised for some time and a construction contract has been awarded.
- As an interim safety measure, the Department conducted a speed limit review on Illawarra Road in April 2025 after safety concerns raised by local residents, and a lower speed limit of 80km/h was approved by the Transport Commissioner along parts of Sections 2a and 3, which will be further reviewed as part of finalising the designs for these two sections.
- Stage 2a – between Bishopbourne Road and the Meander Valley Council boundary has completed preferred design however, further design options are being considered following stakeholder consultation and concerns with the design. The department is evaluating the design options before informing the stakeholders on its preferred design in the coming months.
- Stage 2b – between the Meander Valley Council boundary and the Bass Highway has been awarded to Fulton Hogan in May 2025, and site establishment and construction commenced in July 2025. Upon the contractor's early engagement with stakeholder, some concerns were flagged to the Department. The Department is reviewing available options to incorporate the stakeholder's concern but also maintain its contractual obligations under the contract and facilitate progress of the works.

Tannery Road Longford Potential truck stop access

- Just off the Longford roundabout on Illawarra Rd, Northern Midlands Council refused a planning application for the development of an unmanned truck fuel stop on Tannery Road, which has since been approved through an appeal process by the Tasmanian Civil and Administrative Tribunal (TASCAT).
- As part of this process, because Tannery Road is part of the State Road Network, the department reviewed and provided advice only on the traffic impacts of the proposed development due to the proposed new access due to this development.
- Based on the projected traffic volumes, the final traffic impact assessment for the proposed development did not require a right turn lane into the property.
-

However, as a result of on-going community concerns with the proposed development, the department is currently assessing potential future road widening at this location for right turns, potential expansion to include the adjacent Longford abattoir entrance, and to identify potential options, environmental impacts, benefits and estimated costs.

- Once completed, the department will brief the Tasmanian Government and Northern Midlands Council on the findings and any identified next steps, including potential funding options for future upgrades is deemed necessary.

Released under RTI

Key Points

- Truwana/Cape Barren Island has a population of approximately 70 people. Most of the Island was Crown land until 2005, when part was returned to Aboriginal ownership under the *Aboriginal Lands Act 1995*.
- The Tasmanian Government is required to support and fund the delivery of Municipal and Essential Services (MES) on Truwana.
- The Cape Barren Island Aboriginal Association (CBIAA) owns and operates the following MES infrastructure:
 - the power generation plant and distribution system
 - the mains water supply and water treatment plant
 - sewerage and waste-water treatment system
 - solid waste collection and disposal.
- It is important to note that funding for MES does not cover housing or road costs. However, the road and housing requirements for CBI are being considered through the Steering Committee established in early 2025.
- The department has been working closely with the Department of Premier and Cabinet (DPAC) and CBIAA to support MES and address urgent maintenance and long-term infrastructure needs.
- As a signatory to the National Agreement on Closing the Gap, Target 9b is directly relevant, in that by 2031 all households in discrete Aboriginal and Torres Strait Islander communities should receive services that meet or exceed the relevant jurisdictional standard.
- Harsh weather and a remote location create conditions where infrastructure suffers over time and urgent repairs are often needed.
- For 2025-26, the priority is to improve the sustainability and reliability of the water and energy systems.
- In 2024-25, the Tasmanian Government successfully applied for funding through the National Water Grid Fund. The Australian Government has committed \$760,000 towards new rainwater tanks and a project to identify a sustainable, long-term water solution, provided in its 2025-26 Budget.

- Engagement is ongoing with the CBIAA and community to co-design a more reliable and sustainable energy system.

Background

In 2014, responsibility in perpetuity for funding of MES and housing on Truwana/Cape Barren Island, and Aboriginal housing on Flinders Island, was passed from the Australian Government to the Tasmanian Government. This was accompanied by a one-off payment of \$17.735 million.

Upon this transfer of responsibility, the Tasmanian Government established the Stronger Remote Aboriginal Services (SRAS) program. This has been used to

fund MES provision by the CBIAA, through grant deeds and non-grant funding as

required, and for housing to both islands. Funds were also used to pay wages for MES maintenance.

In 2024, the SRAS program was fully expended. Funding was primarily used to address short-term issues and support. A more strategic long-term approach is required.

In the 2024-25 budget, the Tasmanian Government provided \$1 million for MES to be administered through Infrastructure Tasmania, to draw on its infrastructure expertise. This amount of funding was inadequate. Approximately \$400,000 also then had to be sourced, to ensure services continued for the full 2024-25 financial year and to cover urgent power infrastructure maintenance.

To assist future strategic infrastructure planning for the island, a steering committee has been established that is co-chaired by the department and DPAC, with representatives from the CBIAA, Homes Tasmania, and the Department of Natural Resources and Environment Tasmania.

Key Points

- In early 2025, the department commissioned an independent external review of Infrastructure Tasmania (ITas).
- The purpose was to review systems, processes, and structures to ensure the department has the right capacity and capability to deliver infrastructure projects.
- More specifically the review examined ITas' existing capacity and capability to deliver highly complex and high-risk government infrastructure projects across government portfolios.
- The review provided 15 recommendations to improve delivery of infrastructure projects across government.
- Of the 15 recommendations, four are already complete (e.g. mandating project assurance and incorporating a project management office within ITas), six are in progress (e.g. developing standardised processes) and five require scoping (e.g. formalising the purpose and functions of ITas by either an Act or another document endorsed by government).
- In the meantime, ITas has skilled infrastructure project management, procurement and contracting teams ready to lead delivery of infrastructure projects for the general government sector.
- The success of this delivery model will require projects to be allocated to ITas in a considered and gradual way to ensure that it can grow and adjust resources accordingly in line with the government's priorities.

Background

ITas was established in 2014 with a primary focus on transport (road, rail and ports), infrastructure planning and coordination. ITas took on an expanded role in 2020, to incorporate the management, procurement and delivery of infrastructure projects that were complex, cross-agency projects, or where agency capacity or capability was limited.

ITas' Major Infrastructure Projects and Delivery team has drawn together a team of skilled infrastructure project management, procurement and delivery experts.

ITas is currently delivering four infrastructure projects and has the capacity and capability to take on more complex projects as required by government.

Leveraging and gradually building on the use of these experts to provide a dedicated and centralise infrastructure delivery team for the whole of government will:

- introduce governance, economic and financial benefits with a focus on sound investment through appropriate risk management
- draw upon the combined breadth of experiences to avoid duplication of effort
- deliver efficiencies through the implementation of standard systems and procedures
- leverage off the now mandated Project Assurance Framework to monitor and provide timely reporting on project status and emerging risks.

Key Points

- Infrastructure Tasmania (ITas) has proposed a program to support more effective and sustainable public sector infrastructure investment and delivery in Tasmania, and to help embed industry productivity improvements as appropriate.
- It is proposed that ITas seek Ministerial and Cabinet endorsement for a Tasmanian infrastructure framework, with three strategic planning elements to methodically target sustainable and productive government spending.
 - 1) Develop a Tasmanian infrastructure strategy to set out government's high-level principles for the delivery of state sector infrastructure that meets the broader goals of growing and developing the Tasmanian economy.
 - 2) Conduct five-yearly infrastructure audits covering the general government, government business and local government sectors, to provide a baseline of place-based infrastructure needs, and identify constraints, gaps and opportunities.
 - 3) Develop five-yearly regional infrastructure plans that respond to the findings of the audits and take a place-based approach to drive more targeted infrastructure delivery and outcomes for communities through prioritisation and sequencing of investment.
- This infrastructure framework approach will enable greater visibility on infrastructure needs and allow the Tasmanian Government to better prioritise infrastructure investment across the state, to support more efficient allocation of resources in a tight budgetary environment. It will also gather information and material that will provide better oversight across key departmental, Government Business Enterprise (GBE) and State-Owned Company (SOC) infrastructure projects.
- If this approach is approved, ITas will prioritise resources and effort to deliver these outputs in a staged manner.

Background

Historically, the general government sector has been unable to deliver the full infrastructure investment program from each budget, due to delivery capacity constraints within agencies and the construction sector.

The Report of the Auditor-General No. 2 of 2023-24 found the four-year average capital expenditure across all departments was 73 per cent of the allocation from the state budget each year.

The Tasmanian 2024-25 State Budget contained a \$5.1 billion commitment to infrastructure over the budget and forward estimates period covering the general government and government business sectors.

Infrastructure delivery continues to be affected by supply chain and market capacity issues, resulting in project delays and escalating costs. These and other local, national and global factors all affect infrastructure planning and prioritisation of investment, across both the public and private sectors.

The result is an increasing focus on governments' ability to deliver infrastructure projects and to support infrastructure delivery in Tasmania more broadly.

A significant challenge going forward involves identifying and investing in key infrastructure projects in a period when investment in infrastructure may need to be reduced. In this context, it will be critical to make investment decisions across portfolios and in context of balancing renewal versus new investment.

The infrastructure framework approach would enable greater data collection on project delivery and asset conditions across the total state sector, and enable better long-term planning for infrastructure investment.

Key Points

- The Project Assurance Framework is an independent review process that is designed to improve the successful delivery of infrastructure projects.
- It is designed to provide expert and timely review and advice into any critical point of a project life cycle – including for example project initiation, business case, procurement strategy, tender assessment, etc.
- Infrastructure Tasmania (ITas) has been trialling a Project Assurance Framework since 2022. To date, 16 reviews have been undertaken and fully completed across various portfolios and project gateways.
- The project assurance reviews have proven to be very helpful for those projects involved.
- ITas is prepared to implement a mandated project assurance for infrastructure projects of a certain size/risk. A mandated approach would be consistent with all other Australian jurisdictions.
- ITas also maintains the 10-year Infrastructure Pipeline and at present over 30 infrastructure projects or programs would be subject to a mandated Project Assurance Framework if the threshold was set at \$50 million.
- It is possible to potentially include government businesses within a mandated project assurance approach, but consultation and engagement would be required to ascertain the legislative changes required.
- The cost of each project assurance is about \$50,000 with the funding source of this cost under investigation.
- A procurement to engage an expanded panel of external review teams is required by September 2026, due to contract expiry.

- ITas continues to work with the Department of Treasury and Finance to align the framework with the proposed revised Structured Infrastructure Investment Review Process (SIIRP). This aims to reduce duplication in the budget process.

Background

Tasmania is facing significant challenges in delivering record-level capital expenditure programs.

Key challenges include:

- competing capital programs across all levels of government and the private sector
- skills and labour shortages
- escalating costs for labour, materials, plant and equipment
- material shortages and global supply chain disruptions
- budget and debt management risks.

Project assurance reviews help project teams manage these challenges to improve project outcomes.

The framework is based on best practice and includes three types of independent reviews:

- Gate reviews – at key project milestones
- Health checks – between milestones
- Deep dives – focused on specific issues.

The assurance process provides constructive insights to improve governance and risk management, rather than being an audit.

Key Points

- The New Bridgewater Bridge (the Project) opened to traffic on 1 June 2025.
- With the new bridge and interchanges now operational, the project has entered its close-out phase.
- Since the bridge opened, works have focused on completing the remaining interchange works, commissioning the Intelligent Transport System and addressing defects.
- All traffic, including local connections, were on their permanent alignments by the contracted Date for Construction completion of 29 July 2025; however, formal certification of Construction Completion is pending resolution of a small number of technical matters.
- This date does not apply to the construction of the replacement boat ramp on the Bridgewater foreshore and the landscaping of the Aboriginal heritage site at 652 Black Snake Road, Granton, which are both to be completed by November 2025.
- It also does not apply to the removal of Temporary Works, such as the removal of the 12 barges that were used as part of the temporary bridge and site compound, however these should be removed by the end of 2025.
- Following Construction Completion, McConnell Dowell will be responsible for maintenance for the three months immediately following Construction Completion.
- After this period, the Department's dedicated project team will hand over the operations and maintenance responsibility to State Roads.
- Following Construction Completion, McConnell Dowell will also be responsible for any defect repairs for at least 12 months.
- The demolition of the old Bridgewater Bridge is being delivered under a separate contract, with most of the demolition work to take place in 2026.
- Future procurement for the project relates to the rehabilitation of the causeway, following demolition works, and minor works for heritage interpretation and some additional landscaping.

- The project team is regularly engaging with the Transport Group asset team to handover the project including updating the department's asset register.
- The project team and asset teams are also finalising agreements with the three adjoining Councils (Brighton, Glenorchy and Derwent Valley) in relation to new asset ownership and maintenance requirements.
- The project is expected to be completed within budget

Background

The New Bridgewater Bridge is Tasmania's largest ever transport infrastructure project and opened to traffic on 1 June 2025.

A Design and Construct contract was awarded to McConnell Dowell in July 2022 and major construction started in October 2022.

While the opening of the bridge to one lane of traffic in each direction at 60km/h by the end of 2024 was the initial target, the final bridge segment wasn't installed until February 2025 and opening all four lanes at 80km/h in June 2025 allowed the project team to complete the job safely and more efficiently.

Major Project Permit

The Project received a Major Project Permit in May 2022 as part of the Major Projects Approvals Process.

As of July 2025, there are:

- 67 permit conditions have been marked as completed and have received formal regulator notification of compliance / completion.
- 128 permit conditions that are considered ongoing and are active, but do not require monitoring / management.
- nine permit conditions that are being monitored to ensure compliance
- 17 permit conditions being actively managed.
- six permit conditions are currently inactive and not yet been triggered.

Remaining works include:

Removal of temporary works

Temporary works will generally be removed with the exception of some temporary bridge pile protrusions in parts of the deep channel <0.5 metres above bed level which will become permanent features.

Temporary construction facilities, including laydown areas, will be restored to their pre-existing condition or improved and disturbed areas will be landscaped and revegetated.

The 12 temporary barges used as part of the temporary bridge will be progressively removed.

This work will continue throughout the remainder of 2025.

Reinstatement of boat ramp and jetty facility

As part of enabling works to facilitate the construction of the temporary bridge the Bridgewater boat ramp and jetty, on the Bridgewater foreshore had to be removed in its entirety.

Under the Major Project Permit, the Project is required to reinstate the boat ramp and jetty facility on the to an equivalent or better standard, in consultation with

Brighton Council.

Construction is due to start later in 2025.

Aboriginal heritage landscaping

Following the Project receiving a permit in June 2023 to impact an Aboriginal heritage site, the Project Team continues working with the Contractor to ensure conditions attached to the permit are complied with and implemented respectfully.

The artefacts and topsoil associated with the Aboriginal heritage site remain protected within a fenced-off exclusion zone within 652 Main Road, Granton in accordance with the permit. The Project Team continues to involve the local Aboriginal Community as much as possible while carrying out the works approved under the permit.

In accordance with the permit, the Contractor has formalised its engagement of a landscape architect (Inspiring Place) to develop a landscape plan for the 652 Main Road area, surrounding the Aboriginal heritage site, in consultation with the Aboriginal Community. This plan is undergoing some final revisions and is expected to be submitted to Aboriginal Heritage Tasmania, Heritage Tasmania and the Tasmanian Planning Commission in the coming weeks.

Landscaping works in this area are expected to be undertaken in Spring 2025.

Key Points

- The 1946 Bridgewater Bridge will be demolished as a separate project to the new bridge construction but is being funded from the overall \$786 million project budget.
- The decision to remove the bridge was carefully considered and approved through the New Bridgewater Bridge Project's Major Project Permit. This approval included strict heritage conditions set out by Heritage Tasmania.
- A Request for Tender for the demolition project was released on 1 February 2025 and four tenders were received.
- A contract was awarded to Hazell Bros Brady Marine Joint Venture in June 2025 with the demolition to take place in 2026.

Background

The Bridgewater Bridge traverses the River Derwent between the outer Hobart suburbs of Granton and Bridgewater. The associated causeway was initially built in 1836 and is the largest civil work undertaken by convict labour.

The old Bridgewater Bridge was built in 1946 and is the fourth bridge built at the crossing point between Bridgewater and Granton. It is now close to 80 years old and has reached the end of its economic life, becoming unsafe, unreliable and expensive to maintain.

The decision to remove the bridge was carefully considered and approved through the New Bridgewater Bridge Project's Major Project Permit. This approval included strict heritage conditions set out by Heritage Tasmania.

The Department is now implementing these through a detailed Heritage Interpretation Strategy, which includes a website, interpretive signage and artwork using materials from the old bridge.

Removing the structure will eliminate a growing maintenance burden and allow for river traffic to pass upstream of Bridgewater without impacting the National

Highway.

The old bridge is currently in the process of being removed from the department's asset register, as well as from the Southern road maintenance contract schedule.

Major Project Permit conditions and Heritage Interpretation

The decision to remove the bridge was made after careful consideration and stakeholder consultation, with final permission granted through the New Bridgewater Bridge Project's Major Project approval process, which included public submissions and hearings.

Approval was granted on the basis that a range of appropriate heritage impact mitigation measures would be implemented to recognise the rich history of the bridge, the river crossing and the surrounding areas.

As a result, several permit conditions were included in the New Bridgewater Bridge Project's Major Project Permit at the recommendation of Heritage Tasmania.

These conditions included the preparation and implementation of a Heritage Interpretation Strategy for the project land and retention of representative samples of the existing bridge.

Public Art Project

Because parts of the old bridge are heritage listed, the approval for its removal is contingent on representative samples of the bridge remaining on display in the surrounding area.

To meet this requirement, the Department's project team is working closely with Arts Tasmania to engage a Tasmanian artist to create an outdoor contemporary sculpture or installation incorporating repurposed material from the old bridge.

The artwork will form part of a larger interpretation strategy that highlights and celebrates the old bridge, and will be installed on the Bridgewater foreshore, near the alignment of the old bridge.

The artwork will be installed following the demolition project.

Rail

The rail line on the existing Bridgewater Bridge has been non-operational since the Brighton Transport Hub opened in 2014.

Alongside the removal of the bridge structure between the end of the causeway and the Bridgewater foreshore, the demolition project will include the removal of the non-operational rail infrastructure on the existing bridge.

The history of the crossing shows that trains have successfully operated on a

separate structure from the road bridge in the past and could do so again.

The design of the new Bridgewater Bridge has ensured that the future use of the existing rail corridor isn't precluded.

The rail corridor on both sides of the river and on the causeway will be maintained with sufficient clearance for future rail use.

If a decision was made in the future to reintroduce rail operations across the River Derwent, a modern, safe and efficient swing span or lift span rail bridge is one option that could be used between the end of the causeway and Bridgewater.

Released under RTI

Key Points

- The Tasman Bridge (the bridge) is a critical structure in Hobart and southern Tasmania's transport network, being the River Derwent crossing for the Tasman Highway and the link between the eastern and western shores of Hobart, as well as servicing transport needs to greater Hobart and regional Tasmania connecting the Tasman, East Derwent, Domain and Brooker Highways plus Davey and Macquarie Streets.
- The bridge is approaching 60 years old, and has a notional structural design life of 100 years.
- The objective of the project is to provide a Strategic Assessment Management Plan that will inform appropriate investment in the maintenance and upgrade (if any) of the existing Tasman Bridge during the remainder of its life, and identify the most appropriate strategies for meeting the long-term needs for the Tasman Highway crossing of the River Derwent. This project, delivered in conjunction with the Tasman Bridge Upgrade – Pathways project, will have a strategic focus on reviewing the importance of the River Derwent crossing to provide continued connectivity for the transport network now and into the future, understanding and planning for future service needs and will seek to examine in detail the asset maintenance requirements for the structure into the future.
- The importance of the planning for future transport needs is directly linked the high level of consequence for the community and road users should the existing structure fail or no longer be available for use.
- The project will also incorporate the requirements for the shipping task and river access servicing industry and the community.
- The project aligns with the Hobart City Deal and Greater Hobart Transport Vision. Further, the project supports the Transport and Infrastructure Group 2022-25 Strategic Plan in being future ready, a forward looking approach to transport and infrastructure. And aligns with the Department's Corporate Plan 2023-26 to strategically develop infrastructure and transport systems to support industry, businesses and our community.

Background

Currently the Department has no plans for replacement or duplication of the Tasman Bridge. However, the Tasman Bridge Upgrade project has highlighted structural capacity constraints for the existing structure and uncertainties in condition of components of the bridge, particularly foundations, due to the quality of as constructed information and the ability to inspect and confirm condition information in water that is in excess of 40 metres in depth.

Due to the very high consequences of damage to or collapse of a bridge, the bridge substructure is designed to withstand extreme loading events.

Only 10 years after the Tasman Bridge opened in 1965, the Lake Illawarra disaster occurred on 5 January 1975 knocking down three spans, two piers and sinking the ship. The restored bridge was built with one replacement support pier, and the bridge was also widened from four to five traffic lanes. The bridge reopened 8 October 1977 after 33 months.

As a result of this incident, and through regular due diligence safety reviews by TasPorts over several decades, appropriate risk mitigation precautions have been identified and implemented to reduce risks during ship transits of the bridge. Despite reducing as far as reasonably practical the risk of vessel collision leading to the collapse of a bridge pier, a small risk continues to exist each time a ship transits (approximately 150 times per year).

In the late 1970's, it was agreed that the bridge should be closed when ships above a certain size are transiting the bridge and that a new bridge (Bowen Bridge) be built at Dowsing Point, upstream of the major port facilities, to limit the economic damage that would be caused by a future closure of the Tasman Bridge.

Given the substantially increased traffic dependence on the Tasman Bridge since the 1970's, combined with the structural capacity constraints identified by the current studies, the Bowen Bridge may no longer be considered sufficient mitigation of the risk of prolonged closure.

The bridge would also incur significant damage or collapse in the event of a major earthquake. The bridge effectively has no specific resistance to the nominated design earthquake loading in the standards and any resistance it does have would be coincidental.

Excluding ship collision and earthquake events, an extreme wind case is the next most critical case for stability of the bridge. Investigations undertaken for the Tasman Bridge Upgrade Project have identified that during very extreme wind events (i.e. very rare but possible), the estimated loads on the foundations of the bridge may already exceed the theoretical capacity for the current bridge arrangement. This capacity constraint exists prior the proposed addition of new safety barriers or wider walkways that would further increase loading.

This has highlighted the limited capacity of the existing Tasman Bridge to meet the long-term needs for the Tasman Highway crossing of the River Derwent, which will need to accommodate more traffic (more than the current five lanes can efficiently accommodate), accommodate heavier traffic (electric vehicles and larger Over Size Over Mass vehicles) and provide safer and more functional active transport pathways between the Eastern Shore and Hobart.

Traffic congestion on the Tasman Bridge has and will continue to increase as traffic demand increases. In addition to directly impacting the users of the Tasman Bridge, traffic congestion eastbound on the Tasman Bridge can also create severe traffic congestion throughout the Hobart CBD. This is observed when afternoon peak traffic flows are impacted by traffic incidents or road works.

With consideration of all of the above risks, challenges and constraints, a detailed Strategic Asset Management Plan needs to be developed that considers the management of the existing Tasman Bridge and the long-term strategic management of the Tasman Highway crossing of the River Derwent to maximise future road network capacity.

The proposed strategic planning will guide the direction of future investment in the existing bridge and in the river crossing long term. It may include the recommendation to plan for future replacement of the existing bridge with a new bridge with expanded traffic capacity and a wider navigation channel.

The high level estimates cost at the time for a new bridge is expected to potentially cost between \$2 billion and \$4 billion.

It will be important for the strategic planning to be sufficiently comprehensive and accurate enough to inform such strategic decisions. However, the project will also need to avoid over investment, the development of detailed concepts and business cases that are unlikely to progress to the development and delivery phases in the short to medium term, due to capital budget constraints.

Public interest in the project will be magnified by the significance of the Tasman Bridge to the community as essential transport infrastructure used by around 75,000 vehicles per day, memories of the 1975 bridge collapse and the impacts it had on the community pending its repair, and the bridge being a highly visible regional landmark. Example associated communication risks include:

1. Necessary public communications regarding the limitations and constraints of the existing bridge and the need for associated investigations and planning may be misinterpreted by some and may generate unwarranted concerns that traveling on the existing bridge is unsafe.
2. If major upgrade works on the existing bridge excluding the current \$130 million upgrade project are recommended to be deferred on the basis that an alternative river crossing could be provided in the medium to long term to address growing traffic demand, and this may generate unrealistic expectations that an alternative crossing will be provided in the short term.

Budget allocation and securing funding from Australian Government is a risk, both for the proposed strategic planning project and any capital investments that the strategic planning may recommend.

Currently the Tasman Bridge Upgrade project is funded to scoping phase, to progress this strategic planning sub-project.

Future funding support from both the Tasmanian and Australian Governments will be required in future to progress next steps after the development of this strategic asset management plan.

Key Points

- The Tasmanian and Australian Governments have jointly committed \$130 million for upgraded pathways and associated bridge strengthening of the Tasman Bridge.
- The Tasman Bridge was built in the 1960s as a four-lane bridge and repaired after ship impact in the 1970s and modified at that time into a five-lane bridge.
- Investigations and design show that new, wider pathways cannot be installed along the full length of the bridge without significantly modifying the structure of the bridge. This work would cost far more than the project's budget.
- This project will focus on delivering core safety improvements by raising the height of the safety barriers on both sides of the bridge pathways, installing localised passing bays, and improving pathway connections on the eastern and western shores, with public consultation commencing in mid - late 2025 on upgrade designs. Tendering of the project will follow public consultation before the end of 2025.
- The useability of the pathways on the bridge has been considered in the design of upgrades while maintaining the bridge's safe continued operation. This includes improved connections and access to the eastern and western shores from the pathways on both side of the bridge.
- The eastern shore path connection improvements will commence in coming months with upgrades to the pathways including raising the safety barriers on the pathways and active transport improvements expected to commence before the end of 2025.
- Additional upgrade works on the Tasman Bridge will include bridge deck strengthening to maintain the lifespan of the bridge and to allow for the current high volume of traffic to continue for many years to come. The bridge's lane use management system (morning peak centre lane switch) will also be upgraded, to help us better control traffic during peak periods and incidents.

Background

In the response to the coroner's report "Deaths from a Public Place" (28 November 2016), the Department commenced investigating the possibility of widening the existing pathways on both sides of the Tasman Bridge and installing full height safety barriers.

Several safety improvements have already been implemented on the bridge, including the installation of cameras, phones connected to the Lifeline crisis support line, and crisis signage.

The department has also replaced the electrical distribution boxes to sit flush against the fence, improving public safety along the shared pathways, by reducing climbing points.

The higher barriers on the pathways will mitigate the risk of the use of the Tasman Bridge as a means of suicide.

Investigation and design work has been completed to determine the impact of wind loads on the structure due to the proposed new pathways.

To build wider pathways major reinforcing and strengthening work of the bridge's foundations would be required which exceed the projects budget and would be extremely complex to undertake.

Immediate priority works will focus on pathway safety and efficiency improvements.

Key stakeholders and the community were advised of the change in project direction for the Tasman Bridge Upgrade project following the announcement on 23 September 2024.

Key stakeholders, including active transport representatives Bicycle Networks, the Hobart Walking Club groups, Clarence and Hobart City Council, mental health and suicide prevention advocacy groups, emergency services, family and friends affected by suicide, participated in a workshop in May 2025 to progress the design of the barrier upgrade of the pathways, a further workshop is planned in advance of public consultation and tendering of the project before the end of

2025.

Released under RTI

Key Points.

- In May 2025 TasPorts provided Shareholding Ministers with a copy of its 20-year Capital and Operational Investment Plan, which reflects TasPorts' understanding of its assets and investment required over the next 20 years to support economic growth and infrastructure resilience.
- The plan provides high-level concept assumptions and does not detail schedules or timing for cashflow. This work will be further progressed by TasPorts, including development of business cases for future projects.
- The plan allocates \$1.98 billion across 201 projects over the next 20 years across all TasPorts ports, including both commercial and non-commercial (community) assets.
- Some projects are in progress, and many are at an early project initiation stage, and range from relatively minor resurfacing works to major projects such as Quaylink (major upgrades at the Port of Devonport).
- Some anticipated projects still being developed are not yet included in the Plan, including the Bass Strait Renewable Energy Terminal.
- In May 2025 TasPorts provided business cases for upcoming projects to Shareholding Ministers:

Macquarie Wharf Redevelopment Business Case

- An approximately \$300 million investment to redevelop Macquarie Wharves 4, 5 and 6 including upgrading Berth 6 to accommodate Australia's icebreaker RSV Nuyina.
- TasPorts is seeking assurances that the port commercial zone will be retained and confirmation that construction of the Northern Access Route is undertaken to protect future operations of the port.

Fisherman's Dock Sheet Pile Wall (Stanley) Business Case

- TasPorts has requested of \$19.482 million in Tasmanian Government funding for the remediation of the sheet pile wall which is at the end of its life.
- The wharf accommodates fishing vessels, facilitating the loading and unloading of seafood and supplying of vessels.

Inspection Head, Beauty Point Wharf Remediation Business Case

- Inspection Head is a mixed-use facility used for mooring of TasPorts' Bell Bay tug fleet and two main sheds used for tourism, hosting Seahorse World and Platypus House, and accommodating a small number of expedition cruise ships.
- In 2021 TasPorts provided an enforceable undertaking to the Federal Court that it would spend at least \$1 million on wharf infrastructure at Inspection Head and would make tug berths available to a competitor on reasonable commercial terms. The competitor was not willing to accept the terms offered by TasPorts.
- Concrete elements below deck are in poor condition and TasPorts is seeking \$18.316 million in Tasmanian Government Funding for life extension and remediation. If works do not occur the asset would ultimately need to be demolished.
- The current situation with Fisherman's Dock and Inspection Head highlight the need for an approach to investing in non-commercial community port assets. The department is preparing an options paper for government on this issue.
- Treasury has raised concerns regarding TasPorts' request for debt fee relief for Macquarie Wharf projects, and its approach to requesting funding for Stanley and Inspection Head outside the State Government Budget process. Treasury will provide further advice to Shareholding Ministers on these matters.

Background

Investment is guided by the 2018 Port MasterPlan. TasPorts is a state-owned company that operates under the *Tasmanian Ports Corporation Act 2005*. TasPorts is responsible for ten Tasmanian ports, including the major ports of Hobart, Devonport, Burnie and Bell Bay, and smaller ports such as Flinders Island, King Island, Port Arthur, Coles Bay and community ports of Stanley and Inspection Head. TasPorts is also responsible for the Devonport Airport.

Key Points

- The automated traffic enforcement (ATE) services trial contract expires on 19 September 2025 and a decision to extend ATE services was required no later than 19 August 2025 to maintain service continuity.
- During caretaker, the then Minister for Transport, in consultation with opposition parties, approved an additional \$4.5 million in Road Safety Levy (RSL) funding and the procurement of an additional six months of ATE services from the current provider.
- Directly engaging the current supplier of ATE services was the only practical method for sourcing additional ATE services.
- ATE contract will now cease in March 2026 with an option to extend for 12 months subject to funding/State Budget.
- The Department is currently developing a revised ATE Program design based on learnings from the current trial.
- The revised ATE Program design will be provided for your consideration in November 2025. If approved, and funding available, procurement under the new ATE Program may commence in Quarter one of 2026.
- ATE service delivery may be funded by consolidated funds, via the next State Budget, the RSL, or via the fines collected under the ATE Program.
 - A decision of long-term and sustainable funding source is required to enable ongoing delivery of ATE services.

Background

Under the *Towards Zero Action Plan 2020-2024*, the department developed the ATE Program which currently delivers all ATE activities in Tasmania.

The ATE Program includes transportable speed, mobile phone, seatbelt and registration enforcement and stationary speed enforcement on the Tasman Bridge and new Bridgewater Bridge.

All ATE services are provided under a single contract due to expire in September 2025.

Importantly, the ATE Program seeks to reduce road trauma by up to 10 per cent and is currently being evaluated by Monash University's Accident Research Centre. The evaluation is expected to be completed in September 2025.

The department is reviewing the ATE Program and preparing a revised ATE Program Design. The revised program design is expected to be completed in November 2025 and will inform future ATE service procurements.

Funding of the ATE Program

Currently, the ATE Program is jointly funded by the RSL and consolidated funding from the State Budget. Tasmania does not hypothecate any revenue from ATE fine revenue for road safety related initiatives.

Despite Tasmania's low monetary penalties for traffic offences, the ATE Program generates more fines revenue than it costs to deliver services.

In Australia, most jurisdictions expressly allocate all fine revenue, in full or part, to road safety initiatives. The Road Safety Advisory Council has endorsed the hypothecation of ATE fines to road safety several times in recent years.

Importantly, if funding the ATE Program entirely from the RSL were to occur, it would require approximately 50 per cent of all RSL collections each year. This would significantly impact available funding for other road safety initiatives.

Notably, the RSL was created in 2007 with a policy of 75 per cent allocation to priority road safety infrastructure project.

Key Points

- The *Towards Zero Action Plan 2020-2024* expired on 31 December 2024.
- A draft extended action plan has been developed to continue the Action Plan to December 2026, to align with the *Towards Zero – Tasmanian Road Safety Strategy 2017-2026*.
- A Minute requesting approval of the draft extended Action Plan and supporting 2025-26 budget has been prepared for your consideration.
- The Department is undertaking development of the next Tasmanian road safety strategy to commence in 2027. Further advice will be provided to you on this in due course.

Background

Tasmania has the second highest road fatality rate per 100,000 population in Australia. Around 300 people are seriously injured or killed on Tasmanian roads every year.

Road trauma is avoidable and not only impacts those directly involved in a crash but also places a significant burden on society, such as through hospitalisations, rehabilitation, long-term care costs and resourcing of emergency services.

Improving road safety also has a number of co-benefits to society in terms of improved public health, increased physical activity, reduced environmental impacts, and improvements to productivity through reduced transport disruptions.

The *Towards Zero – Tasmanian Road Safety Strategy 2017-2026* (the Strategy) sets Tasmania's ten-year plan to reduce deaths and serious injuries on our roads with a long-term vision of zero serious injuries and deaths on our roads. The shorter-term target is for fewer than 200 serious injuries and road casualties by 2026.

The *Towards Zero Action Plan 2020-2024* (Action Plan) is the second action plan to support delivery of the Strategy.

Instead of expending the resources required to develop a new action plan for the two remaining years of the Strategy, a mid-term review of the Strategy and Action Plan recommended developing a revised and extended action plan.

The draft extended Action Plan includes 47 targeted, evidence-based actions to improve safety for all road users. 42 of those were included in the 2020-2024 version and five are new initiatives identified through the mid-term review.

The Safe System approach underpins the delivery of both the Strategy and Action Plan and is internationally recognised as best practice in road safety.

In the past, road safety strategies have focussed largely on improving road user behaviour with initiatives targeted towards reducing high-risk behaviours such as drink and drug driving, distracted driving, speeding, not wearing seatbelts and driving while fatigued.

While it is important that these behaviours are managed, each year approximately two-thirds of the people killed on Tasmanian roads are not engaging in high-risk behaviours.

The Safe System approach recognises that humans are vulnerable to crash forces and will make mistakes. Even if all road users were following the road rules, crashes would still occur due to everyday mistakes, such as a momentary loss of concentration or misjudging a corner, or gap in traffic. The Safe System approach focuses on designing a system that minimises the crash forces to ensure a crash will not result in loss of life or serious injury.

As Minister for Transport, you have responsibility for approving road safety strategies, action plans and the annual expenditure of funds generated from the Road Safety Levy (RSL). A Minute requesting approval of the draft extended Action Plan and supporting 2025-26 budget has been prepared for your consideration.

The RSL is an indexed fee paid on each Tasmania motor vehicle registration. The RSL operates as a trust fund.

Key Points

- The Keeping Hobart Moving – Transport Solutions for Our Future is the Tasmanian Government’s draft transport plan to guide transport investment across Greater Hobart over the next decade.
- The draft plan outlines how we will deliver on improving how people move around the region, whether by car, bus, ferry, walking, wheeling, or cycling.
- The draft plan translates strategic goals into practical, deliverable actions. This clarity is essential for all levels of government and the broader community, helping to align future funding with a shared vision for the region.
- It brings together current and proposed projects to build a more connected, efficient, and sustainable transport system that supports both community wellbeing and economic growth across Greater Hobart.
- The draft plan includes a number of actions and projects, some of which are fully funded, some partially, and some subject to future funding submissions. This draft plan will be utilised to seek future funding assistance from the Australian Government.
- The proposed final version of the draft plan will be submitted to Cabinet for approval, and once approved will be published on the Department’s website.

Background

In the 2023 State of the State Address, the then Premier committed to delivering a modern and connected public transport system for Hobart, that utilises our river, roads and bridges to provide commuters with alternative transport options to private cars.

The draft *Keeping Hobart Moving – Transport Solutions for Our Future* plan was subsequently developed, which stemmed from previous strategic documents and

has broader linkages to the following documents:

- Greater Hobart Transport Vision and Hobart City Deal
- Southern Projects Capital Investment Program of Works
- Draft River Derwent Ferry Masterplan
- Draft Strategic Business Case for Rapid Buses
- Southern Tasmania Regional Land Use Strategy.

In addition, the draft plan identifies how the proposed projects align with broader infrastructure strategies and policies, to help attract further funding from the Australian Government.

The draft plan outlines that it will be necessary to deliver several projects in phases over many years, as individual project business cases are prepared, supported and funded.

The draft plan was released for public consultation on 17 October 2023, and the consultation period closed on 31 January 2024. A total of 24 submissions were received, from a combination of businesses, non-government organisations, local government and members of the community.

A dedicated website was established in relation to the development and draft of the plan <https://www.keepinghobartmoving.tas.gov.au/>.

A finalised version of the draft plan has been developed considering the feedback received and once approved by Cabinet will be published on the above website.

Projects already delivered or are currently under construction that support the draft plan that were identified in the Greater Hobart Transport Vision and Southern Projects program include:

- Park and ride facilities at Firthside and Huntingfield, including increased bus services
- Southern Outlet Connector upgrade between Davey and Macquarie Street
- Davey and Macquarie Street Bus Improvements
- On-road traveller information system (OTIS) signs
- Midway Point park and ride.
- The Tasmanian Government does not currently have an overarching transport strategy.

Key Points

- The department has developed the *draft Tasmanian Transport Strategy* (the draft Strategy), which prioritises whole-of-system transport planning.
- The draft Strategy can be provided to government for consideration and approval to release for public consultation.
- The draft Strategy sets the vision for the transport network and would complement and guide other transport strategies and strategic planning documents by setting high level outcomes and directions.
- The priority outcomes are:
 - a safe and accessible transport system
 - connected and vibrant communities
 - growing economic activity.
- The draft Strategy includes strategic directions that will guide how we achieve the objective and outcomes for Tasmania's transport system.
- The draft Strategy will complement national whole of transport system strategies and plans, and Tasmanian strategies that encompass multiple modes.
- The draft Strategy will also guide regional transport planning, and its principles provide a basis for corridor and road improvement strategies and mode-specific plans across maritime, aviation, land-based transport and active transport.
- There are a number of existing plans and strategies in place that guide or impact our transport system. More plans will be developed as needed to meet future needs.
- The draft Strategy will ensure that any work that impacts our transport system is guided by some common goals.

Background

The intent of the draft Tasmanian Transport Strategy is not to override or replace existing transport plans. The draft Strategy will complement existing strategies

and will guide future transport planning.

Examples of transport planning documents, or strategies that include a significant transport component, include (but are not limited to):

- National transport planning frameworks:
 - National Land Transport Network
 - National Rail Action Plan
 - The National Freight and Supply Chain Strategy
- Tasmanian strategies that encompass or include a transport component:
 - Keeping Hobart Moving – Transport Solutions for Our Future (under development)
 - Transport Emissions Reduction and Resilience Plan 2024-2029
 - Project Assurance Framework
 - Regional Land Use Strategies
 - Strategic Infrastructure Framework
 - Infrastructure Priority List
 - Tasmanian Integrated Freight Strategy
 - 2030 Visitor Economy Strategy
- Corridor and road improvement plans:
 - Bass Highway Action Plan
 - Hobart City Deal
 - Northern Suburbs Transit Corridor
 - Ridgley Highway Corridor Plan
- Mode-specific plans:
 - Port Master Plan (TasPorts)
 - Airport Masterplans
 - Towards Zero – Tasmanian Road Safety Strategy 2017 – 2026
 - Tasmania's 10-year Infrastructure Investment Plan for Land Transport
 - State Road Hierarchy
 - Tasmanian Walk, Wheel, Ride Strategy.

Key Points

- An increase in public transport use is considered essential to cater for expected Greater Hobart population growth, efficiently use the capacity of the existing road network and minimise congestion during peak commuting times.
- A Rapid Bus Network (RBN) has the potential to deliver fast, frequent and high-quality public transport across Greater Hobart and stimulate urban renewal along transit corridors.
- Rapid buses are more cost-effective and faster to deliver than light rail. They offer greater flexibility for construction staging and operations. Unlike light rail, rapid buses can operate on steeper grades required to reach Hobart's south and east.
- The department is finalising a Strategic Business Case (SBC) which considers Hobart's holistic transport challenges, evaluates several options for increasing public transport use, and will help identify an overall approach for improving public transport in Hobart.
- The SBC includes consideration of the broader city shaping benefits due to urban renewal that is delivered by implementing the rapid bus service, especially focused on the northern suburbs transit corridor (NSTC) and other transport corridors to encourage transport orientated development (TODs).
- The SBC found that the staging of a RBN should start with the northern corridor, then the southern corridor and lastly the eastern corridor.
- The SBC also provided a stand-alone assessment of the northern corridor rapid bus service from the city to Claremont, using the NSTC and running through North Hobart.
- Upon completion of the SBC, Australian Government funding to design and build a first stage of a rapid bus network will be contingent on the development of a Detailed Business Case, which sufficiently illustrates

that the expected benefits are commensurate with the projected cost.

- The SBC is expected to be completed by the consultant by the end of August. The department will then brief your office on the findings and seek your approval to submit the SBC to Cabinet for endorsement. Subject to your and Cabinet approval, the SBC will be submitted to Infrastructure Australia to be considered for inclusion on their Infrastructure Priority List, which positions major projects for Australian Government funding.

Background

Numerous previous studies have been undertaken between 2009 to 2020 assessing the implementation of light rail on the remaining rail corridor through the northern suburbs

A consistent theme from these studies is that a light rail system on this corridor would provide limited benefits at a very high cost.

In turn, the SBC is looking at the projected benefits and costs of a rapid bus network, to assess if it is a more viable transport solution for Hobart.

A concept for a Greater Hobart RBN has been developed to service the northern, southern and eastern corridors of Greater Hobart.

The network consists of transit lanes on the Tasman Highway and Southern Outlet, activation of the NSTC, building 30 high-quality stations and three new bus depots.

Initial planning work proposes a fleet of 30 new high-capacity battery electric buses that would operate across the three routes, with services to the city every 7.5 minutes in peak periods.

Establishing the network will be a complex program consisting of several construction stages plus procurement of an operator and bus fleet.

Key Points

- Port safety is primarily governed through the Marine and Safety Tasmania (MAST) Deed, a tripartite agreement between Marine and Safety Tasmania, the Environment Protection Authority and TasPorts. All parties agree the MAST Deed is no longer fit for purpose and requested that it be reviewed.
- The Review identified the following actions to address the shortcomings of the Deed.
 - Administrative transfer of Harbour Master and Vessel Traffic Services (VTS) from TasPorts to MAST, to allow real-time management of safe vessel movements by the regulator.
 - MAST to develop a cost recovery model to meet the costs of providing regulatory functions.
 - EPA to extend current cost-recovery powers to include costs of emergency planning and preparedness, with this model to replace the current mechanism (TasPorts' Vessel Tonnage Charge) within two years.
 - Creation of a licencing system for port operators, towage and pilotage to ensure port operating standards, enable new temporary or permanent ports to be established outside of TasPorts, and to ensure towage and pilotage are transparently governed in line with national competition law requirements. The licencing system is expected to sit under the *Marine and Safety Authority Act 1997*.
 - The department and Treasury will undertake further market analysis on towage and pilotage market structure and whether there is a need for price control.
- Work is underway to deliver the following actions:
 - MAST has commenced due diligence on the VTS, with TasPorts to make available up to \$500,000 to support this

- a Working Group convened by the department, with the Department of Treasury and Finance, the Department of Premier and Cabinet and in consultation with MAST, the EPA and TasPorts is being established, to provide advice to Cabinet on funding and transitional arrangements to achieve the objectives of the review.

Background

Port services encompass the set of marine functions necessary to ensure safe movement of vessels in Tasmanian waters, in particular, the navigational safety matters addressed under the *Marine and Safety Authority Act 1997* and the Marine and Safety (Pilotage and Navigation) Regulations 2017. In practical terms, these functions include the directions given to masters of ships vessels while operating in port pilotage areas, the regulatory authorisation of pilots and obligations of ships masters to engage tug boats and pilots.

Port services also cover the Tasmanian Government's operational responsibilities for marine pollution and oil spill response, provided under the *Marine-related Incidents (MARPOL Implementation) Act 2020*.

Daily decisions on safety, prioritisation and scheduling are conveyed to vessels through the VTS, which performs a similar function to the flight control tower in aviation. Operation of the VTS is overseen by the Australian Maritime Safety Authority. However, instructions issued through the VTS predominantly rely on marine safety powers expressed in state legislation. Presently the Harbour Master and VTS are in TasPorts, which conflicts with its commercial role as port infrastructure owner and port service provider.

Until recently, TasPorts was the only provider of pilotage and towage services in the state. Another towage operator now operates in Port Latta, with TasPorts providing all other towage and all pilot services in the state. TasPorts is also the only party with capacity to train new pilots. Dissent over TasPorts' towage and pilotage prices and practices led to the ACCC taking action against TasPorts, with the Federal Court declaring by consent that TasPorts engaged in conduct that had the likely effect of substantially lessening competition in towage and pilotage markets.

Key Points

- The Australian Government has committed to establishing a strategic maritime fleet of up to 12 Australian-flagged and crewed vessels, available for requisition by government in times of need.
- The Strategic Fleet Taskforce recommended a review of the *Coastal Trading (Revitalising Australian Shipping) Act 2012* and the *Shipping Registration Act 1981* which commenced in October 2024 and is being led by independent experts.
- The Review has included two phases of consultation:
 - Phase 1 – object and structure of the legislation. A Tasmanian Government submission was provided by the Premier in November 2024.
 - Phase 2 – proposed reforms and impacts. A submission was submitted on behalf of the Tasmanian Government by the Secretary, Department on 27 June 2025 due to Caretaker Conventions.
- Also impacting Tasmania's coastal trading environment, an Australian Government review of the Tasmanian Freight Equalisation Scheme (TFES) and Bass Strait Passenger Vehicle Equalisation Scheme (BSPVES) will commence in 2025.

Tasmanian submission to Phase 2 - highlights

- The proposed exclusion of vessels carrying TFES-eligible cargo or BSPVES passengers from the second shipping register misinterprets these schemes and risks disincentivising Tasmanian port calls or registration. These schemes support freight owners and passengers, not vessel operators.
- Bass Strait operators must be protected from cost undercutting by second-register vessels to ensure continuity of essential services. Past service withdrawals have shown the risks of unsustainable competition.

- The shift to a two-tier licensing system for foreign-flagged vessels (limited licences for ad hoc voyages and regular coastal trading licences) requires safeguards to prevent increased costs or service loss for Tasmania.
- The proposed introduction of regulation and a licensing framework for cruise vessels may negatively impact Tasmania's tourism sector and risks withdrawal of services and economic loss across Tasmania, mainland Australia, and Pacific nations. It is likely to be strongly opposed by other jurisdictions.
- Reforms to wages and workforce development should support Australian jobs while maintaining foreign vessel participation.
- The consultation papers lack supporting analysis and fail to explain the decline in Australian-flagged major trading vessels. Available coastal trading datasets were not used. Proposed reforms may address symptoms rather than root causes.

Background

Tasmania relies almost entirely on coastal shipping, with 99 per cent of freight coming to/from Tasmania moved by sea.

Coastal shipping is essential to Tasmania's economic stability and cost of living.

Tasmania's ports handle over 14 million tonnes of freight annually, with Bass Strait being one of the most expensive freight corridors in Australia.

The *Coastal Trading (Revitalising Australian Shipping) Act 2012* regulates cabotage by licensing vessels to carry passengers or cargo between Australian ports.

The *Shipping Registration Act 1981* outlines eligibility and requirements for registering vessels in the Australian General and International Shipping Registers.

Submissions have been informed by input from across government, including the Department of Treasury and Finance and Tourism Tasmania.

Key Points

- Successive Tasmanian Governments have recognised the critical importance of a regular and efficient shipping service to King Island.
- During the 2024 election the Liberal Government committed \$150,000 to revisit and complete a study on the Port of Grassy.
- Burbury Consulting have been appointed to undertake this work and will finalise their report on infrastructure and operational options to improve the operation of the port in July 2025.
- The consultant and the department worked closely with the King Island community, reflecting the need to align infrastructure planning with future demand. Consultation included several on-island sessions.
- An observation from the feedback is that there is a misalignment between port utilisation and community expectations for infrastructure investment.
- Although outside the scope of the port study, the consultation process confirmed King Island shippers' ongoing concerns regarding shipping services, including:
 - that the Bass Island Line vessel (John Duigan), as a barge style vessel, is not suited to the freight task/weather conditions of Bass Strait
 - direct shipping to Melbourne (not currently provided by Bass Island Line) is crucial.
- There are major challenges associated with addressing these issues, including the impact that providing a direct Victorian connection had on the financial sustainability of Bass Island Line; the relatively small size of the freight task and availability of alternative vessels.
- While the Port of Grassy study will provide options for government to consider with respect to port and operational improvements, this will not address community concerns regarding the shipping service.
- The department has prepared a consultancy scope for additional work to update and expand on a 2013 report analysing the King Island Shipping market. This would cost approximately \$100,000; and would consider:

- Forward freight demand and shipping capacity to meet the future freight task, including peaks.
- The optimal model/route/vessel/freight configurations.
- Requirements to secure a suitable berth at a Victorian port.
- Alternative market models.
- Government's role in influencing an optimal service model and capacity to effectively oversee commercial shipping services.

Background

King Island shipping services include the following.

- Bass Island Line (a subsidiary of TasPorts), which operates a regular weekly service between Grassy and Devonport.
- Eastern Line, which operates a service between Grassy, Port Welshpool and Stanley, mostly carrying livestock for Greenhams, but has some capacity for general freight.
- Bass Strait Freight (operators of Flinders Island services), which has introduced an on-demand service connecting Grassy and Port Welshpool.

Extended dry conditions on King Island have posed a threat to farmers and livestock at several points over the past two years. The department has been working closely with the Department of Natural Resources and Environment Tasmania, the Drought Coordinator on King Island, and shipping lines to respond, including supporting Bass Island Line to run additional sailings in periods of high demand (via underwrite agreement) and a grant to Need for Feed. Approximately \$250,000 was provided to support these services in 2024-25.

Bass Island Line can implement additional sailings to accommodate demand for either cattle or feed. However, its vessel can only operate to Tasmania; there is no suitable berth in Victoria for a vessel of this size carrying trailered freight.

A contingency fund is maintained to address minor funding requirements associated with the King Island freight service, which is administered by the Department (\$49,000 per annum).

Key Points

- In August 2021 the Tasmanian Government commenced the trial ferry service between Bellerive Wharf and Brooke Street Pier. This service is popular and well patronised by commuters and was made ongoing in 2022 after the 12-month trial.
- The department has approved a direct engagement of the incumbent ferry operator to continue providing the existing ferry services between Hobart and Bellerive until at least 8 August 2026, with an option to extend services for an additional 12 months, until 8 August 2027. This approval ensures service continuity until the expanded ferry service network is delivered.
- Due to the slow progress on delivering the three additional ferry terminals (outlined below) and the lack of ongoing funding certainty for an expanded ferry service the department has commenced work on preparing a tender for the long-term provision of the Bellerive service only as the initial step.
- It is recommended the department provides you a more detailed briefing on this project as a priority.
- The department is upgrading the Bellerive Wharf to deliver better passenger access and amenity. The upgrades to the wharf are ready to go to tender. Construction is scheduled to commence in the second half of 2025.
- In its 2022 budget, the Australian Government provided \$20 million under a grant deed (the deed) to Hobart City, Glenorchy City, Clarence City Council and Kingborough Council (the Councils) to build three new ferry terminals at Lindisfarne, Wilkinsons Point, and Sandy Bay.
- Under the federal funding, the Councils are responsible for site selection, planning, development, and construction, including construction and upgrades to surrounding landside infrastructure.
- It is an Australian Government requirement that the three new ferry terminals be delivered by 30 June 2026. This timeframe may be extended until 31 December 2026 or later.
- As the Tasmanian Government is not party to the deed between the Australian Government and the Councils, the Councils are responsible for any cost or time overruns with the Australian Government directly.
- Under the deed, the ferry terminals are required to be owned by the Councils for at least five years once complete. It is understood that the Councils are exploring options with the Australian Government to give the Tasmanian Government the option of taking ownership prior to the cessation of this five-year period. This is considered undesirable for the Crown due to the significant costs and responsibilities associated with maintaining ferry terminal infrastructure.
- The Tasmanian Government provided \$20 million as part of the 2024 election to support delivery of ferry services to these locations. Prior to the 2025 election being called, this funding was being reprofiled as operational expenditure to provide funding for expanded ferry services at Council-built terminals. A River Derwent Ferry Service Expansion Steering Committee (the Steering Committee) has been established, comprising the CEOs of the Councils, along with representatives of the Tasmanian Government.
- The Steering Committee has been working through a range of issues including the building of safe, consistent and accessible ferry terminal infrastructure and the commissioning of expanded ferry services.
- There are a number of issues being worked through by the Steering Committee and the Transport Commission (which, with the support from the department, is the entity responsible for contracting ferry services), including:
 - The terminal completion date of 30 June 2026 is unlikely to be achieved. The Councils are seeking an extension from the Australian Government to 31 December 2026 or later, this timeframe may also be difficult to achieve given the planning and development processes.
 - Ensuring the Councils provide suitable onshore infrastructure and access treatments to maximise ferry service catchment areas and include safer pedestrian and vehicle traffic upgrades as appropriate.

- The Transport Commission with the support from the department is responsible for contracting ferry services. The department has provided the Councils with serviceability requirements to ensure safe and reliable operation of the Council built terminals. These requirements have been provided to the Councils to ensure they can be imbedded in ongoing planning and development.
- The department has also sought advice from the Councils to inform future ferry service commissioning decisions by the Commissioner for Transport, specifically in relation to safe and reliable operation.
- Under the terms of the deed, the Councils are to own the ferry terminal infrastructure for five years. During this period, an access agreement will need to be established to enable the state contracted service provider to use the terminals. It may be that the government takes ownership of the terminals, either after or prior to the five-year term being completed.
- Prior to practical completion, there will be a commissioning period to ensure that the terminals are safe and seaworthy. Ferry terminals will undergo a period of seaworthy and safety testing. This will require agreement between the Councils and the government to address issues raised during testing prior to practical completion.
- Service and maintenance requirements and responsibilities for ferry terminals need to be established to ensure high level amenity and ongoing operation.
- City of Hobart Council has identified Lords Beach as its preferred Sandy Bay site. Recent community consultation results show 64 per cent of Sandy Bay residents, and 71 per cent of the broader community, support the site.
- After a community consultation process, Natone Street cove has been identified as the preferred site for Lindisfarne within the Clarence City Council area.
- The Wilkinsons Point ferry terminal site (adjacent to MyState Bank Arena) is proceeding through planning and development without broader community consultation. This is due to its relatively isolated location in terms of adjacent residents and community. Consultation is ongoing with the proposed adjacent site-owner, LK Group. It should be noted this location will be used for event services only, and paid for separately as part of any event coordination work (not from the regular passenger transport budget).
- The Draft River Derwent Ferry Service Expansion Masterplan (the Masterplan) is being finalised for publication. It was developed following public consultation conducted in 2024 and is currently being updated to reflect progress made by the Councils and other contemporary matters such as zero emission transition, government commitments, and long-term transport access opportunities
- To support the delivery of the expanded ferry network, the department is also in the process of securing a long-term licence for unencumbered berthing access at the Brooke Street Pier.
- For the department to commence an open tender process for an expanded ferry network that provides services to Bellerive, Lindisfarne and Sandy Bay, additional recurrent funding will be required.
- The department requires operational certainty regarding the above locations before any approach to market and tendering for services can be completed.
- While the exact scope and costs of providing an expanded ferry network is still being determined, initial cost estimates for a long-term 12-year contract (12-years) are estimated to be in the vicinity of \$60-\$70 million. Currently there is a recurrent operating budget of \$3.6 million per annum over the life of the proposed contract, which leaves a shortfall of approximately \$20 million.
- There is currently no ongoing or long-term funding allocation for the operation of expanded ferry services. It is noted that the then Ministers Office requested that \$20 million Cap Ex to Op Ex be re-profiled and this has commenced, however, the process will not be completed until the next budget cycle and is pending the outcome of the 2025 election.

Key Points

- The Transport Commission is required under the *Taxi and Hire Vehicle Industries Act 2008* (the Act) to make new Owner-Operator Taxi Licences (OOTLs) available in each taxi area via tender by 30 September each year.
- The annual issuance of new OTTLs was paused for the years 2020-2024 by way of an Act change imposing a temporary moratorium, following feedback from industry as part of the on-demand industry reforms.
- The tender process is set to resume in 2025. The moratorium on licence releases cannot be extended without change to the Act and a change cannot be implemented prior to 30 September 2025 to prevent the calling of a tender in the current calendar year.
- As a result, the Transport Commission is compelled by legislation to initiate the tender process and make licences available by 30 September 2025.
- To meet this deadline the tender is intended to be advertised on 6 September 2025 and will close on 24 September 2025.

- Assessment of tenders will take place in October to enable letters of offer to be sent to any successful tenderers in late 2025.
- In practice, it is anticipated that no bids will be received for any licences.

Background

The number of licences to be offered is prescribed by a formula in the Act and the reserve prices (the minimum bid which can be accepted for a taxi licence in a particular taxi area) are set by the Office of the Tasmanian Economic Regulator.

The department is not anticipating significant interest in the tender as a number of existing licences are not in use due to a shortage of taxi drivers.

Of note is there is a current review of reservice prices underway by the Tasmanian Economic Regulator. This review is due to deliver new reserve prices in December 2025. It is highly likely that new reserve prices may be lower than the current reserve prices.

There may be some criticism from the taxi industry over the offering of new licences.

Key Points

- The program to deliver a network-wide smart ticketing system is progressing toward the first customer-facing field trial, scheduled to start in November 2025.
- Due to the tripartite arrangement under which the program is delivered, Tasmania's timeline and assurance process is connected to that of Queensland's. Technical components need to be successfully delivered and tested in Queensland before they can be accepted for Tasmania.
- Delays to key functionalities in Queensland have led to the field trial being split into multiple phases, the first of which will introduce tap on, tap off EMV (bankcard / smart device) payment for adult full fares only.
- Additional functionality will be progressively tested and introduced in further trials, prior to the solution being rolled out state-wide.
- A variation of the contract with Cubic Transportation Systems (Australia) Pty Ltd (Cubic) is required to reflect changes to field trial format. The department is currently negotiating the details of the variation, and this will be provided to you for consideration and approval in coming weeks.
- A significant funding shortfall exists, with no funding allocated for the 2026-27 or 2027-28 financial years, and multiple components are as-yet unfunded. This shortfall needs to be addressed for the program to be delivered in full.
- A request for additional funding will be forthcoming to progress key as-yet unfunded components.

Background

- The total funding pool to delivery and operate the ticketing system over the next three years is \$38.9 million.
- There are ongoing funding challenges which the department will provide a more detailed briefing to you.

- The program is being delivered as a cross-jurisdictional partnership with Queensland and its ticketing solution provider, (United States based) Cubic. Contracts between the department, Cubic and the Queensland Department of Transport and Main Roads (TMR) were executed in September 2024.
- The Cubic solution will introduce tap on, tap off contactless ticketing supported by digital self-serve account management, customer support, and a retail network. The solution will accept payment via mobile phone and other smart devices and will support transfers between public transport operators on a single fare.
- Cubic is continuing to finalise the delivery timeline for Tasmania, based on its Queensland rollout. Reflecting the most recent advice from Cubic, we expect:
 - initial (Phase 1) systems testing to start in July / August 2025
 - training for trial operators in using the Cubic system in September 2025
 - field trial phase one to start November 2025
 - progressive delivery of additional functionality for testing in the first half of 2026
 - a second field trial of additional functionality to start in June 2026
 - staged statewide rollout to commence following successful completion of field trials.
- Legacy ticketing hardware (e.g. GreenCard) will remain in-situ until such time that EMV, smartcard and cash payments are available for all customer groups within the Cubic solution.
- The delivery of the Phase 1 Trial in November is subject to all the above timeframes being met and no significant issues found. Ongoing advice on the delivery of the trial will be provided as we progress through its delivery schedule.
- The decision to proceed with the Phase 1 trial in November also needs to take into account the level of confidence the department has on Cubic's ability to deliver the second field trial by June 2026. Because once we commit to Phase 1 field trial, we will need to make significant payments, which locks us to this solution. The department recommends a more detailed briefing on this matter is provide to you.

- As the result of a 2024 election commitment, the department has

introduced real-time tracking for all general access public transport as a stand-alone interim solution ahead of the common ticketing rollout.

Released under RTI

Key Points

- The department has commenced a review of the Greater Hobart bus network.
- The network review is being undertaken in two phases.
- Phase one focuses on identifying short-term service improvements which will restore network reliability, including ensuring services can run reliably to a timetable and are delivered within the available budget. The focus is on ensuring timetables are accurate and reliable.
- Phase two of the network review is being run in parallel to phase one.
- Phase two is more in-depth, focussing on route redesign and identifying where services are needed most.
- As part of the review, consultation and stakeholder engagement has occurred in May/June 2025 on the existing network to inform phase two.

Background

Phase one will include introduction of new Sunday services to Brighton, as well as more accurate timetables for all days of the week.

Community stakeholder engagement to inform phase two of the review commenced on 8 May 2025 and was open for six weeks, closing on 20 June 2025.

The community was able to provide feedback via social pinpoint, email and telephone.

993 pieces of feedback were received during the consultation with the majority from social pinpoint.

Timeframe for implementation of phase one

- The revised timetables proposed to be implemented during phase are currently in development. Once finalised, they will need to be uploaded to operators' systems to become operational.
- Whilst phase one of the network review will affect Metro, Kinetic and Tassielink services, Metro operates the overwhelming majority of the network.
- The then Minister for Transport previously expressed a desire for phase one to be implemented by the end of 2025. However, due to the aged nature of Metro's systems, it must enter new timetable data into its systems manually. The time intensive nature of this activity does not enable implementation of phase one to occur in 2025.
- Both the department and Metro do **not** recommend implementing phase one prior to the start of school term 1, 2026. A best-practice approach to implementing timetable changes avoids an implementation date of term 1. This is because of the reliability risks associated with such a timeframe, including:
 - The high passenger load at the start of the school year. Term 1 typically marks the return of students to school, as well as many workers returning from holidays. This means passenger volumes are significantly higher, any disruptions or inconsistencies caused by new timetables are felt more acutely by both regular and returning passengers and there is low tolerance for errors or instability, especially by parents and caregivers coordinating student travel.
 - The limited opportunity for user passenger communication and operational adjustment. The Christmas/school holiday period leading into Term 1 reduces the window for effective public communication (e.g., signage, media, website updates), customer education, such as outreach to schools, students, and operators, and time for passenger adaptation to understand and adjust to new routes, timings, or interchanges.

- School services complexity. Many school-specific trips are added or revised in Term 1, particularly in line with new bell times. If a timetable change includes general network adjustments at the same time, it creates multiple overlapping variables including matching school start/end times and risk of incorrect or missed school services is high if both regular and school schedules are altered simultaneously.
- Both the department and Metro **recommend** a phase one implementation date of the start of term 2, 2026 (late April 2026). This is because this timeframe offers less risks and several operational and passenger benefits, including:
 - A more stable and strategic opportunity to focus on the performance and reliability of regular route services as this term provides a predictable operating environment.
 - The identification and implementation of potential efficiencies in both peak and interpeak service design, helping to optimise the Peak Vehicle Requirement (PVR).

- Enabling Metro to implement new rosters based on its new enterprise agreement, which came into effect earlier this year, enabling greater efficiencies to be realised in Metro's operations.

Metro Dropped trips

- Metro began dropping 177 trips each weekday in August 2023 due to driver shortages – this was intended as a short-term measure
- In November 2024, Metro reintroduced approximately 26 of the dropped trips.
- In late August 2025 Metro is proposing to reintroduce a further 29 trips each Monday to Thursday and 31 trips on Friday, subject to driver recruitment. It is proposed that no further dropped trips be reintroduced post August 2025. Instead, the remaining dropped trips will be considered as part of phase two of the network review, subject to budget and efficiency improvements.

Key Points

- The Department for Children, Education and Young People (DECYP) operate the Transport Assistance Program to support parents and caregivers with transporting students with disabilities to and from school.
- DECYP's Transport Assistance Program provides eligible students with tailored transport assistance based on the student's assessed level of transport independence.
- When a student is approved for inclusion in the Transport Assistance Program, one of the transport options available to them is travel on specialist school bus services contracted by the Department.
- The department holds short-term contracts with six operators to deliver 17 specialist school bus services.
- The current one-year contracts commenced in 2025 and end on 31 December 2025.
- There are no further options to extend the term of the current contracts.
- DECYP determines student eligibility for the program and provides bus attendants to support students during transport.
- Specialist bus services were scheduled to transition to the National Disability Insurance Agency (NDIA) in 2018, but this transition has been repeatedly delayed by the Australian Government.
- States and territories have continued to provide 'in kind' services on behalf of the NDIA under short-term contracting arrangements.
- The uncertainty around the transition of services to the NDIA, together with successive short-term contracting arrangements since 2018, has significantly impacted the ability of operators to provide adequate and reliable services due to a lack of long-term contract certainty necessary to invest in their bus fleets. This has resulted in an ageing bus fleet.

- In collaboration with DECYP, the department is considering options to ensure service continuity from 2026 and provide greater certainty for operators to allow them to invest in their bus fleets.
- The current preferred option is to establish new ten-year contracts (five plus five) through an open tender process. The department is also considering other contracting models such as procuring a single statewide provider. However, extensive modelling would be required to understand the costs of alternative models and possible delivery mechanisms. It is recommended that a more detailed briefing on how to progress this matter is provided to you as soon as possible.
- Further short-term contracting arrangements will be required for 2026.
- There is a risk that some incumbent operators will not agree to further short-term contracts, risking viable service delivery for 2026 and beyond.
- Prior to the 2025 state election being called, the Department and DECYP were jointly preparing a minute for the Minister for Transport and the Minister for Education to provide advice on risks and issues with the current arrangements and future contracting options.
- Government will be asked to make a decision on the contracting model for these services within the next two months.

Background

The department holds and manages contracts with six bus operators to deliver 17 specialist school bus services. These buses cater to support schools in Hobart, Launceston, Devonport, and Burnie, plus some 'mainstream' schools and colleges. Specialist services are bespoke, flexible often door-to-door services catered to individual students' needs.

A recent review of the NDIS recommended that responsibility for the delivery of specialist school bus services should permanently remain with states and territories. The Australian Government has not formally agreed to implement this recommendation, but it is expected to be endorsed within the next 18 months.

Key Points

- Compared with physical driver licences, digital driver licences (DDLs) offer:
 - greater convenience
 - increased security as a verifiable credential
 - reduced identity fraud
 - enhanced privacy protection, and
 - secure access to digital services from government and business.
- Optional DDLs have already been adopted in New South Wales, Victoria, Queensland, and South Australia. For example, in NSW, over 80 per cent of drivers have a DDL, downloaded at no cost via the Service NSW app. They are relied on by government agencies and businesses as secure evidence of authority to drive, proof of age, and as evidence of identity.
- During 2025, the department and Department of Premier and Cabinet (DPAC) have liaised closely to examine potential pathways to introduce DDLs into Tasmania, subject to Government approval. This has included two related strands of activity:
 - Firstly, in March 2025, DPAC submitted a Structured Infrastructure Investment Review Process (SIIRP) Point 1 proposal 'Investment concept and options analysis' to establish a pathway to introduce DDLs in Tasmania, as a precursor to a detailed business case. This positioned a future DDL within a broader whole-of-government strategy for digital service provision, that is both more efficient and more convenient. This proposal has not yet been funded.
 - Secondly, since March 2025, the department and DPAC (including Service Tasmania) have engaged (to varying degrees) with Austroads, the association of Australian and New Zealand transport agencies. Austroads is implementing an opt-in Digital Trust Service (DTS) to provide a secure, ISO-compliant delivery platform for DDLs for Austroads members.
- The Austroads DTS is potentially the fastest, lowest cost, and lowest risk option for introducing DDLs into Tasmania, with significant development

work and initial delivery costs assumed by Austroads.

- However, a potentially substantial foundational investment would still be needed outside of the Austroads (or any other supplier's) program. This is yet to be costed.
- Importantly, the Austroads DTS platform is restricted to DDLs and transport agency-issued proof of age credentials.
- This means the Austroads DTS proposal needs to be assessed for future compatibility with broader Tasmanian whole-of-government digital strategies.
- Specifically, DPAC has identified around 100 other Tasmanian Government authorisations (e.g. Registration to Work with Vulnerable People Check, Parks Pass, Recreational Sea Fishing Licence), which could be offered over time as convenient digital credentials.
- Any proposed mix of DDLs and other government digital credentials will need to be feasible, cost-effective, integrated and seamless.
- A further consideration is forward compatibility of the Austroads DDL with the evolving national ecosystem for verifiable digital credentials.

Options / Recommendations

- With the SIIRP submission to investigate a Tasmanian digital driver licence not yet funded, it is recommended that the Department and DPAC actively progress their due diligence assessment of the Austroads DTS proposal to introduce digital driver licences into Tasmania, in the context of:
 - costs, timeframes and risks, compared to other options
 - Tasmanian Government strategy for digital credentials
 - the evolving national ecosystem for digital credentials.
- Note that, regardless of the delivery model, any introduction of DDLs into Tasmania, will incur some capital and operational costs for project implementation and maintenance, and for upgrades to enabling systems.
- It is recommended that, once the due diligence stage is complete (within the second half of 2025), the department and DPAC will prepare and cost options for consideration by government.

Background

Responsibilities

Any development of DDLs in Tasmania would be the joint responsibility of three Ministers and two agencies:

Driver licences fall under the responsibility of the Minister for Transport. The department administers enabling legislation for driver licensing, and under the *Vehicle and Traffic Act 1999*, driver licences are issued by the Registrar of Motor Vehicles.

Digital credentials fall under the responsibility of the Minister for Science and are administered by Digital and Strategy Services at DPAC.

Service delivery strategy falls under the responsibility of the Premier and is administered by Community and Government Services at DPAC, and

operationally by Service Tasmania, also within DPAC.

Initial consultation on the Austroads proposal has begun with Tasmania Police, as a key stakeholder. Other relevant government agencies will be engaged as part of the due diligence process.

Austroads Digital Trust Service (DTS) for digital driver licences (DDLs)

Austroads is implementing an opt-in Digital Trust Service (DTS) to provide a secure, ISO-compliant delivery platform for DDLs for Austroads members.

- To validate and securely access DDLs across Australia and internationally, (which is particularly critical for police) all Austroads jurisdictions will transition over time to comply with the ISO 18013-5 standard for DDLs.
- However, additional Tasmanian implementation costs (project management, business analysis, technical integration, security testing, change management, etc.) have not yet been quantified.
- Importantly, at the direction of the Commonwealth Government, the scope of the Austroads DTS is restricted to DDLs and transport agency-issued proof of age credentials.

Key Points

- A trial of Transit Officers providing a security presence has been in place in the south of the state since April 2023.
- To roll out a comprehensive program authorising Transit Officers to operate statewide, it will be necessary to:
 - Finalise the development and implementation of a bespoke training course to enable Transit Officers to exercise powers under the *Passenger Transport Services Regulations 2023*
 - Secure ongoing funding for the service
 - Procure a service provider through an open tender process

Background

Anti-social behaviour on buses is a societal problem rather than a public transport problem. However, within the confines of a moving bus, the perception of the significance of the issue is somewhat greater than when it occurs in other public places.

Having authorised Transit Officers can only ever be part of the solution. There will never be a situation where authorised Transit Officers are on all buses. Rather, operators, drivers and Tasmania Police all have a role. For this reason, work has

already occurred to ensure that the powers and responsibilities of each under the *Passenger Transport Services Regulations 2023* have been clarified.

The department is currently developing the bespoke training course on the powers of an authorised officer. A specialist consultant has been engaged. The training course is expected to be finalised in August 2025. It will be provided to the Transport Commission for approval.

To progress to a statewide rollout, it will be necessary to secure a service provider that:

- Can provide trained security personnel (with existing qualifications in security operations) suitable for additional training under a new training course on the exercise of authorised powers
- Has the capability to deliver bespoke training and assess competence of persons who will be recommended to the Transport Commission to be authorised as Transit Officers
- Can provide personnel for both onboard service and support vehicles in at least Launceston and Hobart with the ability to move personnel to the north-west and other regional locations on a regular basis

The department has commenced work on the tender and contracting documentation to enable it to go to market for these services. However, the tender process cannot progress until ongoing funding is secured in the next budget process. The current emergency appropriation contains no funding for Transit Officer services.

Key Points

- Currently, RSV *Nuyina* is unable to refuel at Selfs Point due to its inability to pass under the Tasman Bridge. As a result, refuelling within the Port of Hobart is only possible via road tanker, which is both inefficient and time-consuming.
- The Tasmanian Government has agreed to deliver a refuelling solution for RSV *Nuyina* in accordance with the Macquarie Wharf 6 Schedule to the Federation Funding Agreement – Environment (Macquarie Wharf 6 Schedule).
- As part of the agreement, the Tasmanian Government has agreed to fund and deliver a refuelling solution for the 30-year operational life of the wharf.
- The Department is delivering the refuelling solution project on behalf of the Tasmanian Government.
- In February 2025, the former Tasmanian Government committed to releasing an Expression of Interest (EOI) process as the first step to gauge market interest and gain a high-level understanding of available refuelling solutions.
- On 6 March 2025, the department concluded the four-week EOI process, receiving eleven responses from interested local and interstate suppliers. A variety of refuelling solutions were proposed, including onshore and offshore delivery models.
- The department is now developing a formal Request for Proposal (RFP) for release to market by late-August 2025 (dependent on the state election). The RFP will invite suppliers to submit comprehensive, industry

-led proposals if they comply with the procurement's specifications.

- The Tasmanian Government is required to have a solution in place by 31 July 2026 for the 2026/27 Antarctic Season to satisfy Milestone 3 of the Macquarie Wharf 6 Schedule.
- There is currently no budget allocation for the procurement of a refuelling solution for the Port of Hobart. It is expected that the RFP will provide further clarity on acquisition and servicing costs which will inform a future budget bid (should a preferred proponent be identified).

Background

RSV *Nuyina* serves as the centrepiece of Australia's Antarctic program, supporting scientific research and resupply missions to Australian stations in Antarctica and the Southern Ocean.

Following TasPort's decision on 22 August 2023 to not allow RSV *Nuyina* to transit under the Tasman Bridge to refuel due to safety concerns, the Tasmanian Government announced that it would help facilitate a solution as a matter of priority.

Although the issue of fuel supply is complex, previous research undertaken by the department suggests an alternate refuelling solution within the Port of Hobart could lead to an increase in vessel visitation and with it broader social and economic benefits.

The responses received from suppliers in relation to the EOI are supportive of industry capability to deliver on a variety of refuelling solution for RSV *Nuyina*

ATTACHMENTS

The following key supporting documents are attached to this package for your information:

- Department's Corporate Plan 2023-26

Released under RTI

Corporate Plan 2023–26



We acknowledge the Tasmanian Aboriginal people as the original owners and continuing custodians of lutruwita (Tasmania). We pay our deepest respects to their Elders, past and present. We honour the care and connection to their land, sea, waterways and sky which was never ceded. We value the history, culture and strength of the Tasmanian Aboriginal community, and commit to listen deeply to their story and be respectful of Country in our collaborations with them.

Image credit:

Photo by Michael Gissing of Felicity Bott, as part of Deborah Wace's Arts and Screen Digital Production Fund Project.

From the Secretary



It is my pleasure to present the Department of State Growth's Corporate Plan 2023-26. I am excited to keep building on our achievements, shared capacity, values and sense of purpose.

As our organisation evolves, it is vital we work together and take advantage of the opportunity this department presents. The resilience and dedication shown by the State Growth team since the start of the COVID-19 pandemic has been amazing, and together we can carry this energy forward.

State Growth provides a broad range of services to the Tasmanian community: building and keeping us safe on our roads; working with and supporting growth in our businesses and industries; supporting our vibrant

arts, tourism, sporting and cultural communities; responsibly harnessing the natural advantages provided by our mineral resources; providing key services and infrastructure; supporting sustainable development; delivering future-focused energy policy; and facilitating the provision of targeted training and migration programs.

This spectrum of services and roles creates immense opportunity. Our response to the COVID-19 pandemic and subsequent support of our community and economy's recovery, shows we can take advantage of our collective expertise to collaborate and deliver a client-centric approach. The Corporate Plan for 2023-26 builds on this momentum and seeks to ensure we continue to perform at the high level expected of us by the government of the day and the Tasmanian community.

Our clients and their needs – be they Ministers, the community, or businesses – are the focus of our advice and we need to apply insightful and pragmatic policy analysis to reconcile differing interests. Our approach ensures we provide the information our diverse stakeholders need to make decisions and to invest in a manner that is implementable and compliant with relevant legislation.

Each of our outputs are valuable and contribute to the wellbeing of Tasmanians and the liveability of our cities and regions. Our work is aspirational and focused on delivering better outcomes for Tasmanians, harnessing the competitive advantages that set us apart from the rest of the world. We will ensure our organisation has the right culture, tools, support and technology in place to drive these results and take full advantage of new opportunities.

Being able to deliver our objectives starts with our people and ensuring we are an organisation that values and supports the individual to thrive. This means creating a workplace culture where people feel supported, valued, included and empowered to do their best work and be their best selves. Our Corporate Plan recognises the importance of working together and being united in the same goal. When we get this right, our people feel better, they perform better, and the organisation achieves great outcomes.

The Corporate Plan 2023-26 responds to key cultural, environmental and economic shifts since the last version. We have renewed our focus on sustainability and how our work supports liveability and vibrancy in our community and economy. We also turn our attention to how we can respond to and build resilience against the impacts of climate change and other emergencies and disruptions, both internally and externally across Tasmania.

I am proud of what we have achieved in the four years since the 2019-22 Corporate Plan, and how we have gone about it together. As we embark on this next chapter, I am confident we have the tools, environment and team to continue to take full advantage of the opportunity State Growth's broad range of services present.

Kim Evans
Secretary

Our role

To support diverse and sustainable economic growth and facilitate the creation of job opportunities for the benefit of our community.

Who we are

Our agency has the following core focus areas:

- **Business and Jobs** – drives industry capability and regional development for growth including small business support, workforce development, trade, science and technology, advanced manufacturing and defence, international education, business and skilled migration, and tourism and hospitality support.
- **Resources, Strategy and Policy** – provides whole-of-agency strategic policy, project and coordination functions including Antarctic science and research, population strategy, and urban renewal and growth initiatives that build on urban transformation. This area also provides strategic advice on Tasmania's mining policies and resource industries, and is responsible for the sustainable management of mineral resources in Tasmania.
- **Culture, Arts and Sport** – develops policy and programs to deliver economic and social outcomes by supporting development, delivering services, providing funding and stimulating demand for the cultural, creative and sporting sectors in Tasmania.
- **Transport and Infrastructure** – promotes and enables the safe, reliable and efficient transport of people and goods, to connect Tasmanian communities, promote freight efficiency and growth in the Tasmanian economy, and improve the visitor experience. This group also supports state-wide planning and coordination of major stadium projects and infrastructure delivery.
- **Business Services** – working with our partners, Business Services leads the development of organisational culture, business improvement and emergency management in the department through delivery of quality financial, communication, human, information, spatial, asset management and portfolio services.

Our agency also supports and works closely with the following areas:

- **The Office of the Coordinator-General** – the principal entity in Tasmania to attract and support investment in the state, facilitate major projects and reduce red tape.
- **Renewables, Climate and Future Industries Tasmania (ReCFIT)** – is responsible for providing advice on the state's strategic direction on climate change, renewable energy growth and emissions reduction to help shape Tasmania's future while maintaining a secure, sustainable and affordable energy system.
- **The Tasmanian Development Board** – the board's primary focus is the creation of investment and associated employment through working closely with State Growth to implement government policies.

Our approach

We will be guided by the following principles:

Client-centric

We will provide integrated advice and services that are informed by the full range of services our agency provides and the needs of our clients.

Collaborative and coordinated

We will work together and across portfolios to provide informed whole-of-agency advice and services. This will be supported by the strong relationships we will build and maintain with our partners across all three levels of government, business, industry and the community.

Results driven

In keeping with our purpose, we will strategically manage risks to deliver the big and small tasks that support the delivery of the government's priorities and meet the needs of the community.

Efficient

We will make the best use of available resources to give effect to our purpose.

Innovative and creative

We will support innovation and creativity in the work we do and the activities we encourage and promote.

Diverse and supportive

We will encourage and demonstrate leadership as a welcoming, supportive and inclusive organisation. We will continue our investment in driving diversity and building an inclusive workplace as well as continuing to prioritise the accessibility of our services.

Values based

We are a values-based organisation. We will live by, exemplify and demonstrate our values in the way we work with and support each other, and our clients.

Adaptable and agile

We will respond quickly and effectively to changing demands and emerging challenges and opportunities.

Our values

At State Growth, we live by the following values: **Courage** to make a difference through:

Teamwork

Our teams are diverse, caring and productive

- We listen, learn and share.
- We support each other by stepping up and sharing the load.
- We bring out the best in people through strong and supportive leadership.
- We collaborate to get the best outcome.

Integrity

We are ethical and accountable in all we do

- We are transparent and consistent in our decision making.
- We take responsibility for our actions.
- We speak up when things aren't right.
- We do what we say we are going to do.

Respect

We are fair, trusting and appreciative

- We create a diverse and inclusive workplace.
- We care for the health, safety and wellbeing of each other.
- We listen without judgement and seek to understand.
- We resolve issues constructively.

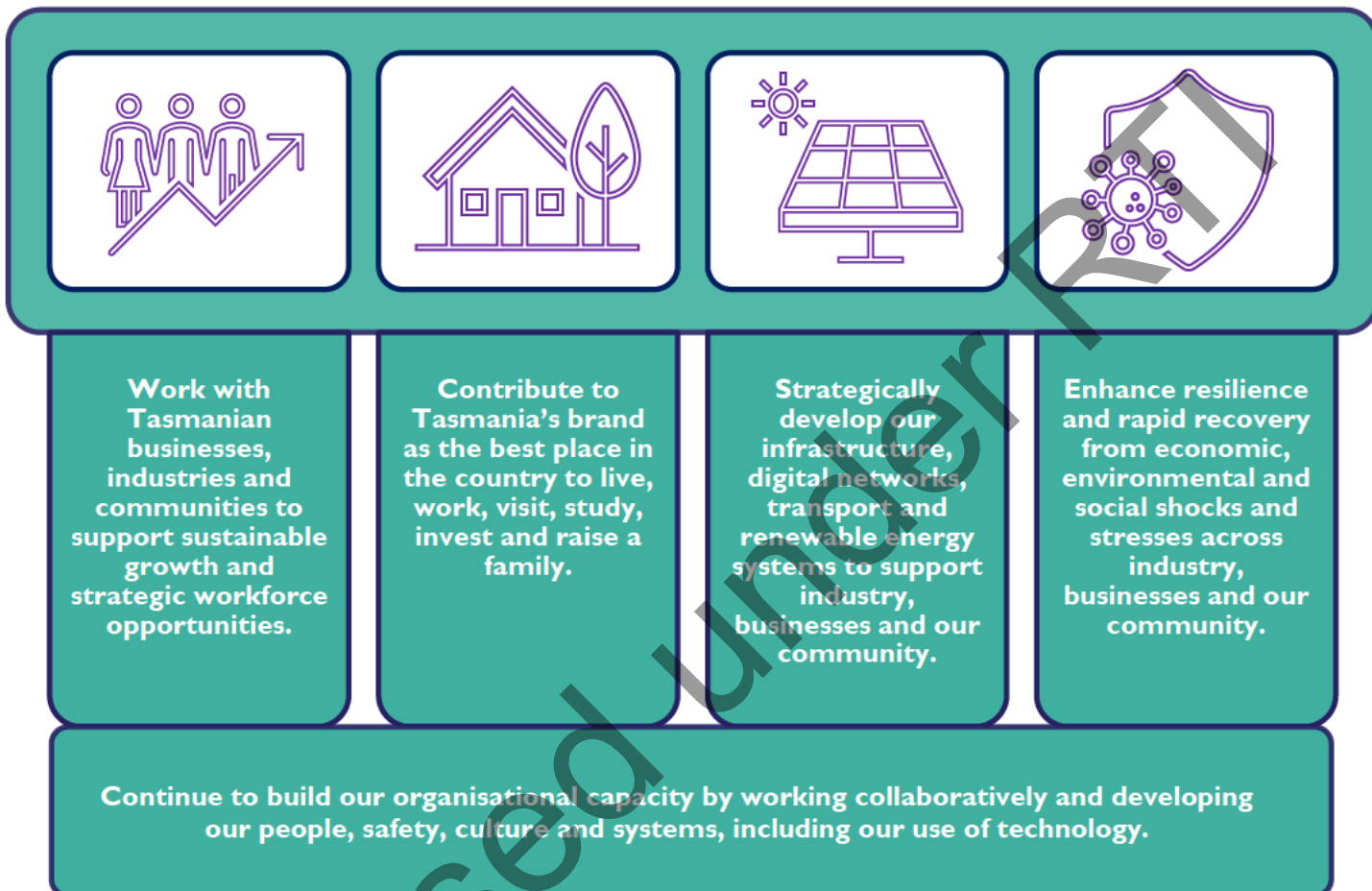
Excellence

We take pride in our work and encourage new ideas to deliver public value

- We innovate, adapt and set ambitious goals.
- We seek continuous improvement and learn from experience.
- We actively engage with our stakeholders, clients and the community.
- We promote sensible risk taking.

Our objectives

Our work will be guided by the following five objectives. In addressing these objectives, the Department will work with businesses, industries and communities to reduce Tasmania's greenhouse gas emissions and build resilience to the effects of climate change.



We will:

Work with Tasmanian businesses, industries and communities to support sustainable growth and strategic workforce opportunities

This will include:

- leveraging partnerships and engaging the community to **build the workforce of the future** by supporting training, job opportunities, pathways to employment and access to a skilled workforce.
- encouraging innovation and facilitating new opportunities in **technology use and digital transformation**.
- **attracting new businesses** to the state and **retaining and promoting investment** in Tasmania.
- **delivering targeted programs and accessible information services**, particularly for small businesses.
- exploring options to **best manage and use our mineral resources and land**.
- encouraging innovation and supporting growth in the **advanced manufacturing, defence and future industries**.

- supporting market expansion, and domestic and international trade through **coordinating Tasmania's whole-of-government Trade Strategy**.
- supporting and facilitating **Tasmania's tourism, hospitality and events industry**.
- **reducing the regulatory burden** for small business and the wider Tasmania community to **make doing business in our state easier**.
- delivering our statutory functions by **adopting best practice methodology and principles to effectively regulate** the laws we are responsible for.
- identifying opportunities to **reduce our emissions and build resilience to the impacts of climate change** in the transition to a low carbon economy.

Contribute to Tasmania's brand as the best place in the country to live, work, visit, study, invest and raise a family

This will include:

- **being recognised as a diverse, welcoming and supportive community**, focusing our population growth on addressing skills shortages and embracing opportunities in regional areas.
- developing new, enhancing existing and supporting emerging **tourism experiences and destinations** that reimagine and encourage investment, renewal and visitation to our regions.
- promoting and delivering **programs, events and activities** that celebrate our communities across all seasons, showcase our regions and **promote artistic, cultural, hospitality and sporting excellence and participation**.
- promoting and delivering support for our **creative and cultural industries** to build industry and individual capacity, and provide opportunities to **drive local investment** and to **build on our brand**.
- **promoting and growing business-related events** hosted in Tasmania.
- working with Brand Tasmania to **promote the state's strengths, brand and opportunities**.
- working in partnership with all levels of government and businesses to **maintain and enhance Tasmania's liveability**, harness opportunities and **drive strategic land use decisions** that support sustainable growth.

Strategically develop our infrastructure, digital networks, transport and renewable energy systems to support industry, businesses and our community

This will include:

- ensuring the right **infrastructure** is built at the right time, in the right place, as efficiently as possible, and with resilience to the impacts of climate change, to **support urban renewal and liveability** for our growing population.
- **managing the State Road Network** as part of an integrated transport system to serve the community, business and industry, including our tourism sector.
- **providing access to the transport system**, enabling access to employment, education, services and social participation.
- **promoting road safe behaviours and working to prevent crashes** that result in death or serious injury.
- boosting our capacity to **host international arts, entertainment, cultural and sporting events** through the development and promotion of our major stadiums.

- **harnessing our renewable energy capability and monitoring Tasmania's energy security** by providing strategic advice on energy policy, regulatory arrangements, climate change and emissions reduction.
- delivering programs that **support renewable energy related industry development** such as Battery of the Nation, Marinus Link and future industries such as green hydrogen production.
- investing in becoming the **Tasmanian Government's leading digital agency** by making strategic improvements to our digital networks and how we use them.
- **ensuring our policy and regulatory programs align** and support these outcomes, including encouraging the uptake of new technology to reduce transport emissions.

Enhance resilience and rapid recovery from economic, environmental and social shocks and stresses across industry, businesses and our community

This will include:

- identifying how short-term disruptions and long-term systemic stresses impact our ability to provide support to Tasmanians, and **proactively building resilience within businesses, the community and State Growth.**
- **building climate change adaptation and mitigation** into our long-term planning so that business, industry and our community are **prepared for the impacts of climate change.**
- **developing thorough and robust emergency management procedures** to enhance our responsiveness and coordination in times of crisis.
- incorporating our learnings from responding to the COVID-19 pandemic and other emergencies into our **business support and community assistance strategies and protocols.**

Continue to build our organisational capacity by working collaboratively and developing our people, safety, culture and systems, including our use of technology

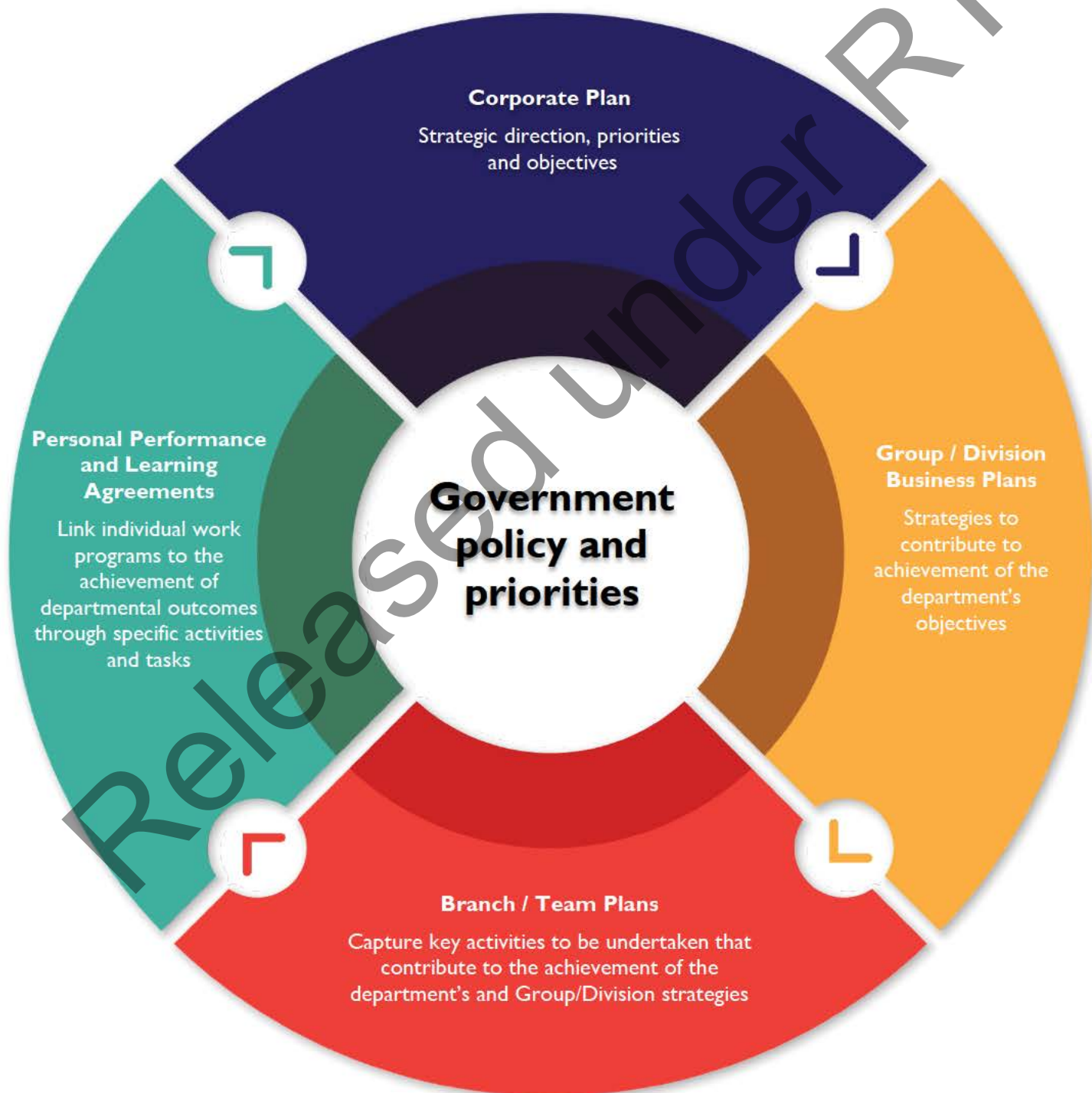
This will include:

- ensuring that the **health, safety and wellbeing of our people** is paramount in all that we do.
- making **collaboration and communication** central to how we work within the department and across government at all levels, breaking down silos to **deliver integrated outcomes.**
- investing in and supporting the **active engagement and development of our people** and building our leadership capability and agility at all levels.
- building an **inclusive workplace** that promotes and supports a **diverse workforce.**
- **strengthening our governance and accountability frameworks**, promoting leadership in good decision making and a culture of risk management.
- through **responsible and careful financial management**, supporting the delivery of priorities and programs.
- **delivering business improvement initiatives that embrace the latest technology**, enhance digital literacy and support flexible and efficient work solutions.
- **upholding a client-centric culture** by being dependable and collaborative, communicating clearly, building trust and working with pace and probity.
- **living by our shared values** to build on our strengths as a department to improve the way we work together and **drive success across all other objectives.**

Our Corporate Plan in action

Our Corporate Plan is part of our planning and strategic framework. Our purpose, objectives and approach inform our planning at a whole-of-agency level, guide our Group and Division Business Plans and inform branch, team and individual work programs.

To support this planning framework, the Executive Committee will review our Corporate Plan on an annual basis and update it as necessary. This review will be informed by our ongoing work and engagement with our people, Ministers and stakeholders and will also consider our effectiveness in delivering on our roles, responsibilities and priorities. Managers should consider the objectives of this Plan in work program discussions with their teams.





Released under RTI

Department of State Growth

Incoming Government Package

The Hon Nick Duigan

SPORT

Department of State Growth

August 2025

Released under RTI

Contents

The following package has been prepared as an Incoming Government Brief for your information.

In addition to this initial package the department, through the Secretary, will provide regular briefings, ongoing information, and advice to support decision making and the implementation of your Ministerial responsibilities.

This package includes:

Agency Overview

Information on the department and its roles and responsibilities.

Portfolio Overview

For each of your portfolios, an overview is provided, which includes key context and organisational support, information on relevant Boards and Committees, legislative responsibilities, and a list of Question Time Briefs (QTBs) that will be regularly updated and provided to your office.

Key Issues

An initial overview of critical issues for the portfolio.

Agency Overview

The department's role is to support diverse and sustainable economic growth and facilitate the creation of job opportunities for the benefit of our community.

The Secretary, Craig Limkin, is supported by the following senior executives: Angela Conway, Vanessa Pinto, Jenna Cairney, Cynthia Heydon Brett Stewart and Denise McIntyre.

State Growth's Corporate Plan 2023-26 (the Corporate Plan)

The Corporate Plan identifies five key objectives. These are to:

- work with Tasmanian businesses, industries and communities to support sustainable growth and strategic workforce opportunities
- contribute to Tasmania's brand as the best place in the country to live, work, visit, study, invest and raise a family

- strategically develop our infrastructure, digital networks, transport and renewable energy systems to support industry, businesses and our community
- enhance resilience and rapid recovery from economic, environmental and social shocks and stresses across industry, businesses and our community
- continue to build our organisational capacity by working collaboratively and developing our people, safety, culture and systems, including our use of technology.

A key focus of the Corporate Plan is to drive a collaborative, coordinated and client-centric approach across the agency's broad range of services, programs, and portfolio areas, supported by an agile and flexible workforce.

The department had commenced work on a new Corporate Plan however this was paused early in 2025.

The department is a values-based organisation and seeks to undertake its roles and responsibilities with the **courage** to make a difference through **teamwork, respect, excellence, and integrity**.

Organisational Structure

The department has five business areas:

- **Economic Development** (Acting Deputy Secretary – Jenna Cairney) – Provides advice and assistance to businesses to aid economic growth and partners with communities to remove barriers to employment, training, and workforce participation.
- **Strategy, Housing, Infrastructure and Planning** (Acting Deputy Secretary – Denise McIntyre) – Provides an integrated and strategic approach to planning, infrastructure and projects throughout the regions. Brings together the economic levers that will shape our state's future.
- **Creative Industries, Sport and Visitor Economy** (Deputy Secretary – Brett Stewart) – The principal advisory, development and funding body in Tasmania for the cultural and creative industries, sport and the visitor economy by supporting sector development, delivery of services, stimulation of demand and provision of funding.
- **Transport** (Deputy Secretary – Cynthia Heydon) – Delivers a strategic, coordinated and state-wide approach to the policy, planning and delivery of the state's transport system and transport infrastructure.
- **Renewables, Climate and Future Industries Tasmania (ReCFIT) and Resources** (Acting Chief Executive Officer – Vanessa Pinto) – Provides strategic advice on energy, climate change, mining and forest policy through key strategies, plans and projects, and supports new and emerging industries, with an emphasis on growing Tasmania's renewable energy and resource industries.
- **Business Services** (Deputy Secretary – Angela Conway) – Leads the development of organisational culture, business improvement and emergency management in the department through delivery of quality financial, communication, human, information, spatial, asset management and portfolio services.

A number of Deputy Secretary positions were in active recruitment and have been paused due to the 2025 election. It is the intention of the Secretary is to finalise recruitment as quickly as possible to ensure stability for the organisation.

The department also supports and works closely with the following area.

- **The Office of the Coordinator-General** (Coordinator-General – John Perry)
The principal entity in Tasmania to attract and support investment in the state, facilitate major projects and reduce red tape.

Working with Ministerial Offices

The department has a protocol in place for engagement with ministerial and political offices. In general, all contact between Ministerial Offices and the department is facilitated via the Office of the Secretary (OTS), relevant Deputy Secretaries or the Communications team.

There will be some instances where a Ministerial Office will work with a Deputy Secretary to agree an officer contact for quick clarification or factual information that can be given over the phone or via email.

This ensures that the department provides accurate advice, in a consistent format, and that any issues which cross portfolios or other business areas are taken into account.

Workforce Profile

As at 30 June 2025, the department had an employee headcount of 1,118 employees (964.59 paid Full Time Equivalents (FTE)). A summary of this information by business area is provided in the below table.

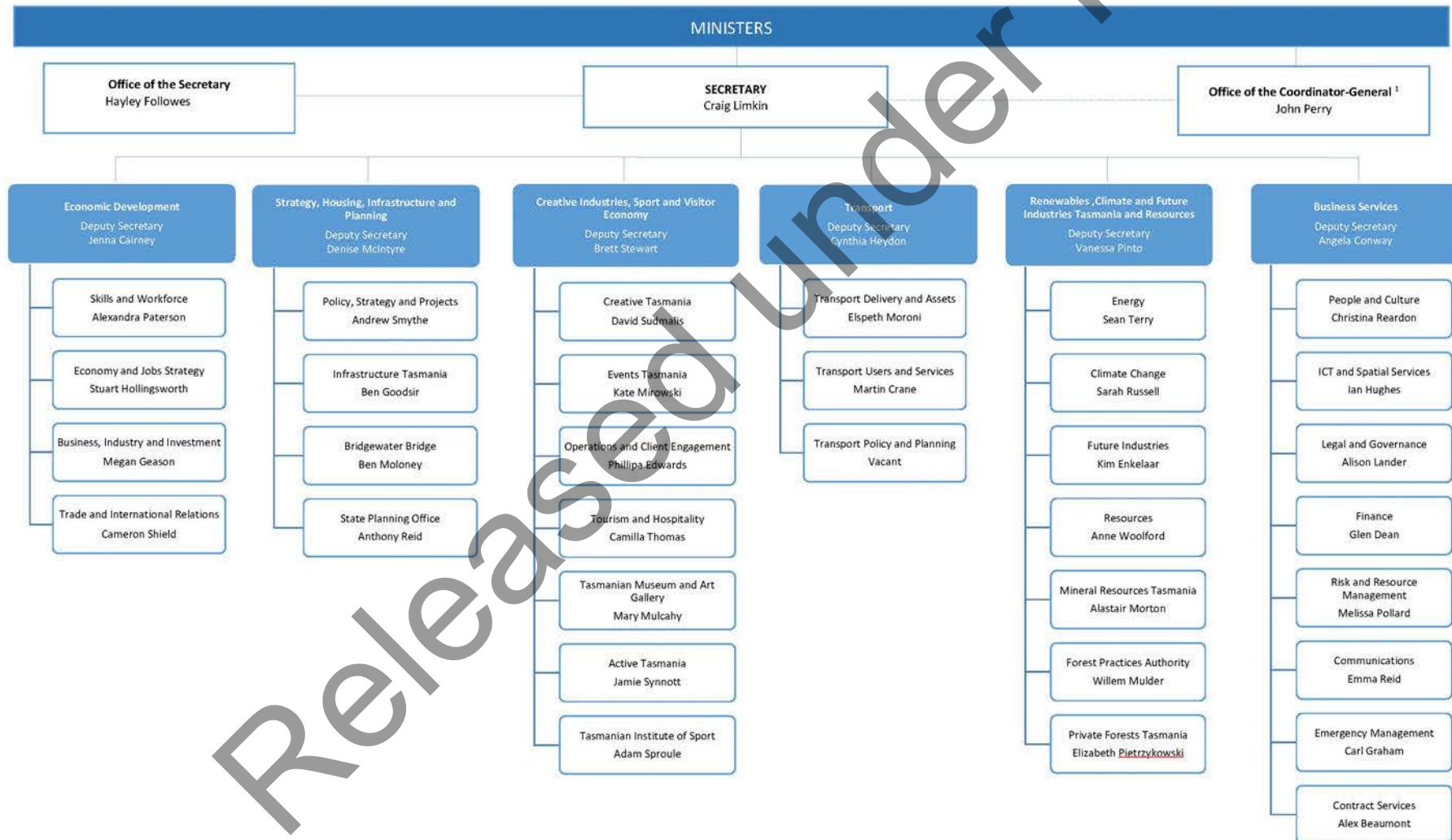
As at 30 June 2025, the workforce demographic for the department remains relatively constant, with an average age of 46.90 years and an average length of employment in the Tasmanian State Service of 7.93 years.

The department's gender profile is 56.03 per cent female, 43.62 per cent male and 0.27 per cent not specified. The gender profile for the department's senior roles - Senior Executives, Equivalent Specialists and General Stream Band 9's is 44 per cent female and 56 per cent male.

	Headcount	Paid FTE
Business Services Numbers include 45 staff who have relinquished roles and are held against Business Services so could return to Agency.	158	140.05
Office of the Coordinator General	16	14.60
Creative Industries, Sport and Visitor Economy	3	1.9
• Active Tasmania	19	18.71
• Arts Tasmania	10	8.20
• Events Tasmania	8	7.80

• Operations & Client Engagement	5	3.80
• Screen Tasmania	6	5.02
• Tasmanian Institute of Sport	25	22.14
• Tasmanian Museum and Art Gallery (TMAG)	85	73.67
• Tourism and Hospitality	4	3
Economic Development	4	3.9
• Business, Industry and Investment	50	46.25
• Jobs Tasmania	12	11.4
• Skills and Workforce	74	67.2
• Trade	21	17.94
Office of the Secretary	5	3.8
• Secretariat	9	9.29
ReCFIT and Resources	6	5
• Climate Change	15	12.27
• Energy	40	38.74
• Mineral Resources Tasmania	46	44.49
• Mining Policy	1	0.8
• Forest Policy	8	7.7
• Forest Practices Authority	18	16.12
• Private Forests Tasmania	10	8.31
Strategy, Housing, Infrastructure and Planning	2	2
• Infrastructure Tasmania	29	26.23
• New Bridgewater Bridge	7	6.89
• Policy, Strategy and Projects	25	23.47
• State Planning Office	13	9.78
Transport	5	4
• Road User Services	220	146.55
• State Roads	156	147.53
• Transport Systems and Policy	7	6.04
TOTALS	1122	964.59

Department of State Growth Organisational Structure as at 30 June 2025



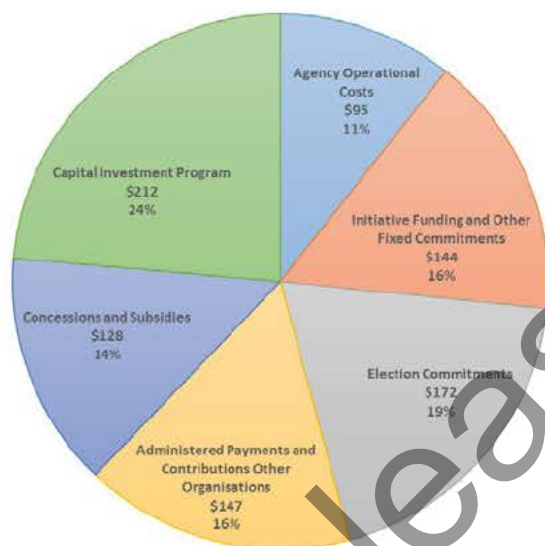
¹ The Coordinator-General reports directly to the relevant Minister

DEPARTMENT OVERVIEW

Budget Information

The department's total Appropriation (Final) in 2024-25 was \$897.9 million, as shown in the table below.

DEPARTMENT OF STATE GROWTH
2024-25 BUDGET SPLIT (\$ M)



2024-25 Budget

Forward Estimate Appropriation allocations included in the 2024-25 Budget Papers for the department are as follows:

2025-26 - \$849.3 million

2026-27 - \$714.7 million

2027-28 - \$634.1 million

These figures include the Capital Investment Program.

2025-26 Budget

A total of \$663.2 million has been allocated to the department through the *Supply Act (No.1) 2025* which allows for the interim provision of appropriation from the Public Account to enable the provision of Government Services until the 2025-26 Budget Appropriation Acts are in place. The amount of appropriation provided reflects funding to continue the normal services of Government for a period of up to six months from 1 July 2025 to 31 December 2025.

In addition to the amount allocated through the *Supply Act (No.1) 2025*, the department has approved Budget Rollovers of \$48.1 million (as per Section 23 of *Financial Management Act 2016*).

PORTFOLIO OVERVIEW

The Sport portfolio is supported by the Creative Industries, Sport and Visitor Economy Group (headed by Brett Stewart, Deputy Secretary), and the Strategy, Housing, Infrastructure and Planning Group (headed by Denise McIntyre, Acting Deputy Secretary) and includes:

- Active Tasmania
- Tasmanian Institute of Sport
- Infrastructure Tasmania
- Policy, Strategy and Projects

It should be noted that a number of major sporting partnerships (e.g Jackjumpers) and major sporting events (e.g Hawthorn) are currently administered and funded from the Events portfolio and output group. Consideration will need to be given as to which portfolio these will sit within moving forward.

Active Tasmania

Active Tasmania is focussed on supporting opportunities for all Tasmanians to be able to access and experience sport and active recreation activities that are safe, inclusive and fun. This purpose is achieved through the delivery of a range of investment (grant) programs, including election commitments and direct support for sport and active recreation providers in areas such as participation, infrastructure planning, sports governance and integrity.

Key priorities for Active Tasmania are:

- Effective delivery and management of approved grant programs, including the Active Industry Fund and Tasmanian Active Infrastructure Grant Program development of the infrastructure Tasmanian Community Sporting Facilities Portal (Audit of Tasmanian Sport and Recreation Facilities).
- Delivery of the Ticket to Wellbeing trial program, building on the established Ticket to Play sport voucher program.
- Development and implementation of a Women and Girls in Sport Strategy,
- Input into the development and management of new and existing government owned sporting facilities, including Elphin Sports Centre,

Northern Suburbs Community Recreation Hub, and Glenorchy Sports Centre.

Tasmanian Institute of Sport

The Tasmanian Institute of Sport (TIS) is focused on assisting Tasmania's talented athletes to develop their sporting potential and compete successfully at the national and international level.

Key Priorities for the TIS are:

- Talent Identification through the TalentID for 2032 Program.
- Supporting athletes to compete at the 2028 LA and 2032 Brisbane Olympic and Paralympic Games.
- Providing appropriate training environments for TIS athletes.
- Continuing to develop Tasmanian Coaches through the TIS Coaching Centre.

ITas - Major Infrastructure Projects

Major Infrastructure Projects is currently within Infrastructure Tasmania (ITas), part of the Strategy, Housing, Infrastructure and Planning Group.

ITas' Major Infrastructure Projects team delivers specific and bespoke infrastructure projects and initiatives on behalf of the Tasmanian Government.

The team oversees various aspects of project management, including planning, design, stakeholder engagement, contracting for construction, and advice to the Tasmanian Government on the development of major sporting and community infrastructure as well as recommendations on delivery priorities.

The department is working closely with Stadiums Tasmania, as the future major public stadium owner/operator, to ensure stadium developments meet operational requirements. In March 2025, and following the successful delivery of the Matchday Works, Development Application Lodgement, Main Works Tender release and Ribbon Board tender, the Tasmanian Government determined that the responsibility for delivery and management of the \$130 million UTas Stadium Redevelopment would transfer to Stadiums Tasmania to align with their asset ownership (July 2025).

PORTFOLIO OVERVIEW

Similarly, the department is working closely with the new Tasmanian AFL team (The Devils) in relation to the Training and Administration Centre, which is critical to the success of the team.

The current projects are:

Glenorchy Sports Centre (\$28 million).

- On 3 November 2024, following a site selection and due diligence process, it was announced that the Glenorchy Sports Centre would be developed at the main entry to Claremont College.
- On 15 July 2025, following extensive stakeholder and engagement of the facilities design, the Development Application (DA) was endorsed by the Glenorchy City Council and the planning permit issued.
- Early Market Engagement with the construction industry was undertaken in late July 2025, with 15 pre-qualified construction firms invited to participate. Design has continued, and the project team anticipates tender documentation will be complete in September 2025.
- Subject to building and plumbing permits and Public Works Committee endorsement the Main Construction Works contract is anticipated to be awarded in late 2025 with construction anticipated to take 14 months from the appointment of the builder.

JackJumpers High Performance Training Centre (JJs HPTC, \$15 million).

- In May 2024, it was announced that the JJs HPTC would be relocated to Kingston.
- In August 2024, following onsite due diligence the 7000 square metre site at Kingston View Drive was formally announced as the JJ's HPTC.
- An additional \$5 million was highlighted as an intended increase in budget to the project in the 2024-25 Revised Estimates Report for 2025-26 financial year, to provide a total project budget of \$20 million.
- Following a highly competitive Request for Tender process, Fairbrother was awarded the main works construction package. Construction commenced in June 2025 for completion in mid-2026, ahead of the 2026/27 NBL season.

Brighton Gymnastics facility (\$2.45 million).

- As part of the relocation of the JJs HPTC the Tasmanian Government committed to working with key stakeholders to develop a Gymnastics facility in Brighton.
- Active Tasmania is currently managing this initial phase of the project.

Tasmanian AFL team high performance training and administration centre (\$70 million).

- On 18 November 2024, it was announced that the Kingston Twin Ovals would be the site of the new AFL/AFLW High Performance Training and Administration Centre (AFL HPC).
- The new AFL HPC at Kingston Twin Ovals has now progressed to the Detailed Design stage for forecast tender release in December 2025.
- An initial Pre-Development Application (DA) has been submitted to the Kingborough Council. The project, following agreed terms and a supporting funding deed, will be delivered by the Club.
- The department has also commenced precinct coordination meetings with Kingborough Council and the wider project group to assist with master planning across the Kingston Twin Ovals precinct so both DA's are aligned and submitted around the same time.
- The formal DA for the AFL HPC is forecast to be lodged in mid-August 2025 by the Club.
- As part of the 2025-26 State Budget additional funding is required for the HPC and the enabling works being progressed by the Council (which includes, ovals, car parks, a pavilion, and road upgrades).

Elphin Sport Centre (ESC) upgrade (\$21.5 million).

- This upgrade was announced as part of the 2024 state election. However, following a condition assessment of the ESC site, several significant challenges and constraints were identified that would double the allocated budget to rectify.
- Therefore, in May 2025 the Tasmanian Government approved a change in direction for providing additional indoor basketball courts in Northern Tasmania. This proposal includes expansion of the \$43.6 million Northern Suburbs Community Recreation Hub (the Hub), currently under construction, to include four additional indoor courts at a cost of approximately \$18.8 million.

PORTFOLIO OVERVIEW

- The plan also includes \$2.7 million of partial compliance and safety upgrades at the ESC to keep it operational and safe for current users.

Northern Suburbs Community Recreation Hub (\$43.6 million).

- With approximately 10,000 square metres of usable indoor space, the site at 316-320 Invermay Road, Mowbray, is currently being developed to deliver Tasmania's largest multipurpose community sporting and recreation facility.
- Main works construction commenced in June 2024 and is expected to be completed in January 2026 (subject to any additional approved extensions of time to the contract). The operational and governance models to support the facilities operations are being managed by Active Tasmania.

Hillcrest Memorial (Project Management).

- The department is supporting the Department of Premier and Cabinet's (DPAC) Resilience and Recovery Tasmania team, by providing comprehensive project management services. This includes guiding the Hillcrest Memorial concept initial concept development through to detailed design and construction. The Australia and Tasmanian Government are jointly funding this project.

Policy, Strategy and Projects - AFL Agreement

On 3 May 2023, the Tasmanian Government entered into a Club Funding and Development Agreement with the AFL for the establishment of a Tasmanian-based AFL and AFLW Club.

The Tasmanian Government is required to satisfy a number of conditions prior to the Club being admitted to the AFL competition, principally the development of a high-performance training and administration centre and the multipurpose stadium at Macquarie Point (responsibility for the multipurpose stadium previously sat with the Minister for Business, Industry and Resources).

Policy, Strategy and Projects, within Strategy, Housing, Infrastructure and Planning Division of the department, oversees the Tasmanian Government's

interest in the Club Funding and Development Agreement, liaising with key stakeholders such as the Macquarie Point Development Corporation and Stadiums Tasmania as appropriate.

Major Sporting Partnerships

Major sporting partnerships currently funded from the events portfolio and budget output group include:

- \$10 million plus indexed annual CPI increases over five years to support JackJumpers to play 14 home games per season from 2020 to 2025.
- \$4.155 million to support V8 Supercars in 2025, 2026 and 2027 and Motorsports Tasmania.
- \$13.2 million to support the Hawthorn Football Club to play four AFL games per season in 2023, 2024 and 2025.
- \$1.95 million to support the North Melbourne Tasmanian Kangaroos to play two AFLW games per season in 2023, 2024 and 2025.
- \$1.3 million to support the 2025 Rowing Australia National Championships.

Consideration will need to be given as to which portfolio these will sit under moving forward and whether responsibility for these will transfer with Events Tasmania to Tourism Tasmania. Discussions with the Minister for Tourism, Hospitality and Events may be required, the department recommends that responsibility for these partnerships should remain at the Department of State Growth as the department responsible for the Sport Portfolio and related functions.

Question Time Briefs

The current index of 2025 Question Time Briefs is provided below. These briefs will be updated by the department and forwarded to your office before Parliament next sits. Note that the QTB index will be reviewed with your Office:

Creative Industries, Sport and Visitor Economy Group

Basketball Tasmania

PORTFOLIO OVERVIEW

- Child Safeguarding in Sport
- Concussion in Sport
- Cricket Tasmania/ Bellerive Oval Future
- Doone Kennedy Hobart Aquatic Centre
- Glenorchy Pool
- Indoor Court Shortages Statewide
- Participation in Sport and Recreation
- Sport and Active Recreation 2024 Election Commitments
- Sport and Active Recreation Grant Programs
- Surf Life Saving (Volunteer Marine Rescue)
- Tasmanian Community Sporting Facilities Portal (Audit of Tasmanian Sport and Recreation Facilities)
- Ticket to Play
- Ticket to Wellbeing
- Women and Girls in Sport Strategy

Infrastructure Tasmania

- JackJumpers High Performance Training Centre
- Northern Suburbs Community Recreation Hub
- UTAS Stadium Redevelopment (Project transferred to Stadiums Tasmania on 11 March 2025)

- AFL High Performance Training and Administration Centre
- Glenorchy Sports Centre
- Elphin Sports Centre
- Spring Farm Road at Kingston

Key Stakeholders

The following are the primary representative groups for the Sport portfolio:

- State sporting organisations
- State disability sports organisations
- State sector service providers
- State active recreation providers
- Local government
- National sporting organisations
- National Institute Network & Australian Institute of Sport
- Australian Football League
- Tasmanian Football Club (the Devils)
- Tasmania JackJumpers

PORTFOLIO OVERVIEW

Legislation Administered by State Growth

The following list identifies relevant legislation under the portfolios for which the Department of State Growth has responsibility.

- **Minister for Sport** *Stadiums Tasmania Act 2022*

Portfolio Boards and Committees

Minister for Sport The following provides a brief description and current membership of the boards in this portfolio.

Stadiums Tasmania Board

Stadiums Tasmania was established as a statutory entity following the passage of the *Stadiums Tasmania Act 2022* to oversee the management and development of Tasmania's stadium assets and infrastructure centralising the ownership, management, and capital development of major public stadiums under a single entity with a statewide perspective.

Name	Position	Appointment Expires	Terms (years) at expiry
Michael Malouf	Chair	22/11/2025	1 (3)
Jill Davies	Director	19/12/2027	2 (5)
Chris Chapman	Director	19/12/2027	2 (5)
Sally Darke	Director	19/12/2027	2 (5)
Peter Ball	Director	19/12/2025	1 (3)
Kendall Harris	Director	19/12/2025	1 (3)

KEY ISSUES BRIEFS

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Key Points

- In 2022, the Tasmanian Government committed \$25 million for major upgrades at Dial Park to be managed by Stadiums Tasmania, who were to acquire Dial Park as part of its establishment.
- In March 2025 the decision was made for Dial Park, and delivery of the planned upgrades, to remain with the Central Coast Council.
- Upgrades to Dial Park will focus on meeting the AFL Category 4 requirements to allow AFL (pre-season) and AFLW matches to be hosted.
- As part of the work completed by Stadiums Tasmania, Dial Park has been assessed against the AFL Tier 4 Venue Guidelines, to help to inform the scope of works and budget allocation.
- This work has identified a reduction in the required allocation from that the \$25 million to \$14 million. The council is supportive of this change.
- The council will manage the project for Dial Park and funding is to be provided through an agreed Grant Deed.
- The department has worked with the council and key Dial Park stakeholders to prepare a project scope for the upgrades, and the council has shared this information with the stakeholders.
- There is a level of disappointment from some stakeholders with the reduction in scope and funding, the Penguin Football Club has publicly voiced concerns.

Background

In 2022, the Tasmanian Government committed \$25 million to enhance the spectator and participant infrastructure at Dial Park. The upgrades were to be managed by Stadiums Tasmania who were to assume ownership of Dial Park.

In March 2025, it was announced that Dial Park would not transfer to Stadiums Tasmania as the primary use of the venue was at community level. Instead, the council will continue to own and manage the venue, including delivery of the planned upgrades.

During 2024-25, \$500,000 was allocated to progress planning for the project. From this an allocation of \$25,000 was made to Stadiums Tasmania to obtain a Building Condition and Facility Gap Analysis Report, and \$475,000 has been allocated to the council to develop a masterplan and inform the project scope. The grant deed has been executed and an instalment of \$125,000 has been paid.

The primary focus of the capital upgrades is to ensure that Dial Park meets the AFL Category 4 requirements. Based on work completed it was identified that the full allocation of \$25 million would not be required to improve infrastructure and amenities for participants and spectators. Subsequently the capital funding allocated to this initiative has been reduced from \$25 million to \$14 million (including the \$500,000 made available in 2024-25).

Following the ownership decision and reduction in funding, the department has been working closely with the council to manage this change. The delivery of the project will now be the responsibility of the council with funding to be provided through a separate grant deed for \$13.5 million to deliver on the agreed scope of works. The department will manage the grant deed and support the council, where appropriate, with the delivery of this initiative.

To support the transition of responsibility for the Dial Park initiative and acknowledge prior stakeholder involvement, the department and the council convened a stakeholder meeting in May 2025 following earlier funding updates from the Minister. The meeting confirmed revised responsibilities, clarified the adjusted funding focus, and sought feedback on priorities considering the reduced budget.

Although some stakeholders expressed disappointment, the discussion was constructive. High-level priorities were provided to the council, which worked with the department to develop a project scope. These included improvements aligned with AFL Category 4 requirements, as well as potential upgrades subject to funding availability.

The council is focused on ensuring the upgrades benefit both AFL and broader community use. Costings for priorities are yet to be determined and will be progressed through Stage One of the master planning process. Stadiums Tasmania will continue to provide technical advice to support the venue's success as a valued regional asset.

KEY ISSUE 2 -

Stakeholders have since been briefed on the revised scope and funding reduction. Notably, the Penguin Football Club expressed concern over the decision not to construct facilities on Oval B, impacting cricket and school users.

The council has released a tender for design management services, which closed on 18 July 2025.

Released under RTI

Key Points

- The 2024-25 Tasmanian Active Infrastructure Grants Program (TAIG) is in the assessment stage with the original timeframe allowing for finalisation of the program by the end of August 2025.
- As the TAIG was late opening due to the timing of the 2024-25 State Budget it was not possible to complete the program in 2024-25 which meant that a request was made for the full funding allocation of \$5 million to be reprofiled to the 2025-26 year.
- As the 2025-26 State Budget has not been approved this has not occurred.
- Payment of funding was planned to commence later in 2025 following negotiation and execution of the Grant Deeds with successful recipients.
- The last year of confirmed funding for the TAIG was 2024-25 and there was no allocation in the forward estimates of that Budget.
- It has been confirmed that funding of \$2.5 million is currently available for the 2024-25 program, which creates an issue as the program had been advertised with funding of \$5 million.
- A Critical Decision Minute will be prepared for the Minister on the options available to manage the finalisation of the 2024-25 program.

Background

In the 2023-24 State Budget, \$10 million was allocated over two financial years, \$5 million in each of 2023-24 and 2024-25, for the TAIG. The program aims to

increase the accessibility of sport and active recreation infrastructure for all Tasmanians.

Active Tasmania in the Department of State Growth delivered the program in 2023-24, allocating close to \$5 million.

Under the program guidelines not-for-profit sport and active recreation organisations and local government authorities are eligible to apply for grants of between \$25,000 and \$500,000.

The then Minister for Sports and Events approved the TAIG Guidelines on 16 November 2024, with an opening date of 24 February 2025 and a closing date of 30 April 2025.

The delivery of the TAIG was delayed in 2024-25 owing to the timing of the finalisation of the 2024-25 State Budget.

As the program was not able to be finalised in the 2024-25 year, the funding of \$5 million was intended to be reprofiled to 2025-26.

There is high demand for infrastructure funding, which has translated into 96 applications being submitted to the 2024-25 TAIG program.

The assessment of the applications is progressing although this process will not be able to be finalised until further clarity in funding for the program is provided by the passage of the 2025-26 State Budget.

In the previously proposed 2025-26 State Budget, which was not approved, an allocation of \$2.5 million was made for the TAIG for the 2025-26 and 2026-27 years.

Key Points

- There are seven Volunteer Marine Rescue (VMR) units located around the State that historically have been affiliated to and managed by Surf Life Saving Tasmania (SLST).
- Four of the seven VMR units previously affiliated with SLST have now formed an independent entity called Volunteer Marine Rescue Tasmania (VMRT).
- The remaining three VMRs continue to be managed by SLST with arrangements in place to manage the risk and compliance requirements.
- Operational funding from government of \$20,000 for each VMR has historically been paid to SLST for distribution to the VMRs.
- With the establishment of VMRT one-off operational funding of \$80,000 was provided to VMRT in 2024-25 to support the operations of its units.
- There are several compliance measures that VMRT need to meet to continue operating in a safe manner and these need to be considered as part of any request for funding.
- The Department of State Growth will provide a Minute on the preferred option to manage funding and compliance for VMRT.

Background

Currently, there are seven VMR units in Tasmania who provide a range of emergency management activities. Tasmania Police (TasPol) is the management authority for marine search and rescue operations, recognising SLST as a support agency for designated events as outlined in the Tasmanian Emergency Management Arrangements and the Tasmanian Search and Rescue Plan. The VMR units serve as a volunteer search and rescue mechanism in support of police activities. The demand for VMR services has evolved over the past decade due to:

- Increased service capabilities within Tasmania Police
- A rise in number of alternative commercial vessels (e.g., aquaculture and fishing)
- Expansion of the Tasmanian Maritime Radio network
- Marine and Safety Tasmania's initiatives on recreational boating safety and vessel standards

TasPol has stated that it will likely continue to engage the VMR units that have transitioned to VMRT in accordance with existing practices, such as calling on the general maritime radio for the nearest unit to assist. However, they will continue to monitor and review this based on the performance of the new entity.

SLST has historically had a Service Agreement with all the VMR units, most recently providing \$20,000 annually to each, funded through an overarching grant deed between the department and SLST for various activities.

Governance arrangements have been in place to manage the scope of activities for VMRs. SLST ensures that all members are proficient in their relevant skill areas and have the appropriate certifications to perform their duties according to SLSA/SLST policies and safety management systems. SLST also implements a quality assurance program, including on-water readiness inspections.

In April 2024, VMRT was established to represent four VMR units being Freycinet, St Helens, Sea Rescue Tasmania, and Ulverstone that were previously affiliated with SLST. SLST subsequently confirmed the disaffiliation of these units, while the remaining VMR units being Kingborough, Wynyard, and Tamar continue to affiliate with SLST and be managed within its governance model.

VMRT requested funding of \$80,000 to provide operational funding to its affiliates (\$20,000 per VMR) that was previously allocated to SLST. This funding was subsequently allocated to VMRT for the 2024-25 year. VMRT is currently developing policies and procedures to govern its operations and is collaborating with TasPol and other relevant bodies to ensure effective service delivery and compliance with emergency management protocols. This process is ongoing and in its early stages of development and is an area of risk.

Key Points

- In 2024-25 the Tasmanian Government committed \$1 million (\$500,000 per year) of funding over two years to trial a Ticket to Wellbeing program.
- The trial Ticket to Wellbeing program is designed to keep older people healthy and active, and to stay connected within their community.
- The program was an initiative put forward by COTA and Clubs Tasmania and they were consulted on the development of the program guidelines.
- In the first round, the program provided two \$100 vouchers towards the cost of sport and active recreation membership and/or registration for older people aged 65 and older who are listed on a Services Australia Health Care or Pensioner Concession Card.
- The trial round opened for applications on 10 December 2024 and closed on 28 February 2025 when all available vouchers had been issued.
- The program was an overwhelming success, which resulted in significant demand for vouchers and an overspend of approximately \$400,000.
- The Department of State Growth has undertaken a review, including eligibility criteria, to inform future program planning for the second year of the trial including delivery within the approved funding allocation of \$500,000.
- To increase the number of eligible people being able to access the program, the second year of the trial is recommended to reduce vouchers from two to a single \$100 voucher, with no further changes to the eligibility criteria.
- An initial program observation is that the current level of funding will not meet the demand from eligible people.
- No date has been set to open the second trial round in 2025-26 with this subject to finalisation of the 2025-26 State Budget, and Ministerial confirmation on the program criteria.

Background

A total of 4,498 individuals received two \$100 Ticket to Wellbeing vouchers during the 10-week opening period (a total of 8,996 vouchers issued).

According to the March 2025 figures from the Australian Government's Department of Social Services, there are 84,560 Tasmanians aged 65 plus receiving payments by Pensioner Concession Card and 3,420 aged 65 plus on a valid Health Care Card.

Voucher holders had until 30 May 2025 to use their vouchers with Approved Activity Providers. Providers could redeem vouchers with the department until 13 June 2025.

A total of 7,658 vouchers were redeemed over the financial year (representing 85 per cent of all vouchers issued).

As at the close of the round, there were 299 Approved Activity Providers registered for the program across 37 different activity types. The five most popular activities by redemption were: golf, bowls, aquatic/gym, gym and aquatic.

The department is working closely with Service Tasmania that manage the Veteran Wellbeing Voucher Program. The department received criticism from non-veteran DVA Pension Concession Card Holders (widows/partners of veterans) about not being eligible for the Ticket to Wellbeing Program, as they do not hold *Service Australia* Pension Concession Cards. This cohort was also ineligible for the Tasmanian Government Veteran Wellbeing program.

The department has been advised that the Veterans Wellbeing Voucher program will be expanded to include widows and partners of veterans. This is likely to occur from July 2025 onwards and will address the gap in ineligibility for both programs.

Key Points

- The department has developed the Tasmanian Community Sport Facilities Portal, an interactive map capturing and displaying, as an initial phase, the location and key attributes of council-owned and Department for Education, Children and Young People (DECYP) facilities data.
- The portal was approved but not published ahead of the announcement of a state election on 19 July 2025 and the government transition to operating under caretaker mode.
- The portal has been developed to enable the government to be more informed about the current and future demand for community sporting facilities and will complement other infrastructure plans that either have been prepared or are under development.
- Stage one of the project ran from December 2024 to June 2025. Following the completion of this stage, an evaluation of the project was completed to guide the future direction of the portal.
- The department has identified opportunities to enhance the portal, noting this is subject to the allocation of resources.

Background

The then Premier's State of the State address on 28 February 2023 announced the department, through Active Tasmania, would be 'conducting a whole-of-State facilities audit to determine what new or upgraded community sport facilities are needed to keep up with demand'.

Previously, there has been no central database or platform to show the location, level and details of community sport facilities across the state. Work has been completed to develop a portal to capture data on statewide community sport facilities and provide insights for planning and future strategic investment

decisions.

Due to the complexity of the project, the department adopted a staged approach. The first stage focussed on capturing facility data from local councils who own a large number of community sporting facilities across the state. Additionally, the Department has worked with DECYP to collect and display school sporting facilities data in the portal. This first stage had allocated resourcing within the department, which is not available for any future work. Any further development of the portal will require an allocation of resources.

The term 'audit' can create the expectation that detailed asset condition information will be available and has therefore been removed from the portal system name. While key facility information has been obtained there would be significant time, resourcing and consistency of data challenges to complete a condition audit for every community sporting facility in Tasmania.

An existing internal system (ArcGIS), managed by the department's Spatial Services team, was selected as the preferred platform. ArcGIS is an application used worldwide for mapping, analysing and managing geographic data. The portal has been modelled on the Sport England Active Places Power platform (ArcGIS application) that has been used for over 15 years to capture sport facilities data.

The portal provides the functionality to overlay and draw insights from a range of datasets over time. In this initial phase, the system can report on community sport facilities by Local Government Area, projected population census data, facility type and key information on latest major facility upgrades where this has been provided.

The portal could evolve over time to include community sport facilities data from other facility owners including private owners, sporting clubs and organisations. Subject to the Minister's view, the portal could provide important input data, a logical next stage being the development of a statewide community sporting infrastructure strategy that would bring together several city and regional scale strategies recently and currently under development. This would require the allocation of additional resources.

Key Points

- The Tasmanian Government has previously committed to developing and implementing a Women and Girls in Sport Strategy, ensuring equal opportunities for women and girls to participate, lead and thrive in sport and active recreation in Tasmania.
- The development of a Women and Girls in Sport Strategy is underway and a successful public consultation process ran from March through to May this year to inform a proposed vision and focus areas.
- The department, through Active Tasmania, is reviewing the consultation feedback and preparing a draft strategy for approval by the Minister. The launch of the strategy is planned to occur later in 2025.

Background

In the 2022-23 State Budget, the Tasmanian Government committed funding of \$740,000 over four years, \$185,000 per year from 2022-23 to 2025-26, to develop and implement the strategy. This has since been extended to 2027-28 in the 2024-25 State Budget.

Participation of women and girls in sport at all levels is a key focus nationally with State and Territory Sport and Recreation Ministers approving the adoption of a National Policy Framework for Girls and Women in Sport in 2019.

Development of the Tasmanian Women and Girls in Sport Strategy will guide the focus of future work to increase female participation and to achieve outcomes aligned to the National Policy Framework for Girls and Women in Sport.

Development of the strategy will also align with the actions of the Tasmanian Women's Strategy 2022-2027, which detailed the action to develop a Women and Girls in Sport Strategy to provide clear and effective leadership for increasing female participation in sport and active recreation.

A designated project manager was recruited in early 2024 and is developing and implementing the strategy and associated action planning. This will likely focus on leadership, coaching and officiating, support and administration and assist sporting organisations to implement changes to increase women and girls' participation in these areas.

Public consultation on the strategy ran over an eight-week period from 17 March 2025 through until 11 May 2025. Active Tasmania facilitated a series of statewide face-to-face and online workshops, community survey, key stakeholder meetings and offered the opportunity to provide online written submissions.

A total of 56 participants attended workshops, 535 survey responses were received and six written submissions were made.

The strategy had four proposed focus areas that have been identified through current global and nation trends: participation, leadership, safe and welcoming environments and lifting the profile. These focus areas were utilised throughout the consultation to test whether they fit within the context of the Tasmanian community.

Active Tasmania will continue to work with sport and active recreation organisations throughout the development and implementation of the strategy. Active Tasmania has delivered initiatives aimed at increasing female participation in sport and active recreation in recent years. The strategy will ensure Tasmania adopts a strategic approach to achieving outcomes aligned with the national framework.

The National Gender Equity in Sport Governance Policy announced in September 2024 stipulates specific gender targets for key governance positions across Australian Sport including board directors, chairs and specified sub-committees. This will support the ongoing development of a fair and equitable sport leadership system free from prejudice to support more women and girls to lead, work, coach and volunteer in sport and physical activity at all levels. The Tasmanian Government endorsed the policy on 29 June 2024. Tasmania currently requires a 40:40:20 target for all organisations funded through the Active Industry Fund, and this target has been in place since 2022.

Key Points

- Cricket Tasmania will be seeking confirmation on the level of funding shortly to inform its planning for 2025-26 and beyond and the department intends to provide advice in the near future for your consideration.
- In 2024-25, Cricket Tasmania received an annual funding boost of \$1.5 million, taking its funding from \$2.06 million to \$3.56 million.
- The funding increase was to deliver an increase in participation, pathways, elite performance and also support capability development for officials, coaches, clubs and associations.
- Cricket Tasmania has made representations to the Government for the increased funding to continue and have been advocating for funding to be further increased to \$5 million over the coming years.
- Preliminary discussions had commenced with Cricket Tasmania with the intention of exploring options for future funding arrangements and the establishment of a multi-year support package in line with arrangements with other major sports.
- These discussions included the mutually agreed intention to re-establish at least one Hobart Hurricanes home game to be played in Launceston from the next season (2025-26) onwards. Unfortunately, due to the timing of Caretaker and the need for Cricket Australia to finalise the BBL schedule, this was unable to be finalised and all Hurricanes home games for the next season will be played in Hobart.
- Discussions have continued with a view to informing the incoming Minister of

options with respect to Cricket Tasmania funding over the coming years.

- Funding of \$1.03 million is available now if it is necessary to enter into a staged funding agreement with Cricket Tasmania prior to finalisation of the 2025-26 State Budget.

Background

The Tasmanian Government, through funding administered by Active Tasmania in the department, supports cricket across the state and recognises the key role Cricket Tasmania plays in providing opportunities for all Tasmanians to be involved in a team sport.

Funding has historically been provided from multiple sources and this was consolidated into a single allocation of \$3.56 million in the 2024-25 State Budget. This was an increase of \$1.5 million over the previous year, and the new funding agreement contained a range of targeted and specific outcomes needing to be achieved. Cricket Tasmania has recently indicated to the department that it is close to submitting the required reporting on these outcomes.

The additional funding provided to Cricket Tasmania has seen a shift on the deliverables required by the Tasmanian Government. It has moved away from product and promotion to an increased focus on participation, pathways and elite performance.

The total funding provided to Cricket Tasmanian for the 2023-24 financial year was \$2.06 million. This amount has incrementally increased over time.

Key Points

- Hockey Tasmania (HT) has been funded at \$100,000 per annum to field the Tassie Tigers men's and women's teams in Hockey One, the national championship, for a number of years.
- In the final year of the prior Agreement, HT received an additional allocation of \$75,000 to assist with escalating cost pressures for the 2024 season.
- The 2024-25 State Budget allocated \$400,000 over four years (\$100,000 per annum) to HT for this purpose.
- HT has communicated that funding of \$100,000 per annum is not sufficient to maintain participation in the Hockey One competition.
- Without additional investment by the Tasmanian Government, HT notes it will be required to reduce its investment in the Tassie Tigers program which will have a direct impact on team performance and may require withdrawal from the national competition.
- HT has requested that the 2024-25 State Budget funding allocation be reconfigured to provide \$200,000 per annum funding for the 2025 and 2026 seasons.
- HT submitted a 2025-26 Community Budget Submission requesting an increase in funding to support Hockey One to \$300,000 per annum.

Background

Hockey One is the elite Australian domestic hockey league, which replaced the previous Australian Hockey League tournament format with the competition moving to a home and away series.

The Tasmanian Government had a four-year commitment to support HT participation in Hockey One with a funding agreement that expired in May 2025 (the last instalment of funding was provided in 2023-24).

The original commitment provided \$100,000 per annum to support Hockey One participation.

In September 2023, HT requested an additional \$75,000 retrospectively for the 2022-23 allocation and proactively for the 2023-24 allocation to assist with escalating cost pressures. In January 2024 the then Minister for Sport and Events approved an additional allocation of \$75,000 to the 2023-24 funding allocation only.

In the 2024-25 State Budget, the Tasmanian Government committed \$400,000 (\$100,000 per year for four years) to continue to support Hockey One. The department has paid the first instalment of \$100,000 under the new four-year grant agreement in 2024-25.

HT has advised that additional funding is required to support its ongoing participation in the Hockey One competition.

HT submitted a 2025-26 Community Budget Submission seeking funding of \$300,000 per annum to continue to participate in the Hockey One competition.

Prior to the 2025 Election being called, HT requested that the Minister consider reallocating the \$400,000 in the 2024-25 State Budget from \$100,000 per year for four years to \$200,000 per year for two years:

- \$200,000 in 2025-26 (for the 2025 season) and
- \$200,000 in 2026-27 (for the 2026 season).

Hockey One is an important component of the pathway program for hockey as it provides opportunities for Tasmanian players to compete at the highest domestic level in Australia. It also supports the potential identification of Tasmanian athletes for national programs.

HT supporting programs include:

- the Tigers Academy Program development group (under 14 and under 16 age groups) and
- the high-performance group (under 18 – under 21 age groups).
- The Tigers Academy program runs alongside the State Teams.

Key Points

- The Tasmanian Institute of Sport (TIS) continues to successfully support talented Tasmanian athletes to develop their sporting potential and compete successfully at the National and International level, including the Olympic, Paralympic and Commonwealth Games.
- As of 30 June 2025, the TIS support and trains 235 athletes (including both able and para) across a range of programs and sports.
 - **High Performance Scholarships:** 69 athletes (38 male, 31 female)
 - **Talent ID for 2032:** 76 athletes (43 males, 33 female)
 - **Performance Squads:** 28 athletes (18 males, 10 female)
 - **Other Programs:** 62 athletes (eight males, 54 female)
- 76 athletes are supported through the Talent ID for 2023 Program, which was established to uncover local sporting talent with the aim of developing athletes for the 2032 Brisbane Olympic and Paralympic Games.

Background

The TIS currently employs 28 staff operating over two locations: Technopark in Hobart and the Silverdome Complex in Launceston.

The TIS facility in Hobart is not fit for purpose and is unable to cope with existing athlete numbers. Additional tenancy has been acquired in Techno Park precinct to assist as a temporary measure to assist with athlete demand - the TIS is currently working through council planning process.

TIS operates six programs in the sports of athletics, canoe slalom, cycling, hockey, rowing and sailing, and partners with Netball Tasmania to support their Elite Development Program.

Individual scholarships are offered to athletes where the sport does not have the infrastructure to provide a coach/coordinator and other support services necessary. The TIS currently has individual scholarship holders in the sports of archery, swimming, triathlon, wheelchair basketball and wheelchair rugby.

Through targeted services, the TIS also supports athletes in the sports of basketball, boccia, tennis, pistol shooting, equestrian and golf.

The TIS supports six associate athletes in the sports of rowing, swimming and sailing, these athletes are based outside of the TIS daily training environment and receive support when based in Tasmania.

Talent ID for 2032

In April 2023, the TIS launched its Talent Identification program – Talent ID for 2032, which has now entered its third year of operation.

The program is designed to uncover Tasmania's future sporting champions in preparation for the Brisbane 2032 Olympic and Paralympic Games, aligning with Australia's High Performance 2032+ Sport Strategy.

Based on testing conducted in April–May 2024, 76 athletes were selected and supported through the program for 2024–25.

These athletes receive a combination of sport-specific coaching and training, sports science support, strength and conditioning services and access to sports medicine.

The program is running in 2025-26 with the first camp conducted on 20 and 21 July 2025.

Para-Sport Unit

The TIS has partnered with Paralympics Australia and the Australian Institute of Sport to implement a national approach to identifying and developing emerging Tasmanian para-athletes and coaches.

The TIS currently supports 11 Tasmanian athletes with disabilities to progress along the Paralympic pathway.

The TIS also delivers Come and Try and Talent Identification sessions across the state each year, providing opportunities for a broad range of Tasmanians with disabilities to explore para-sport pathway.

Tasmanian Athlete of the Year & Sporting Hall of Fame

The TIS announced Ariarne Titmus as the 2024 Tasmanian Athlete of the Year, at a cocktail function on Thursday 5 November 2024 held at Princes Wharf 1 in

Hobart.

At this function, Amy Cure (cycling) and Matt Bugg (sailing) were announced as the two newest inductees of the Tasmanian Sporting Hall of Fame.

The 2025 Tasmanian Athlete of the Year & Sporting Hall of Fame function is scheduled for early December 2025.

Released under RTI

Key Points

- The TIS Talent ID program is integral to providing Tasmanian athletes with the opportunity to compete successfully at the international level. Our goal is to maximize Tasmania's representation at the 2032 Olympic/Paralympic Games in Brisbane, aligning with the Australian Government's HP2032 strategy. This initiative is crucial for influencing Tasmania's Olympic and Paralympic representation, allowing for the continuation of programs that currently engage over 1200 young Tasmanian able-bodied and para-athletes annually, and delivering high-performance outcomes for more than 120 promising young athletes.
- Evaluations of our current athletes' capabilities suggest a stark reality: without significant and continued efforts in identifying and nurturing the next generation of talent, Tasmania's presence in the Australian Team at the 2032 Games could be minimal or potentially non-existent.
- Evidence indicates that athletes not close to selection, or not competing at the 2028 Games, are unlikely to be selected for the 2032 Games. Therefore, the coming four years are critical for identifying and developing talented athletes, ensuring they are sufficiently advanced in their sports' performance pathways to be competitive for selection by 2028.

Background

In April 2023, the TIS launched their revamped Talent Identification program – Talent ID for 2032, with the program now completing its 3rd year of operation.

The program is aiming to uncover Tasmania's future sporting champions in preparation for the Brisbane 2032 Olympic & Paralympic Games, in line with Australia's High Performance 2032+ Sport Strategy (HP2032+).

HP2032+ focuses on optimising outcomes and sustainable success for Summer and Winter Olympic and Paralympic Games.

Following testing held in April/May 2024, 73 athletes were supported through the program throughout 2024-25 – support provided regionally (North/North-West/South) for selected athletes.

Athletes received access to a range of sport specific coaching and training, as well as sports science, strength and conditioning and sports medicine services.

Engaged athletes participate in three Regional Camps (North/North-West/South) annually.

The Program held statewide testing for the 2024-25 intake of athletes through April 2024. Generic testing was held in Hobart, Launceston and Devonport and sport specific testing held in Launceston and Hobart for the sports of Athletics, Cycling Hockey and Rowing.

The program enables the TIS to better capture and nurture young Tasmanian athletes earlier, extending and strengthening the TIS pathway model for TIS Athletes.

The TIS Talent ID for 2032 has already provided strong outcomes for athletes on a national and international scale, whilst also preparing athletes for transition into TIS Performance and Scholarship pathways.

The TIS Talent ID for 2032 has assisted in fostering greater linkages with State Sporting Organisations.

All practices associated with the TIS Talent ID for 2032 align the TIS Child Safe Policy and Procedures.

Key Points

- The Tasmanian Institute of Sport (TIS), with support from the Australian Sports Commission/Australian Institute of Sport and Para Australia is expanding its Para Program. The proposed expansion aims to:
 - Increase the number of para-athletes at the TIS.
 - Enhance support for our talent identification and talent transfer program for para-athletes at TIS.
 - Raise awareness and engagement of local sports, practitioners, and other stakeholders with the existing programs offered through the TIS.
 - Over time, boost the performance success of existing and new para-athletes on the national and international stage, specifically targeting outcomes for the 2028 and 2032 Paralympic Games.

Background

Objective

Build on the current Para Program to develop Para-Sport pathways within the state, providing more targeted support for developing and emerging Tasmanian para-athletes and coaches.

Impact

Increase the number of spots available in the junior program from 10 to 20 and the number of annual sessions from four to six.

Increase the number of spots in the Academy from five to ten and increase the contact hours with the Institute from weekly to multiple times per week.

Introduction of individualised athlete plans, which will include coordination with external coaches.

Double the number of scholarship holders from four to eight. The scholarship holder program will be further detailed in subsequent sections.

Appointment of a full-time program coordinator, increased strength and conditioning, and sport performance staffing support, and bringing in multi-sport coaches to support the program.

Introduce four dedicated, individualised Para-Sport coaching scholarships for Tasmanian individuals supporting Para-Sport in Tasmania.

Provide dedicated resources to expand and leverage relationships with stakeholders to evolve and enhance TIS para-sport program activities.

Specifically for Stakeholder Relationships

Expand and strengthen partnerships with Paralympics Australia for program guidance, system connections, and access to specialized resources.

Collaborate with ParaQuad (and potentially New Horizon's in the north) Tasmania to co-design coach development activities, enhance community connections, and improve access to Para-Sport networks and equipment.

Build and strengthen relationships with allied health organizations, schools, and state and national sporting organizations for the disabled to support program growth and participant engagement.

Facilities

Improve access at the southern campus with a focus on access and egress (e.g., automated doors).

Introduce specialised training equipment within the facility to enhance training for athletes living with disabilities.

Expected Benefits and Outcomes

Enhanced development pathways for Tasmanian para-athletes.

Greater engagement and collaboration with local sports communities and stakeholders.

Improved performance of Tasmanian para-athletes at national and international levels.

Program Description

Para-Sport Academy

The number of athletes currently involved in the program is five, with two more athletes anticipated to start within the next three to four months. The program aims to provide development opportunities for talented Tasmanian para-athletes who demonstrate potential but are yet to be categorized by their sports, supporting them to progress to this level. Athlete support includes access to strength and conditioning programming, gym access, limited sports medicine support, and financial support for training and competition opportunities.

Junior Talent Program

The Junior Talent Program provides a talent identification opportunity for junior Tasmanian Para-athletes (aged 10–18), exposing them to a high-performance sport environment. The program offers three to four opportunities per year (focused on school holidays) for athletes to sample sports and be exposed to elite-level training techniques and behaviours. There has been modest yearly growth in participant numbers since the program's commencement, starting with six athletes in year one and now involving ten athletes.

Coach Development Program:

The Coach Development Program aims to provide structured development and mentoring opportunities for current, new, and identified Tasmanian Para-Sport coaches. Activities have largely been coordinated by Paralympics Australia, with assistance from Alex Jago. The key activity over the last three years was the formation of a community of practice, a pilot project that has since ceased. Consequently, there has been minimal focus on this area, presenting an opportunity for evolution and growth.

Need for Expansion

The Tasmanian Institute of Sport has set a strategic objective to have the highest number of Tasmanian athletes compete at the 2032 Olympic and Paralympic Games. Achieving this goal requires supporting and working with a larger pool of athletes, with a continued and increased focus on Para-Sport.

Currently, we believe the program is delivering excellent results; however, with additional resourcing, these outcomes could be significantly amplified. Anecdotal evidence suggests unmet demand within the Tasmanian market for Para-Sport programs. To fully uncover and meet this demand, it is essential to actively promote and advocate for the existing program, thereby attracting more participants. For example, feedback from local sporting communities and disability organizations indicates a growing interest in Para-Sport that current resources cannot fully accommodate.

Moreover, there is untapped potential in talent transfer—identifying and transitioning athletes from other sports or disciplines into Para-Sport—which is not being fully realized due to current resourcing constraints. A successful talent transfer example from another state involved transitioning a former track and field athlete into a Paralympic cycling program, demonstrating the potential for similar success in Tasmania.

TIS believes the current structure of the program suits the Tasmanian Para-Sport landscape but recognizes the capacity for evolution and expansion. Increased service to the program is required, and allotting dedicated staff to the program would largely achieve this. Additional resourcing would allow for a more focused approach to athlete servicing, structured Junior Talent Program programming, prioritized coach development activities, and enhanced stakeholder connections. It would also create new opportunities for advocacy for the program and help increase participant numbers.

There is an opportunity for growth by strengthening connections with community disability organisations, allied health networks, schools, and sporting organisations. These avenues have not been a primary focus under the current program structure, but with dedicated efforts and resources, they could significantly contribute to increasing participant numbers and overall program success.

Key Points

- The Tasmanian Government announced a \$21.5 million contribution towards the redevelopment and reinvigoration of the Elphin Sports Centre (ESC) as part of its 2024 election commitments and this was provided for in the 2024-25 State Budget.
- The aim of the project was to address the undersupply of indoor sporting facilities and improve community access in the Launceston area. The facilities at the site were to be upgraded to meet contemporary standards. The centre was to be expanded with at least three additional full-sized basketball courts, bringing the total number of courts to seven.
- To support the redevelopment process, Infrastructure Tasmania (ITas) within the department completed a due diligence assessment to identify constraints and opportunities. This involved exploring a range of options to increase court capacity while addressing the building condition and limitations of the ESC site.
- This assessment revealed that the ESC site presents significant challenges and constraints. Fully upgrading the site to accommodate three new courts would greatly exceed the allocated budget by approximately \$24.7 million.
- Existing land boundaries restrict available space making it difficult to add three courts, upgrade facilities to building code, and address parking requirements while complying with the planning scheme. In addition, construction works would likely require full closure of the ESC for up to 18 months, disrupting access for all users.
- After careful consideration, in May 2025, the Tasmanian Government approved a change in direction for providing additional indoor basketball

courts in Northern Tasmania. Stakeholder consultation commenced on the proposed change before the election was called. Feedback from the stakeholders consulted was positive.

- The proposed plan includes constructing four new indoor basketball courts at the Northern Suburbs Community Recreation Hub (the Hub) estimated at a cost of approximately \$18.8 million. In addition, the plan includes \$2.7 million of partial compliance and safety upgrades at the ESC to keep it operational and safe for current users.
- The new courts will provide expanded capacity and long-term growth opportunities for basketball and other indoor sports at the Hub.
- The plan also recognises ESC as a vital indoor facility that supports a wide range of activities, including basketball, badminton, table tennis, futsal, martial arts, community events, and Launceston Tornados NBL1 games. To ensure the centre remains safe, accessible, and fit for purpose, the partial compliance and safety upgrades will address key building and accessibility issues.
- The Hub site is currently under construction by Vos Construction & Joinery Pty Ltd. It is imperative that any cost-saving synergies which could support the Hub Expansion are identified and actioned promptly.
- ESC was transferred to the department in April 2025, and this was not accompanied by the transfer of resources from the Department of Natural Resources and Environment Tasmania. Arrangements are being progressed to obtain a current condition and compliance report for ESC.

Background

The City of Launceston continues to explore Australian Government funding for the wider NTCA sporting precinct where ESC is located.

Key Points

- The department is planning, designing and building a multi-sport facility in Glenorchy at 61 Claremont Link Road, Claremont.
- The new multi-sport facility includes four versatile indoor courts capable of hosting a variety of sports including basketball, netball, futsal, volleyball, and wheelchair sports. The facility will also include three versatile multi-purpose spaces able to host meetings, events, and club activities, and provide storage areas for user groups and clubs.
- The location is well positioned near key transport routes, including the Inter-City Cycleway and the proposed adjacent Park and Ride facility on Claremont Link Road
- The Development Application (DA) was lodged in March 2025 and public exhibition closed in June 2025. It was approved by the Glenorchy City Council at a planning meeting on 14 July 2025.
- Project designs are well progressed, approximately eighty percent complete (as of early July 2025), with the release of the Main Works Request for Tender (RFT) anticipated to occur in Quarter three, 2025, subject to budget. The release of the RFT will be subject to receipt of the relevant statutory and delegate approvals.
- Early Market Engagement with industry regarding the Main Works RFT is scheduled for early Quarter three 2025.

- Construction of the facility is anticipated to take around 12 to 14 months. However, this is subject to the preferred builders program.
- Stakeholder support is extremely positive, including from local sporting associations and the former Premier's Disability Advisory Council who provided input to the designs.

Background

Infrastructure Tasmania (ITas) within the department is responsible for delivering the \$28 million Glenorchy Sports Centre.

The project delivers on a commitment to relocate the former community indoor multi-sport facility at Wilkinsons Point to a new location in the northern suburbs.

Following a comprehensive site selection process in the Glenorchy municipality, the entrance to Claremont College, 61 Claremont Link Road was chosen as the preferred location.

A Project Steering Committee has oversight of the project, with members from Active Tasmania, ITas and the Glenorchy City Council.

Architectural firm ARTAS Architects has been appointed to design the facility, inclusive of a local sub-consultant team who are utilising the work previously undertaken for the former Wilkinsons Point project.

Key Points

- Currently under construction at 316-320 Invermay Road in Mowbray, the Northern Suburbs Community Recreation Hub (the Hub), is being transformed from a former industrial site into Tasmania's largest multipurpose community sporting and recreation facility covering approximately 10,000 square meters of indoor space and additional outdoor activity areas.
- The Hub will deliver:
 - four designated indoor courts for netball (operated by the Northern Tasmania Netball Association (NTNA)) and three additional flexible multi-use courts for basketball, volleyball and other sporting and recreational activities (seven courts in total)
 - rock wall climbing, gym, boxing and weightlifting facilities including an outdoor activity area
 - a designated gymnastics area to provide a wide range of programs for toddlers, young people, and adults
 - café, commercial kitchen and spectator amenities (grandstand seating) with change room facilities and onsite parking
 - youth engagement and community education and counselling areas
 - opportunities for the whole community to come together in a positive space offering diverse services and programs
 - community gatherings and engagement up to a capacity of 800
 - connectivity to Mowbray Heights Primary School, comprising more than 550 students ranging from kindergarten through to grade six.
- Main works construction began in June 2024 and the completion date is currently scheduled for mid-January 2026.
- Significant construction progress is being made on the Hub, offering the public a clear visual of the building's future appearance. As of 7 July 2025, overall project construction is 56 per cent complete.
- The department is working to confirm operational arrangements for the Hub to ensure it can open in a timely way following the Project Completion date.

Background

In 2019, the City of Launceston released the My Place My Future Report as part of the Launceston City Deal. The report identified several key unmet needs in the Northern Suburbs, including the lack of indoor sporting facilities and a community-based recreation centre accessible to all residents.

The Tasmanian Government, as part of the 2023/24 State Budget, committed \$27.5 million towards the planning, development and delivery of the Hub. This commitment is in addition to Australian Government funding of \$15 million and a \$1.1 million contribution from the City of Launceston.

Infrastructure Tasmania is responsible for delivering the \$43.6 million Hub project.

Local Tasmanian firm, Anstie Constructions Pty Ltd, delivered the Stage 1 Early Works package incorporating demolition works, site remediation and limited services works. These works began in September 2023 and concluded in February 2024.

Following completion of an open tender process, Tasmanian firm Vos Construction & Joinery Pty Ltd was awarded the Stage 2 Main Works Contract to deliver the main construction phase of the Hub.

Management and Operational Model

Active Tasmania is working closely with key stakeholders to finalise the management and operational arrangements for the Hub.

Extensive engagement has been undertaken with Launceston PCYC and the NTNA to inform the Hub's design from the outset, given they were identified as primary tenants of the Hub.

The department is drafting term sheets for two exclusive-area leases with the NTNA and Launceston PCYC, expiring 30 June 2028 with two one-year options. The PCYC's lease will cover venue management and non-netball areas. These term sheets will guide negotiations and formal leases.

The Elphin Sports Centre lease also expires 30 June 2028. Ownership recently transferred to the department.

KEY ISSUE 13 -

Financial and operational performance for both centres will be reviewed near lease expiry to inform future arrangements, and this will also be informed by a broader Facilities Management Review being undertaken by the department.

The Hub requires a comprehensive fit-out of sporting equipment to commence operations, with revenue building over time. As such the department is working through the level of financial support required to bridge the cash flow gap,

particularly for Launceston PCYC as the proposed venue manager.

Currently, the department has identified \$470,000 in funding available to assist the Launceston PCYC with the purchase of equipment at the Hub.

It is anticipated that the department will be responsible for statutory maintenance, rates, grounds upkeep, security, and pest control for the duration of the leases.

Further advice will be provided to you in relation to these arrangements.

Released under RTI

Key Points

- The Club Funding and Development Agreement signed by the Tasmanian Government, the AFL and the Tasmania Football Club (the Club) requires construction of a High Performance Training and Administration Centre, also known as the TA Facility.
- The TA Facility is proposed to be located at the Kingborough Sports Centre in Kingston.
- The department is currently responsible for development and delivery of the TA Facility.
- Detailed design is progressing and is scheduled to be finalised by Quarter three 2025.
- The Department of Premier and Cabinet (DPAC) is progressing negotiations to transfer responsibility for development and delivery to the Club, with an associated funding arrangement. This arrangement will need to be reflected in future state budgets. DPAC is also negotiating a realistic budget for delivering the facility in line with the scope outlined in the Agreement (potential cost up to \$115 million).
- Construction of the TA Facility at the Kingborough Sports Centre site also requires construction of new ovals, a clubroom, building and associated infrastructure to mitigate impacts on the existing users of the site.
- The department is working with Kingborough Council (Council) to progress these works, which will need to be funded by the Tasmanian Government. The cost to the Tasmanian Government is not yet finalised, pending further design (potential preliminary cost ranges from \$25 million to \$45 million).
- Timeframes are tight, with complex interactions between components of the TA Facility and Council works. The delayed budget situation is making it difficult to progress the project, particularly the Council components.
- The TA Facility is a key component of the Agreement and delays to progress this facility could put the Tasmanian Government in breach of the Agreement. Some changes to the Agreement were signed on 30 June 2025 mitigating these risks in the short term.
- The stadium is a required item under the Agreement. If the stadium is unable to progress, the AFL have stated – no stadium; no team licence – in which case a TA Facility will not be required.

- Progressing the TA facility will require government to provide funding in the next State Budget in a form that enables the Club to deliver the TA facility and the Council to deliver associated and enabling infrastructure.
- The department and Council are also exploring Australian Government funding opportunities for the Council related works, although it is unlikely that funds will be available in time to commit and progress the project.
- Until a new budget is passed by Parliament and new delivery arrangements are agreed with the Club, the department will continue to manage the design and development of the TA facility.

Background

Following the Tasmanian Government's decision on 18 November 2024, it was announced that the Kingston Twin Ovals complex would be the optimal location for the new AFL/AFLW Team Training and Administration Centre.

The facility is expected to be completed for the Tasmania Devils' entry to the 2028 AFL season.

The functional design brief and masterplan for the Kingston site was endorsed by the Project Steering Committee on 4 February 2025.

The scope of the project is outlined in Schedule 9 of the AFL Agreement.

DPAC is leading negotiations with the Club and AFL to ensure the design of the TA remains within the scope of the Government's commitments and obligations as outlined in Schedule 9 of the AFL Agreement.

The facility will include internal and external training facilities, as well as office accommodation for football and administrative staff. It is expected to play a vital role in the future success of the Tasmania Devils.

The project as of June 2025 has commenced the detailed Design stage and is forecast to go to tender in December 2025 with contract award forecast for early 2026.

A DA to support the TA Facility is now ready to be lodged with the Kingborough Council.

KEY ISSUE 14 -

The additional funding required for the TA Facility was announced in May 2025 and included in the 29 May 2025 Budget for 2025-26. At the time, the government announced total funding for the TA Facility is capped at \$115 million.

Funding for the rest of the Kingborough precinct will need to be considered in the next 25-25 Budget development.

It was deferred at the time as the cost estimate for the precinct works was not known. Cost estimate is currently being finalised.

Released under RTI

Key Points

- The JackJumpers High Performance Training Centre consists of approximately 3,365 square metres which will include court facilities (two courts, inclusive of a show court), gymnasium, physiotherapy and recovery areas (wet and dry), medical and rehabilitation facilities, players' change rooms (provision for both male and female), kitchen and lounge facilities, administration and meeting facilities, merchandise shop and players' lounge.
- The High Performance Training Centre is located within the Kingborough Sports Precinct.
- The Tasmanian Government has committed \$15 million for the development and indicated an additional \$5 million would be available in the Revised Estimates Report 2024-25.
- The development land has been provided by Kingborough Council (Council) at no cost. The land is in the process of being transferred to the Crown. One of Council's conditions of the land transfer is that there is community access to the new facility.
- The main works construction contract was awarded to Fairbrother Pty Ltd on 6 June 2025. Construction commenced on 16 June 2025 with practical completion estimated on 5 June 2026. The contract with Fairbrother for the main works construction package was valued at \$13.3 million.
- The department is responsible for planning and delivering this project.
- JackJumpers have recently advised the department that a women's National Basketball League (NBL) team is intended to be established and indicated a need to review signage and branding elements of the building. Decision on these changes is being prioritised to avoid against potential delays.

- A Lease Agreement between the department and the JackJumpers is being developed to account for, amongst other things, the payment of rent, outgoings and repairs and maintenance.

Background

The Tasmanian Government provided funding for a new community multi-sports facility and high-performance training centre for the Tasmanian JackJumpers NBL team at Wilkinsons Point, Glenorchy.

Funding for the High Performance Training Centre was included in the 2024-25 Tasmanian Government Budget as part of the \$49.7 million funding for the *New Southern Tasmanian Sporting Facilities*.

The government has split the original facility concept into three separate components, to be delivered over three distinct municipalities, as specific projects, as follows:

- community sports facility in the Glenorchy municipality
- gymnastics facility in the Brighton municipality
- high performance training centre for the JackJumpers in the Kingborough municipality.

The department lodged a development application (DA) with Council on 31 July 2024. The DA was approved by Council on 17 December 2024.

A public hearing by the Parliamentary Standing Committee on Public Works was held on 7 November 2024. Subsequent approval was provided by the Committee on 3 December 2024.

Key Points

- This brief has been prepared for the Minister for Tourism, Hospitality and Events, however is being shared with you as Minister for Sport due to the Events Portfolio including sporting partnerships. – e.g Jackjumpers.
- During the 2025 State election campaign, the Tasmanian Liberal Party announced that, if re-elected, they would integrate Events Tasmania with Tourism Tasmania.
- In order to implement this commitment most effectively, the department recommends

Background

Events Tasmania is now part of the Tourism, Hospitality and Events Portfolio and is a key part of the Visitor Economy sector contributing to visitor demand, facilitating the sector and driving economic development. This broad portfolio includes Hospitality, Tourism (demand side – Tourism Tasmania and supply side – State Growth) and Events.

The current Events Strategy and Framework has been developed in consultation with key stakeholders including the Tourism Industry Council Tasmania, Hospitality Tasmania, small business and Tourism Tasmania. It aligns with Tasmania's 2030 Visitor Economy Strategy priorities and with other key

strategies, such as the Small Business Growth Strategy, skills planning and the Cultural and Creative Industries Recovery Strategy to maximise economic outcomes for Tasmania.

The events sector is increasingly competitive, and major events are a key driver of visitor demand for mainland states. From a comparison perspective, major events portfolios reside within the respective tourism agency bodies of each Australian state, and they are using major events as a lever for tourism growth, optimising visitation across the calendar and aligning investment to other

destination brand activity.

Where state sport and recreation agencies are outside the tourism agency (as is the case in Tasmania), it is the sport and recreation agencies responsibility to fund major sporting events plus other sports related events such as national championships. This allows for a strengthened approach to drive economic activity across the state and ensures support and access for elite sporting pathways. It also encourages the community to engage in an active lifestyle and participate in sport.

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ATTACHMENTS

The following key supporting documents are attached to this package for your information:

- State Growth Corporate Plan 2023-26

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Corporate Plan 2023–26



We acknowledge the Tasmanian Aboriginal people as the original owners and continuing custodians of lutruwita (Tasmania). We pay our deepest respects to their Elders, past and present. We honour the care and connection to their land, sea, waterways and sky which was never ceded. We value the history, culture and strength of the Tasmanian Aboriginal community, and commit to listen deeply to their story and be respectful of Country in our collaborations with them.

Image credit:
Photo by Michael Gissing of Felicity Bott, as part of Deborah Wace's Arts and Screen Digital Production Fund Project.

From the Secretary



It is my pleasure to present the Department of State Growth's Corporate Plan 2023-26. I am excited to keep building on our achievements, shared capacity, values and sense of purpose.

As our organisation evolves, it is vital we work together and take advantage of the opportunity this department presents. The resilience and dedication shown by the State Growth team since the start of the COVID-19 pandemic has been amazing, and together we can carry this energy forward.

State Growth provides a broad range of services to the Tasmanian community: building and keeping us safe on our roads; working with and supporting growth in our businesses and industries; supporting our vibrant

arts, tourism, sporting and cultural communities; responsibly harnessing the natural advantages provided by our mineral resources; providing key services and infrastructure; supporting sustainable development; delivering future-focused energy policy; and facilitating the provision of targeted training and migration programs.

This spectrum of services and roles creates immense opportunity. Our response to the COVID-19 pandemic and subsequent support of our community and economy's recovery, shows we can take advantage of our collective expertise to collaborate and deliver a client-centric approach. The Corporate Plan for 2023-26 builds on this momentum and seeks to ensure we continue to perform at the high level expected of us by the government of the day and the Tasmanian community.

Our clients and their needs – be they Ministers, the community, or businesses – are the focus of our advice and we need to apply insightful and pragmatic policy analysis to reconcile differing interests. Our approach ensures we provide the information our diverse stakeholders need to make decisions and to invest in a manner that is implementable and compliant with relevant legislation.

Each of our outputs are valuable and contribute to the wellbeing of Tasmanians and the liveability of our cities and regions. Our work is aspirational and focused on delivering better outcomes for Tasmanians, harnessing the competitive advantages that set us apart from the rest of the world. We will ensure our organisation has the right culture, tools, support and technology in place to drive these results and take full advantage of new opportunities.

Being able to deliver our objectives starts with our people and ensuring we are an organisation that values and supports the individual to thrive. This means creating a workplace culture where people feel supported, valued, included and empowered to do their best work and be their best selves. Our Corporate Plan recognises the importance of working together and being united in the same goal. When we get this right, our people feel better, they perform better, and the organisation achieves great outcomes.

The Corporate Plan 2023-26 responds to key cultural, environmental and economic shifts since the last version. We have renewed our focus on sustainability and how our work supports liveability and vibrancy in our community and economy. We also turn our attention to how we can respond to and build resilience against the impacts of climate change and other emergencies and disruptions, both internally and externally across Tasmania.

I am proud of what we have achieved in the four years since the 2019-22 Corporate Plan, and how we have gone about it together. As we embark on this next chapter, I am confident we have the tools, environment and team to continue to take full advantage of the opportunity State Growth's broad range of services present.

Kim Evans
Secretary

Our role

To support diverse and sustainable economic growth and facilitate the creation of job opportunities for the benefit of our community.

Who we are

Our agency has the following core focus areas:

- **Business and Jobs** – drives industry capability and regional development for growth including small business support, workforce development, trade, science and technology, advanced manufacturing and defence, international education, business and skilled migration, and tourism and hospitality support.
- **Resources, Strategy and Policy** – provides whole-of-agency strategic policy, project and coordination functions including Antarctic science and research, population strategy, and urban renewal and growth initiatives that build on urban transformation. This area also provides strategic advice on Tasmania's mining policies and resource industries, and is responsible for the sustainable management of mineral resources in Tasmania.
- **Culture, Arts and Sport** – develops policy and programs to deliver economic and social outcomes by supporting development, delivering services, providing funding and stimulating demand for the cultural, creative and sporting sectors in Tasmania.
- **Transport and Infrastructure** – promotes and enables the safe, reliable and efficient transport of people and goods, to connect Tasmanian communities, promote freight efficiency and growth in the Tasmanian economy, and improve the visitor experience. This group also supports state-wide planning and coordination of major stadium projects and infrastructure delivery.
- **Business Services** – working with our partners, Business Services leads the development of organisational culture, business improvement and emergency management in the department through delivery of quality financial, communication, human, information, spatial, asset management and portfolio services.

Our agency also supports and works closely with the following areas:

- **The Office of the Coordinator-General** – the principal entity in Tasmania to attract and support investment in the state, facilitate major projects and reduce red tape.
- **Renewables, Climate and Future Industries Tasmania (ReCFIT)** – is responsible for providing advice on the state's strategic direction on climate change, renewable energy growth and emissions reduction to help shape Tasmania's future while maintaining a secure, sustainable and affordable energy system.
- **The Tasmanian Development Board** – the board's primary focus is the creation of investment and associated employment through working closely with State Growth to implement government policies.

Our approach

We will be guided by the following principles:

Client-centric

We will provide integrated advice and services that are informed by the full range of services our agency provides and the needs of our clients.

Collaborative and coordinated

We will work together and across portfolios to provide informed whole-of-agency advice and services. This will be supported by the strong relationships we will build and maintain with our partners across all three levels of government, business, industry and the community.

Results driven

In keeping with our purpose, we will strategically manage risks to deliver the big and small tasks that support the delivery of the government's priorities and meet the needs of the community.

Efficient

We will make the best use of available resources to give effect to our purpose.

Innovative and creative

We will support innovation and creativity in the work we do and the activities we encourage and promote.

Diverse and supportive

We will encourage and demonstrate leadership as a welcoming, supportive and inclusive organisation. We will continue our investment in driving diversity and building an inclusive workplace as well as continuing to prioritise the accessibility of our services.

Values based

We are a values-based organisation. We will live by, exemplify and demonstrate our values in the way we work with and support each other, and our clients.

Adaptable and agile

We will respond quickly and effectively to changing demands and emerging challenges and opportunities.

Our values

At State Growth, we live by the following values: **Courage** to make a difference through:

Teamwork

Our teams are diverse, caring and productive

- We listen, learn and share.
- We support each other by stepping up and sharing the load.
- We bring out the best in people through strong and supportive leadership.
- We collaborate to get the best outcome.

Integrity

We are ethical and accountable in all we do

- We are transparent and consistent in our decision making.
- We take responsibility for our actions.
- We speak up when things aren't right.
- We do what we say we are going to do.

Respect

We are fair, trusting and appreciative

- We create a diverse and inclusive workplace.
- We care for the health, safety and wellbeing of each other.
- We listen without judgement and seek to understand.
- We resolve issues constructively.

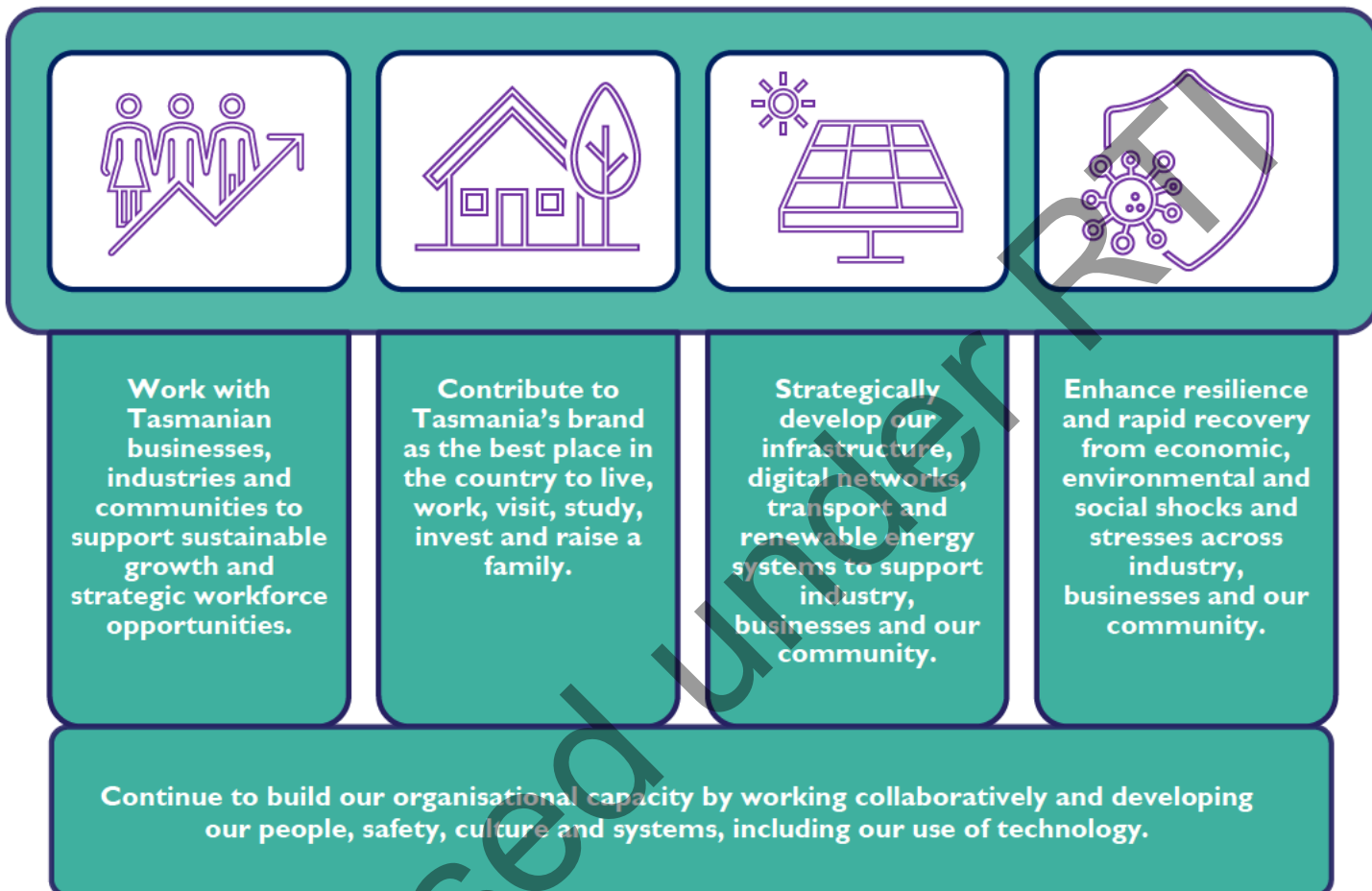
Excellence

We take pride in our work and encourage new ideas to deliver public value

- We innovate, adapt and set ambitious goals.
- We seek continuous improvement and learn from experience.
- We actively engage with our stakeholders, clients and the community.
- We promote sensible risk taking.

Our objectives

Our work will be guided by the following five objectives. In addressing these objectives, the Department will work with businesses, industries and communities to reduce Tasmania's greenhouse gas emissions and build resilience to the effects of climate change.



We will:

Work with Tasmanian businesses, industries and communities to support sustainable growth and strategic workforce opportunities

This will include:

- leveraging partnerships and engaging the community to **build the workforce of the future** by supporting training, job opportunities, pathways to employment and access to a skilled workforce.
- encouraging innovation and facilitating new opportunities in **technology use and digital transformation**.
- **attracting new businesses** to the state and **retaining and promoting investment** in Tasmania.
- **delivering targeted programs and accessible information services**, particularly for small businesses.
- exploring options to **best manage and use our mineral resources and land**.
- encouraging innovation and supporting growth in the **advanced manufacturing, defence and future industries**.

- supporting market expansion, and domestic and international trade through **coordinating Tasmania's whole-of-government Trade Strategy**.
- supporting and facilitating **Tasmania's tourism, hospitality and events industry**.
- **reducing the regulatory burden** for small business and the wider Tasmania community to **make doing business in our state easier**.
- delivering our statutory functions by **adopting best practice methodology and principles to effectively regulate** the laws we are responsible for.
- identifying opportunities to **reduce our emissions and build resilience to the impacts of climate change** in the transition to a low carbon economy.

Contribute to Tasmania's brand as the best place in the country to live, work, visit, study, invest and raise a family

This will include:

- **being recognised as a diverse, welcoming and supportive community**, focusing our population growth on addressing skills shortages and embracing opportunities in regional areas.
- developing new, enhancing existing and supporting emerging **tourism experiences and destinations** that reimagine and encourage investment, renewal and visitation to our regions.
- promoting and delivering **programs, events and activities** that celebrate our communities across all seasons, showcase our regions and **promote artistic, cultural, hospitality and sporting excellence and participation**.
- promoting and delivering support for our **creative and cultural industries** to build industry and individual capacity, and provide opportunities to **drive local investment** and to **build on our brand**.
- **promoting and growing business-related events** hosted in Tasmania.
- working with Brand Tasmania to **promote the state's strengths, brand and opportunities**.
- working in partnership with all levels of government and businesses to **maintain and enhance Tasmania's liveability**, harness opportunities and **drive strategic land use decisions** that support sustainable growth.

Strategically develop our infrastructure, digital networks, transport and renewable energy systems to support industry, businesses and our community

This will include:

- ensuring the right **infrastructure** is built at the right time, in the right place, as efficiently as possible, and with resilience to the impacts of climate change, to **support urban renewal and liveability** for our growing population.
- **managing the State Road Network** as part of an integrated transport system to serve the community, business and industry, including our tourism sector.
- **providing access to the transport system**, enabling access to employment, education, services and social participation.
- **promoting road safe behaviours and working to prevent crashes** that result in death or serious injury.
- boosting our capacity to **host international arts, entertainment, cultural and sporting events** through the development and promotion of our major stadiums.

- **harnessing our renewable energy capability and monitoring Tasmania's energy security** by providing strategic advice on energy policy, regulatory arrangements, climate change and emissions reduction.
- delivering programs that **support renewable energy related industry development** such as Battery of the Nation, Marinus Link and future industries such as green hydrogen production.
- investing in becoming the **Tasmanian Government's leading digital agency** by making strategic improvements to our digital networks and how we use them.
- **ensuring our policy and regulatory programs align** and support these outcomes, including encouraging the uptake of new technology to reduce transport emissions.

Enhance resilience and rapid recovery from economic, environmental and social shocks and stresses across industry, businesses and our community

This will include:

- identifying how short-term disruptions and long-term systemic stresses impact our ability to provide support to Tasmanians, and **proactively building resilience within businesses, the community and State Growth.**
- **building climate change adaptation and mitigation** into our long-term planning so that business, industry and our community are **prepared for the impacts of climate change.**
- **developing thorough and robust emergency management procedures** to enhance our responsiveness and coordination in times of crisis.
- incorporating our learnings from responding to the COVID-19 pandemic and other emergencies into our **business support and community assistance strategies and protocols.**

Continue to build our organisational capacity by working collaboratively and developing our people, safety, culture and systems, including our use of technology

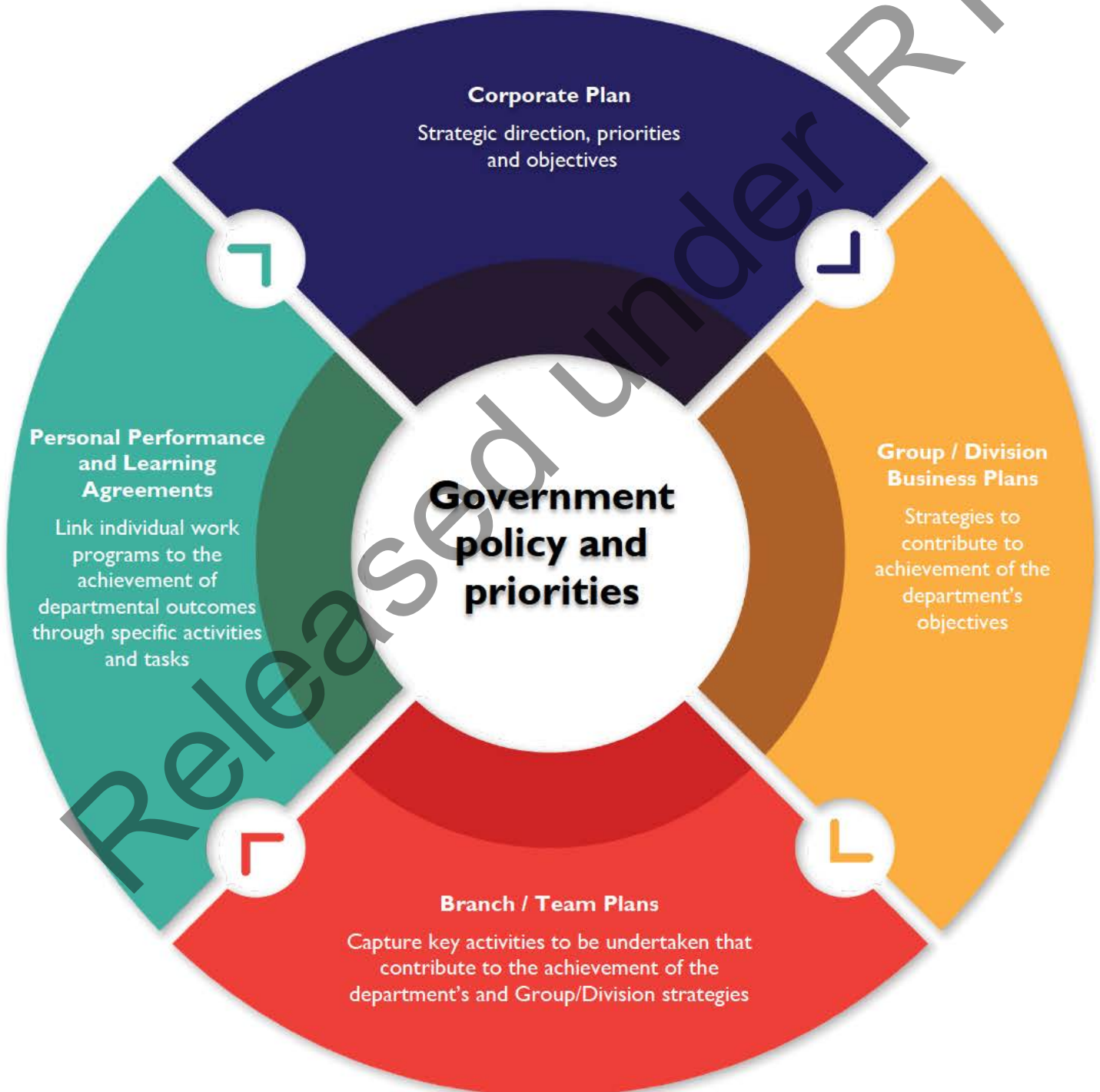
This will include:

- ensuring that the **health, safety and wellbeing of our people** is paramount in all that we do.
- making **collaboration and communication** central to how we work within the department and across government at all levels, breaking down silos to **deliver integrated outcomes.**
- investing in and supporting the **active engagement and development of our people** and building our leadership capability and agility at all levels.
- building an **inclusive workplace** that promotes and supports a **diverse workforce.**
- **strengthening our governance and accountability frameworks**, promoting leadership in good decision making and a culture of risk management.
- through **responsible and careful financial management**, supporting the delivery of priorities and programs.
- **delivering business improvement initiatives that embrace the latest technology**, enhance digital literacy and support flexible and efficient work solutions.
- **upholding a client-centric culture** by being dependable and collaborative, communicating clearly, building trust and working with pace and probity.
- **living by our shared values** to build on our strengths as a department to improve the way we work together and **drive success across all other objectives.**

Our Corporate Plan in action

Our Corporate Plan is part of our planning and strategic framework. Our purpose, objectives and approach inform our planning at a whole-of-agency level, guide our Group and Division Business Plans and inform branch, team and individual work programs.

To support this planning framework, the Executive Committee will review our Corporate Plan on an annual basis and update it as necessary. This review will be informed by our ongoing work and engagement with our people, Ministers and stakeholders and will also consider our effectiveness in delivering on our roles, responsibilities and priorities. Managers should consider the objectives of this Plan in work program discussions with their teams.





Released under RTI

Department of State Growth

Incoming Government Package

The Hon Nick Duigan MLC

ENERGY AND RENEWABLES

Department of State Growth

August 2025

Released under RTI

Contents

The following package has been prepared as an Incoming Government Brief for your information.

In addition to this initial package the department, through the Secretary, will provide regular briefings, ongoing information, and advice to support decision making and the implementation of your Ministerial responsibilities.

This package includes:

Agency Overview

Information on the department and its roles and responsibilities.

Portfolio Overview

For each of your portfolios, an overview is provided, which includes key context and organisational support, information on relevant Boards and Committees, legislative responsibilities, and a list of Question Time Briefs (QTBs) that will be regularly updated and provided to your office.

Key Issues

An initial overview of critical issues for the portfolio.

Agency Overview

The department's role is to support diverse and sustainable economic growth and facilitate the creation of job opportunities for the benefit of our community.

The Secretary, Craig Limkin, is supported by the following senior executives: Angela Conway, Vanessa Pinto, Jenna Cairney, Cynthia Heydon Brett Stewart and Denise McIntyre.

State Growth's Corporate Plan 2023-26 (the Corporate Plan)

The Corporate Plan identifies five key objectives. These are to:

- work with Tasmanian businesses, industries and communities to support sustainable growth and strategic workforce opportunities
- contribute to Tasmania's brand as the best place in the country to live, work, visit, study, invest and raise a family
- strategically develop our infrastructure, digital networks, transport and renewable

energy systems to support industry, businesses and our community

- enhance resilience and rapid recovery from economic, environmental and social shocks and stresses across industry, businesses and our community
- continue to build our organisational capacity by working collaboratively and developing our people, safety, culture and systems, including our use of technology.

A key focus of the Corporate Plan is to drive a collaborative, coordinated and client-centric approach across the agency's broad range of services, programs, and portfolio areas, supported by an agile and flexible workforce.

The department had commenced work on a new Corporate Plan however this was paused early in 2025.

The department is a values-based organisation and seeks to undertake its roles and responsibilities with the **courage** to make a difference through **teamwork, respect, excellence, and integrity**.

Organisational Structure

The department has five business areas:

- **Economic Development** (Acting Deputy Secretary – Jenna Cairney) – Provides advice and assistance to businesses to aid economic growth and partners with communities to remove barriers to employment, training, and workforce participation.
- **Strategy, Housing, Infrastructure and Planning** (Acting Deputy Secretary – Denise McIntyre) – Provides an integrated and strategic approach to planning, infrastructure and projects throughout the regions. Brings together the economic levers that will shape our state's future.
- **Creative Industries, Sport and Visitor Economy** (Deputy Secretary – Brett Stewart) – The principal advisory, development and funding body in Tasmania for the cultural and creative industries, sport and the visitor economy by supporting sector development, delivery of services, stimulation of demand and provision of funding.
- **Transport** (Deputy Secretary – Cynthia Heydon) – Delivers a strategic, coordinated and state-wide approach to the policy, planning and delivery of the state's transport system and transport infrastructure.
- **Renewables, Climate and Future Industries Tasmania (ReCFIT) and Resources** (Acting Chief Executive Officer – Vanessa Pinto) – Provides strategic advice on energy, climate change, mining and forest policy through key strategies, plans and projects, and supports new and emerging industries, with an emphasis on growing Tasmania's renewable energy and resource industries.
- **Business Services** (Deputy Secretary – Angela Conway) – Leads the development of organisational culture, business improvement and emergency management in the department through delivery of quality financial, communication, human, information, spatial, asset management and portfolio services.

A number of Deputy Secretary positions were in active recruitment and have been paused due to the 2025 election. It is the intention of the Secretary is to finalise recruitment as quickly as possible to ensure stability for the organisation.

The department also supports and works closely with the following area.

- **The Office of the Coordinator-General** (Coordinator-General – John Perry) – The principal entity in Tasmania to attract and support investment in the state, facilitate major projects and reduce red tape.

Working with Ministerial Offices

The department has a protocol in place for engagement with ministerial and political offices. In general, all contact between Ministerial Offices and the department is facilitated via the Office of the Secretary (OTS), relevant Deputy Secretaries or the Communications team.

There will be some instances where a Ministerial Office will work with a Deputy Secretary to agree an officer contact for quick clarification or factual information that can be given over the phone or via email.

This ensures that the department provides accurate advice, in a consistent format, and that any issues which cross portfolios or other business areas are taken into account.

Workforce Profile

As at 30 June 2025, the department had an employee headcount of 1,118 employees (964.59 paid Full Time Equivalents (FTE)). A summary of this information by business area is provided in the below table.

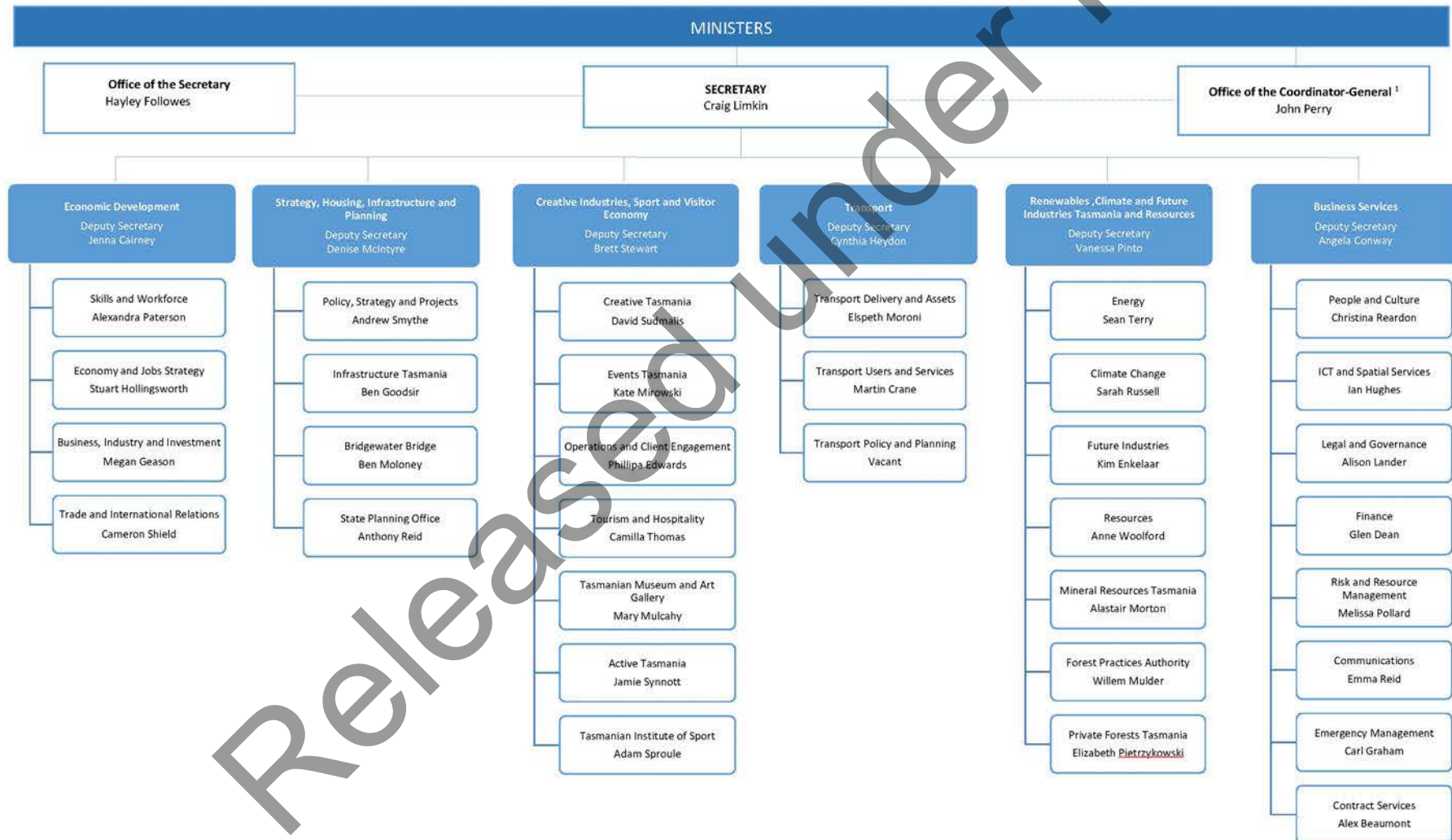
As at 30 June 2025, the workforce demographic for the department remains relatively constant, with an average age of 46.90 years and an average length of employment in the Tasmanian State Service of 7.93 years.

The department's gender profile is 56.03 per cent female, 43.62 per cent male and 0.27 per cent not specified. The gender profile for the department's senior roles - Senior Executives, Equivalent Specialists and General Stream Band 9's is 44 per cent female and 56 per cent male.

	Headcount	Paid FTE
Business Services Numbers include 45 staff who have relinquished roles and are held against Business Services so could return to Agency.	158	140.05
Office of the Coordinator General	16	14.60
Creative Industries, Sport and Visitor Economy	3	1.9
• Active Tasmania	19	18.71
• Arts Tasmania	10	8.20
• Events Tasmania	8	7.80
• Operations & Client Engagement	5	3.80
• Screen Tasmania	6	5.02
• Tasmanian Institute of Sport	25	22.14
• Tasmanian Museum and Art Gallery (TMAG)	85	73.67
	4	3

• Tourism and Hospitality		
Economic Development	4	3.9
• Business, Industry and Investment	50	46.25
• Jobs Tasmania	12	11.4
• Skills and Workforce	74	67.2
• Trade	21	17.94
Office of the Secretary	5	3.8
• Secretariat	9	9.29
ReCFIT and Resources	6	5
• Climate Change	15	12.27
• Energy	40	38.74
• Mineral Resources Tasmania	46	44.49
• Mining Policy	1	0.8
• Forest Policy	8	7.7
• Forest Practices Authority	18	16.12
• Private Forests Tasmania	10	8.31
Strategy, Housing, Infrastructure and Planning	2	2
• Infrastructure Tasmania	29	26.23
• New Bridgewater Bridge	7	6.89
• Policy, Strategy and Projects	25	23.47
• State Planning Office	13	9.78
Transport	5	4
• Road User Services	220	146.55
• State Roads	156	147.53
• Transport Systems and Policy	7	6.04
TOTALS	1122	964.59

Department of State Growth Organisational Structure as at 30 June 2025



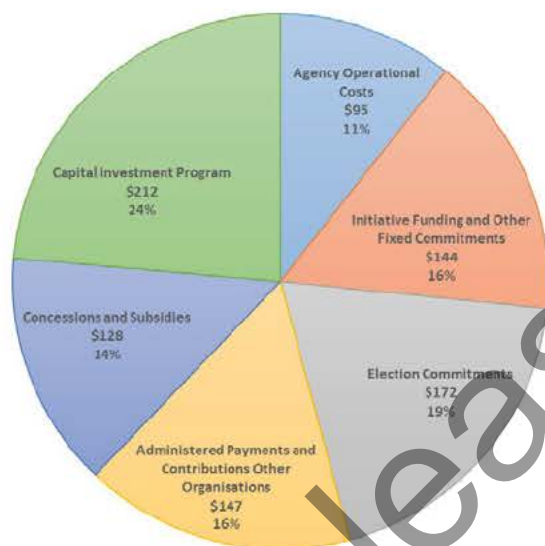
¹ The Coordinator-General reports directly to the relevant Minister

DEPARTMENT OVERVIEW

Budget Information

The department's total Appropriation (Final) in 2024-25 was \$897.9 million, as shown in the table below.

DEPARTMENT OF STATE GROWTH
2024-25 BUDGET SPLIT (\$ M)



2024-25 Budget

Forward Estimate Appropriation allocations included in the 2024-25 Budget Papers for the department are as follows:

2025-26 - \$849.3 million

2026-27 - \$714.7 million

2027-28 - \$634.1 million

These figures include the Capital Investment Program.

2025-26 Budget

A total of \$663.2 million has been allocated to the department through the *Supply Act (No. 1) 2025* which allows for the interim provision of appropriation from the Public Account to enable the provision of Government Services until the 2025-26 Budget Appropriation Acts are in place. The amount of appropriation provided reflects funding to continue the normal services of Government for a period of up to six months from 1 July 2025 to 31 December 2025.

In addition to the amount allocated through the *Supply Act (No. 1) 2025*, the department has approved Budget Rollovers of \$48.1 million (as per Section 23 of *Financial Management Act 2016*).

The Energy and Renewables portfolio is supported by Renewables, Climate and Future Industries Tasmania (ReCFIT), led by Acting CEO Vanessa Pinto.

ReCFIT provides advice on matters relating to energy policy and new and emerging industries with an emphasis on growing Tasmania's renewable energy generation capacity.

Key Functions

- Engaging with Tasmanian businesses and customers to ensure that policy and regulatory settings continue to offer affordable, reliable and clean energy.

DEPARTMENT OVERVIEW

- Facilitating key strategic renewable energy projects, including Project Marinus, the Hydro Tasmania major developments, Tasmanian Green Hydrogen Hub and enabling infrastructure, future clean fuels projects, and supporting proponents for onshore and offshore renewable energy development.
- Encouraging new and emerging industries that can leverage off Tasmania's renewable energy advantage, while supporting existing industries transition to lower emissions energy.
- Supporting Shareholder Minister responsibilities for the government-owned electricity businesses, including Marinus Link Pty Ltd.
- Advancing Tasmania's interests in National Electricity Market policy reforms and developments.
- Monitoring Tasmania's energy security and continuing to improve industry and government preparedness to deal with any high impact, low probability energy supply emergencies, including cyber security events.
- Ensuring that Tasmania's regulatory arrangements are contemporary and meet the new and emerging needs of customers and the energy supply industry.
- Managing programs and projects related to decarbonising Tasmania's gas sector and promoting the development of alternatives such as hydrogen and bio-energy.
- Protecting the state's interests through the Basslink regulatory conversion process.
- Developing the Tasmanian Green Hydrogen Hub according to the Australian Government Grant Agreement and selecting a hydrogen proponent to commission a project by March 2028. The identified

provisional proponent is Bell Bay Powerfuels.

- Developing and implementing energy efficiency initiatives.
- Advocating for Tasmanians across a broad range of Commonwealth initiatives and programs.
- Delivering the Tasmanian Renewable Energy Action Plan, the Tasmanian Renewable Hydrogen Action Plan, and facilitating new industry development and expanded workforce opportunities to ensure energy is well placed to contribute to, and enable, economic growth in Tasmania.
- Providing the Renewable Energy Approval Pathway (REAP) service which seeks to improve the experience of renewables proponents as they navigate through project approvals in the state by providing dedicated case managers.

The Department of Treasury and Finance has policy responsibility for energy pricing and concession matters and other matters that fall within the portfolio responsibilities of the Treasurer.

ReCFIT and Resources is a division of the department and has approximately 40 FTE in the Energy and Renewables office.

National Energy Market – bodies, structure and roles

The Australian Energy Market Agreement (AEMA) is a First Ministers' agreement that sets out the legislative and regulatory framework for Australia's energy markets. AEMA provides for national legislation that is implemented in each participating state and territory.

The key inter-jurisdictional body is the Energy and Climate Ministers' Council (ECMC). ECMC is a forum for the Australian Government, Australian states and territories, and New Zealand, to work together on priority issues of national significance and key reforms in the energy and climate change sectors. ECMC is

DEPARTMENT OVERVIEW

chaired by the Australian Government Minister for Climate Change and Energy, the Hon Chris Bowen MP.

There are three key market bodies:

- the Australian Energy Market Operator (AEMO) – oversees long-term planning and investment in energy generation, storage and transmission; and operates the dispatch of energy within the market

- the Australian Energy Regulator (AER) – regulates electricity and gas markets in Australia; ensures the reliable, secure and affordable supply of energy for consumers; and monitors registration and compliance of participants

- the Australian Energy Market Commission (AEMC) – independently administers the Rules under which the energy market operates, including amending and making of new Rules; provides advice to governments on energy market matters and monitors performance of the market

The National Electricity Market (NEM) does not operate under Australian Government legislation – it operates under South Australian legislation that is applied in other participating jurisdictions. Participating jurisdictions in the NEM are Queensland, New South Wales, Victoria, the Australian Capital Territory, South Australia, and Tasmania. There are three key pieces of legislation:

- National Electricity Law
- National Gas Law
- National Energy Retail Law.

Tasmania has applied all three of the energy Laws.

Each of these Laws has a set of Rules, which are subordinate instruments. A key feature is that once the initial Rules were made, the responsibility for ongoing management of the Rules passes to the AEMC.

National Electricity Market – Market Operations

The AEMO manages the dispatch of generators in the NEM, pooling generation from producers and making required quantities of electricity available to consumers.

DEPARTMENT OVERVIEW

The NEM has five trading regions covering New South Wales and the Australian Capital Territory, Victoria, Queensland, South Australia and Tasmania.

In the NEM, all electricity delivered to the market is traded 24-hours a day, seven days a week.

State-owned Electricity Businesses

Hydro Tasmania is a Government Business Enterprise (GBE) established under its Portfolio Act – the *Hydro Electric Corporation Act 1995* - and also operates within the framework of the *Government Business Enterprises Act 1995* (GBE Act).

Aurora is a State-Owned Corporation (SoC) established under its Portfolio Act the *Electricity Companies Act 1997* and is incorporated under the *Corporations Act 2001*. It provides electricity and natural gas retail services for more than 270,000 Tasmanian customers.

TasNetworks is a SoC established under the *Electricity Companies Act 1997* (its Portfolio Act) and is incorporated under the *Corporations Act 2001*. TasNetworks owns and maintains the electricity transmission and distribution network delivering electricity to customers in Tasmania. TasNetworks also has a telecommunications network services business.

The Minister for Energy and Renewables (as the portfolio minister) and the Treasurer are the Shareholder Ministers for all three electricity businesses.

Marinus Link Pty Ltd (MLPL) is a company established under the *Corporations Act 2001* and is jointly owned by the Tasmanian Government (17.7 per cent), the Victorian Government (33.3 per cent), and the Australian Government (49 per cent). MLPL is not a GBE or SoC. The Minister for Energy and Renewables is the Tasmanian Shareholder Minister for MLPL.

Questions Time Briefs

The current index of Question Time Briefs for 2025 is provided below.

These briefs are currently being updated by the Department and will be forwarded to your office before Parliament commences:

Energy and Renewables

- Access to Land and Easement Acquisition for Energy Projects (incl. Compulsory Acquisition)
-

DEPARTMENT OVERVIEW

- Basslink Regulation
- Battery of the Nation
- Bioenergy (incl. Bioenergy Vision)
- Capacity Investment Scheme (incl. Renewable Energy Transformation Agreement)
- Customer Support – Prices and Concessions
- Energy Contracting and Supporting Existing Tasmanian Businesses
- Energy Saver Loans Schemes
- Energy Security
- Gas (incl. Gas Strategy)
- Guarantee of Origin
- Hydrogen Domestic Market Activation (including Bus Trial)
- Marinus Link
- North West Transmission Development
- Renewable Energy Approvals Pathway (REAP)
- Renewable Energy Services Hub
- Renewable Energy Zones (onshore and offshore)
- Tasmanian Green Hydrogen Hub
- Tasmanian Renewable Energy Action Plan
- Tasmania's Renewable Energy Project Pipeline
- Tasmanian Renewables Energy Target (incl. mechanisms to achieve)
- TasNetworks' Revenue Reset 2024-29
- Transmission Required to Support New Generation

Key Stakeholders

Energy and Renewables

Energy Ministers

- Energy and Climate Ministers' Council
- The Hon Chris Bowen
- The Hon Penny Sharpe MLC, NSW
- The Hon Lily D'Ambrosio MP, Victoria

- The Hon David Janetzki MP, Queensland
- The Hon Amber-Jade Sanderson MLA, WA
- The Hon Tom Koutsantonis MP, SA
- The Hon Shane Rattenbury MLA, ACT
- The Hon Gerard Maley, Northern Territory

National Bodies

- Australian Energy Market Commission
- Australian Energy Market Operator
- Australian Energy Regulator
- Energy Consumers Australia
- Department of Climate Change, the Environment, Energy and Water
- Australian Energy Infrastructure Commissioner
- Clean Energy Finance Corporation
- Australian Renewable Energy Agency (ARENA)

Renewable Energy Developers

- ACEN
- Ark Energy
- TasRex
- Bass Strait Offshore Wind Energy/ Nexsphere
- Neoen
- Aquila Capital
- Equinor
- Equis
- West Coast Renewable Energy
- Pallisade
- Goldwind

Hydrogen Developers

- Bell Bay Power Fuels (Zen Energy)
- Blue Economy CRC
- Countrywide Hydrogen
- HIF Global

DEPARTMENT OVERVIEW

- TasRex
- West Coast Renewable Energy

Major Industrial Customers

- Bell Bay Aluminium
- Liberty Bell Bay
- Norske Skog
- Nystar
- Grange Resources

State-Owned Energy Businesses

- Aurora Energy
- Hydro Tasmania
- TasNetworks
- Marinus Link Pty Ltd (17.7 per cent equity share)

Peak bodies

- Tasmanian Minerals and Energy Council
- TCCI
- Clean Energy Tasmania (a sub-group of the TCCI)
- TFGA
- TasCOSS
- NILS Tasmania
- Tasmania Small Business Council
- Bell Bay Advanced Manufacturing Zone Pty Ltd

Tasmanian Gas Industry

- Tasmanian Gas Pipeline (Transmission pipeline including across Bass Strait)
- TasGas Networks (gas distribution network)

Gas retailers

- Aurora Energy

- Solstice Energy (formerly Tas Gas Retail)

Electricity Retailers

- Shell Energy (business customers only)
- Aurora Energy
- 1st Energy
- Solstice Energy
- CovaU Energy
- Energy Locals
- Localvolts
- Nectr Energy

Advocacy Groups

- Birdlife Tas
- Save Our Loongana Valley Environment
- No Turbine Action Group
- Respect Stanley Peninsula
- Bob Brown Foundation
- World Wildlife Foundation

Other

- Aboriginal organisations
- EPA
- WorkSafe
- Office of Gas Safety
- Navigators (Ferries)
- TasFire/SES/Tas Police
- TasIrrigation
- TasPorts
- TasWater
- Metro Tasmania
- Ministers with portfolios with influence on Energy and Renewables agenda and key agencies – DPAC, DTF, NRET, DOJ etc.

DEPARTMENT OVERVIEW

- Hyundai, Toyota, Mitsubishi Australia

- Tasmania Transport Authority

Released under RTI

PORTFOLIO OVERVIEW

Legislation Administered by the department

The following list identifies relevant legislation under the portfolios for which the department has responsibility.

Minister for Energy and Renewables

- *Electricity – National Scheme (Tasmania) Act 1999*
- *Electricity Reform Act 2012*
- *Electricity Supply Industry Act 1995*
except Part 2 and Divisions 3, 4, 4A, 5, 5A, 6 and 10 of Part 3, and in so far as it relates to contestable customers, price regulation and contracts and the making of regulations under section 122 in so far as those regulations relate to that part, those Divisions and those matters (see *Department of Treasury and Finance under the Treasurer*); and except Part 8 and regulations that relate to Part 8 (See *Department of Justice under the Minister for Housing, Planning and Consumer Affairs*)
- *Electricity Supply Industry Restructuring (Savings and Transitional Provisions) Act 1995*
- *Electricity Wayleaves and Easements Act 2000*
- *Energy Co-ordination and Planning Act 1995*
- *Gas Industry Act 2019*
- *Hydro-Electric Corporation Act 1995*
- *National Energy Retail Law (Tasmania) Act 2012*
- *National Gas (Tasmania) Act 2008*
- *Petroleum Products Emergency Act 1994*

Portfolio Boards and Committees

Minister for Energy and Renewables

The following provides a brief description and current membership of the boards in this portfolio.

Aurora Energy Pty Ltd a state-owned company
Provides electricity and gas retail services to more than 279,000 customers throughout mainland Tasmania. As part of its retail offering, Aurora Energy offers a range of electricity and gas products tailored to the needs of customers through tariffs, market contracts and payment options. Aurora Energy is also responsible for the provision of metering services to its customers.

Name	Position	Appointment Expires	Terms (years) at expiry
Trevor Danos	Chair / Director	2027 AGM	1 (3)
Keryn Nylander	Deputy Chair / Director	2027 AGM	4 (9)
Rhys Edwards	Director	2025 AGM	1 (3)
Janine Healey	Director	2025 AGM	1 (3)
Kellie Benda	Director	2026 AGM	1 (3)

Hydro-Electric Corporation, a government business enterprise
Hydro Tasmania generates electricity in Tasmania through hydropower, wind and gas. It trades in the wholesale electricity and gas markets and in environmental energy products, selling retail electricity and gas in mainland states through its subsidiary, Momentum Energy. Hydro Tasmania's consulting arm, Entura, offers power engineering, renewable energy, water and environment solutions.

Name	Position	Appointment Expires	Terms (years) at expiry
Richard Bolt	Chair	30/06/2026	1 (3)
Elli Baker	Director	22/02/2028	1 (3)
Will McIndoe	Director	22/02/2028	1 (3)
Helen Galloway	Director	25/08/2027	2 (6)
Vacant ¹	Director		
Vacant ²	Director		

¹ David Middleton resigned effective 8 May 2025. His term was due to expire on 25 September 2025. Hydro will undertake a Director Selection Advisory Panel process.

² The Shareholding Ministers approved Hydro's request to increase the number of board members to six on 20 December 2024. Appointment of chosen candidate paused due to the

PORTFOLIO OVERVIEW

government entering caretaker mode.

Tasmanian Networks Pty Ltd, a state -owned company
To undertake the transmission and distribution of electricity and related activities, including connecting customers to the network. The business transmits electricity from generation sources in Tasmania to homes and businesses through its network of transmission towers, substations and distribution powerlines, and it facilitates the transfer of electricity between Victoria and Tasmania via Basslink, the sub-sea interconnector. The business also provides telecommunications and technology services. TasNetworks is also the Tasmanian jurisdictional planner in the National Electricity Market.

Name	Position	Appointment Expires	Terms (years) at expiry
Roger Gill	Chair	2027 AGM	4 (10)
Naomi Walsh	Director	2025 AGM	1 (1)

Kevin Kehl	Director	2025 AGM	2 (4)
Katherine Schaefer	Director	2026 AGM	2 (4.5)
Nicholas Fleming	Director	2027 AGM	2 (3.5)
Cheryl Hopkins	Director	2027 AGM	2 (4.5)

Statutory Offices supported by the department

The following list identifies relevant Statutory Offices under the portfolios for which the department has responsibility.

Minister for Energy and Renewables

Director of Energy Planning (*Energy Co-ordination and Planning Act 1995*, s4)

PORTFOLIO OVERVIEW

Key Issue	Page		
Future of the Tarraleah Redevelopment	14	Future of Energy Saver Loan Scheme	20
Burnie to Hampshire Hills transmission line	16	Tasmanian Green Hydrogen Hub	21
Project Marinus status update	17	Future Clean Fuels Strategy – consultation summary	22
		Renewable Energy Services Hub – Program approval	23

Released under RTI

KEY ISSUES BRIEFS

Key Points

- Hydro Tasmania is poised to progress the Tarraleah Redevelopment Project (the Redevelopment Project) to a market-testing and Parliamentary approvals phase. It had intended to have commenced those steps presently.
- This step was halted by shareholding Ministers in June 2025, to:
 - enable the government to first make a Final Investment Decision on the future of Project Marinus in July 2025; and
 - to consider the whole-of-government implications of the redevelopment of Tarraleah based on the Redevelopment Project's business case and the Project Marinus whole-of-state business case (WoSBC, April 2025).
- As a result, the Hydro Tasmania Board has decided to defer certain Project activities (and continue some) to provide a period of time for the incoming government to make a threshold decision about the Project – to determine if it proceeds past the business case stage to the Redevelopment Project's Financial Investment Decision (FID)
- Critically, Hydro Tasmania estimates that it would spend around \$27 [REDACTED] in further development costs to get to the FID stage. If the Tasmanian Government is unwilling or unable to support the Project, it makes no sense to spend that sum and build further momentum for a project that is unable to be supported.
- The analysis to support the threshold decision is underway, and the decision will be required to be made in September 2025.
- This 'delay' is estimated by Hydro Tasmania to have increased pre-FID costs by \$27 [REDACTED] and expected to add \$27 [REDACTED] in overall construction costs due to inflation and escalation.

Background

The Tarraleah scheme is nearing the end of its engineering life. It supplies around seven per cent of the state's energy needs. Decisions on its future are required.

The Redevelopment Project would use the existing headwaters of Lake King William and enable the existing scheme to be decommissioned. The new scheme would be operationally more flexible and generate more energy from the same water, delivering in-turn materially higher revenues.

The Redevelopment Project is currently costed at \$27 [REDACTED] (P90 estimate). The ability of Hydro Tasmania, and the state from a whole-of-government perspective, to carry that level of additional debt is a key consideration.

The Project Marinus WoSBC contrasts the incremental modelled returns to Government from the Redevelopment Project, relative to the uplift in value of Hydro Tasmania's existing assets and the associated levels of additional debt and risk.

Hydro Tasmania's Redevelopment Project business case does not demonstrate the project is a stand-out investment. While it is modelled to generate superior financial outcomes relative to other options for the existing scheme (such as a stage-refurbishment or decommissioning), the modelled marginal net present value for the project is largely underpinned by the benefits of concessional finance¹ agreed with the Australian Government as part of the Project Marinus transaction.

¹ Concessional Finance – The Australian Government committed to provide in 2022 \$650m in deeply concessional finance \$27 [REDACTED] converting to the prevailing bond rate; and during the Project Marinus June, July 2025 re-negotiations has committed to considering an additional \$27 [REDACTED].

KEY ISSUES BRIEFS

The sequencing of costs and benefits is also an important consideration, particularly in light of the status of the State Budget. It has early cash flow challenges - at the time that the returns from Hydro Tasmania are highly important to the budget.

There are also questions about the consequences of this technically and financially risky project for the delivery of estimated returns to Hydro Tasmania from its existing generation assets from Project Marinus. The latter must be Hydro Tasmania's overriding focus. It would be counter-productive to risk those base returns, in the pursuit of marginally higher additional returns that are modelled to be delivered from the Tarraleah Redevelopment.

As part of the negotiations to finalise the Project Marinus arrangements, the Commonwealth committed to good faith discussions to increase the amount of concessional finance to up to \$1.3 billion.

Released under RTI

Key Points

- In March 2024, TasNetworks released a prospectus seeking connection expressions of interest (EOI) for the Burnie to Hampshire Hills line. Under this proposal, TasNetworks will build the Burnie to Hampshire Hills lines on an unregulated basis as a Designated Network Asset (DNA).
- This means it will be owned, operated, and maintained by TasNetworks and funded by proponent/s through annual access charges.
- The EOI process closed on 19 April 2024. s27 proponents responded to the EOI process, namely s27 (the "Foundation Parties").
- The Foundation Parties have been discussing progressing the DNA with TasNetworks since June 2024.
- TasNetworks has sought funding from the government to progress the next stage of the preliminary works of the Burnie to Hampshire Hills DNA. It estimated that this work will cost around s27.
- The preliminary works would take the DNA project to a Final Investment Decision in 2026.
- The decision for government will be the degree to which the Foundation Parties, the government or TasNetworks funds those early work costs.
- It is noted that the decision to proceed with Project Marinus will have a material impact on the commercial flexibility TasNetworks has to respond to other priorities of government - because of the financial consequences of delivering the North West Transmission Developments (NWTd).

Background

A new double circuit 220kv transmission line from Burnie to Hampshire Hills is required as a point of connection for new generation and load projects in the north west of Tasmania. This connection is required for ACEN, Ark Energy and HIF's projects in the region.

Construction of this line could allow for up to 1,000MW of new renewable generation in the north west of Tasmania (based on independent external advice). The cost to build the line is estimated to be around \$200 million.

Project Marinus Stage 1 (Marinus Link Stage 1 and NWTd Stage 1) are required to realise the benefits of building the Burnie to Hampshire Hills. These projects increase TasNetworks hosting capacity in the north west, provide a market for new renewable generation projects, and help increase the firming capacity that can be offered to support new load and renewable generation in Tasmania.

The Burnie to Hampshire Hills line was originally included as part of the NWTd to support Marinus Link. However, after a decision was made in September 2023 to focus on the first Marinus cable the NWTd was rescope into Stage 1 and Stage 2.

Planned transmission lines, including Staverton – Hampshire Hills, Burnie – Hampshire Hills and Staverton – Sheffield (the inland route), are not included in the initial construction sequencing of the NWTd Stage 1.

Key Points

- Mariner Link is a proposed two-stage (each 750 megawatts) electricity interconnector between North West Tasmania and the Latrobe Valley in Victoria. The North West Transmission Developments (NWTG) includes 240 kilometres of new and upgraded overhead electricity transmission lines that will link Cressy, Burnie, Sheffield, Staverton, Hampshire, and East Cam.
- The NWTG and Mariner Link projects are inter-dependent and are collectively referred to as Project Mariner.
- On 1 August 2025 the Tasmanian Government took a positive Final Investment Decision (FID) for Stage 1 of Project Mariner. The Government considered that the benefits of Project Mariner outweighed the risks.
- The Government's FID was informed by detailed analysis and assurance against a set of FID Criteria, reflecting the significant complexity and scale of the investment and its importance to the State.
- The FID criteria addressed different aspects of the project and broader issues for the Government and the Tasmanian community. The FID Criteria included financial, economic, social, environmental, community, project, energy security, and market benefits, impacts and risk considerations.
- Underpinning the positive FID were key project benefits, including:
 - An unquestionable increase to the State's energy security
 - Significantly increased economic and employment stimulus
 - Significantly increased Government returns driven by increased Hydro Tasmania revenue opportunities, occurring at a time where the State Budget faces material structural challenges
 - The benefits to the Tasmanian community prove the opportunity to offset the increased electricity bill costs that will impact some

customer classes (particularly major industrial and small business customers).

- Key inputs included the TasNetworks and Mariner Link Board FID recommendations that were provided to Shareholders on 31 March 2025.
- The Department of Treasury and Finance's Whole of State Business Case was also a key input and key findings from that work were included in the advice to Government on the FID.
- The Government formed the Project Mariner Taskforce to provide advice to Government on the FID. The Government also appointed an Expert Advisory Panel to provide their views on the FID.

FID and the caretaker conventions

- The timing of FID was driven by contractual supplier commitments to issues Notices to Proceed for Mariner Link by the end of August 2025.
- The FID was taken in the caretaker period because not taking a decision would have profound impacts on the project and a future government.

Next steps

- Key transactional documents are now being executed to progress the Mariner Link project to Financial Close (FC) in late August 2025. This includes the required debt and equity agreements.
- Following FC, Mariner Link will issue Notices to Proceed (NTP) suppliers which formally commences the construction phase. The construction works for Mariner Link are planned to commence in Quarter two 2026.
- The NWTG project's FC is not scheduled until the end of Quarter one 2026 but the work continues to progress the project. Following its FC, the NWTG will also commence the construction phase.

- There are a range of policy commitments and key government decisions that will need to be made post-FID. For example, the state's wholesale electricity pricing framework requires review, the details of the concessions committed by the previous government to Major Industrials needs to be resolved, and new renewable energy projects (which underpin the Marinus benefits) may require further support to come online at the scale and timing required.
- The establishment of additional Governance and Oversight mechanisms and reporting for the NWTD and Marinus Link projects is required as the projects move into the next phase post FID. This will ensure compliance with obligations contained within tri-partite agreements with the Australian and Victorian governments and the financier – the Clean Energy Finance Corporation.
- The incoming Government will need to carefully consider its public communications on the project FID which has seen considerable community and political interest.

Background

- Marinus Link Pty Ltd (MLPL) is the proponent of the Marinus Link project, and MLPL is jointly owned by the Tasmanian (17.7 per cent), Victorian (33.3 per cent), and Australian governments (49 per cent).
- Tasmania has negotiated a cap to its equity at its currently invested \$103.5 million. This will see Tasmania's shareholding in MLPL dilute (or reduce) over time as further equity is contributed to the company by the other owners.
- The first stage of Marinus Link is planned to be operational in the early 2030's and the second stage of the project is a potential future project.
- Tasmanian Networks Pty Ltd (TasNetworks) is the proponent of the NWTD. TasNetworks is a State-Owned Company and is 100 per cent owned by the Tasmanian Government.
- The NWTD is also being delivered in two stages (see below diagram), with the recent investment decision committing only to the delivery of Stage 1. The second stage of the project is a potential future project.
- Marinus Link and the NWTD are collectively referred to as 'Project Marinus' and the projects are interdependent.
- Project Marinus is modelled to deliver significant benefits to mainland NEM regions by allowing for lower cost renewable energy projects in Tasmania to displace more expensive and emissions intensive generation.
- The project is identified in the 2024 Integrated System Plan (ISP) as an 'actionable ISP project', meaning it is a crucial investment for the future National Electricity Market (NEM) as coal-fired power stations retire in the coming decade.
- The project will enable efficient trading of our dispatchable hydro power assets to assist the NEM when variable renewable sources such as wind and solar are not generating. This leads to significantly increased revenue opportunities for Hydro Tasmania and returns to Government.
- To support the Government's assessment of Project Marinus, Treasury and Finance undertook a Whole of State Business Case over 15-18 months, completing that work in April 2025, briefing Government in May 2025.
- The Australian Government has committed to provide significant concessional finance arrangements to support Project Marinus. This includes high debt gearing and low debt rates locked in for 40-years and provided by the Clean Energy Finance Corporation. Shareholders have also agreed to cap their equity return to concessional levels.
- The benefits of these arrangements are enjoyed by customers who will experience significantly lower bills than would otherwise be the case without the concessional arrangements. For example, the Marinus Link concession is projected to be worth over >\$600 million from the 2030-2035.

- The Project Marinus feasibility phase formally commenced in 2017 and is currently at the end of the Design and Approvals phase.
- The construction works for Project Marinus is planned to occur from Quarter two 2026.
-

The NWTD is planned to be operational in the late 2020s, and the Marinus Link project is planned to commence commercial operations in late 2030.

Figure 1 – Stage 1 Project Marinus scope

Released under RTI



Key Points

- No decision or action by the government is required.
- The imminent closure of ESLS (as planned with the exhaustion of budget funding) is likely to bring forward concerns from industry about withdrawal of support by the government and potential downturns in business activity.
- Funding for the ESLS will be fully committed by no later than mid-September 2025, based on latest projections of loan approvals activity.
- Vendors have received consistent communications that the scheme would conclude by October 2025 – in accordance with the three year term originally announced when the scheme was launched in 2022.
- It will be necessary to shortly communicate the impending closure of the scheme to participating authorised vendors, and the general public.
- Vendors will then have up to two weeks to accept final applications for approval and processing.
- Vendors will be required to complete supply and installation of products within four months.
- Extending the time between announcement and closure would likely lead to a 'run' on activity which would actually increase pressure on the scheme and in turn shorten the timeframe for its closure.
- No further budget funding has been committed to continue the scheme.
- Government messaging should highlight the achievements of the scheme and reinforce the messaging that the scheme was always intended to be time-limited as an intervention strategy to drive uptake of energy efficiency technologies.

Background

The ESLS was launched in late October 2022 as a three-year program that would support a \$50 million loan pool.

The scheme has been very successful with the take-up of loans to fund energy efficiency measures, especially solar panels. The degree to which it has brought forward activity that would not have otherwise occurred is less obvious.

Because of large underspends in the Business Energy Efficiency Scheme, the budget for ESLS has been expanded, to meet emerging demand, and a loan pool of around \$65 million has been able to be supported. Without the transfer of that funding, the scheme would have been closed well ahead of the three-year window.

It is currently planned to announce closure of the scheme to new applications at the end of August 2025, or early September 2025. Final timing will be contingent on the loan activity experienced in the scheme.

Around 80 per cent of ESLS loan applications submitted result in a settled loan. Brighte, the contracted scheme finance provider, and ReCFIT jointly monitor loan activity on a weekly basis.

As loan applications are approved, the volume of approved loans is used to monitor remaining headroom in the budget. This is the critical trigger for closing off the scheme to new applications.

Once timelines for scheme closure are announced, there is likely to be pull-forward of activity under the scheme (and a consequential drop off in activity following its closure). This unavoidable consequence will be of concern to industry, and lobbying can be expected to seek the scheme be re-funded.

There is no strong policy rationale for ESLS on its current terms being extended (because it is not a targeted scheme). Any replacement scheme would benefit from a redesign to improve the focus of assistance to those that most need it.

Key Points

Proponent

- Bell Bay Power Fuels (BBPF) was selected as the provisional proponent for the Tasmanian Green Hydrogen Hub in May 2025. BBPF plans a 300 Megawatt (MW) electrolyser that would produce hydrogen for conversion to green methanol (some 360,000t/yr). The overall electricity demand of the proposed plant is 360MW (all of which is planned to be supplied by new renewables from multiple projects that face their own development hurdles).
- As the BBPF project has benefited from a four-year development period (with material Tasmanian Government financial support), the project is, well-advanced as a potential Tasmanian hydrogen project.
- However, the task ahead for BBPF in progressing to an FID is considered to be highly challenging. The planned acquisition by ZEN has recently collapsed, and a new investment partner has emerged (but this is a new arrangement).

s27

Australian Government

- A key upcoming milestone for the TGHH is the submission of the Final Activity Implementation Plan (FAIP) to the Australian Government. The timing of the submission is under negotiation. The acceptance (or otherwise) of this plan by the Australian Government could have an impact on the \$70 million in funding. It is expected that the Minister will want to note the FAIP before it is submitted.
- Its preparation will require considerable input from BBPF, because of the focus of the Australian Government on the actual hydrogen project, notwithstanding that the funding deed between the Tasmanian and the

Australian Governments is for underpinning infrastructure.

- The FAIP will need to be submitted in mid-August to enable it to be considered by the Australian Government prior to the deadline of 22 September 2025.

Infrastructure priorities

- TGHH, Tasmanian Irrigation (TI) and TasWater are currently collaborating on a solution for supply of water for industrial use for the hydrogen industry in Bell Bay, based on the unbudgeted \$321 million Tamar Irrigation Scheme (TIS).
- A supply of 4GL water is essential for BBPF, and the only option is the TIS.
- There is currently no funding path for the required state funding contribution to the TIS. Failure to secure funding for the TIS in the 2025-26 Budget will be highly challenging for the TGHH on its current configuration and timelines. TGHH is working with TI and other government departments to support the development of a budget submission. Australian Government funding for the project (50 per cent) has not been secured, but there is a path through the National Water Grid.
- TGHH continues to work with and fund TasNetworks in relation to network upgrades required to support a new large load in Bell Bay, such as the BBPF project.
- Given BBPF has secured a site with its own port, it is not clear if TasPorts investment will be required to support the project.

Background

- Tasmanian Green Hydrogen Hub (TGHH) project has been awarded \$70 million in Australian Government funding from the Regional Hydrogen Hubs program and received a commitment of \$11.9 million by the Tasmanian Government. The Australian Government funding can only be drawn down at 22 per cent of eligible expenditure.
- TGHH will deliver multi-user infrastructure upgrades across port, water and electricity transmission, as well as providing funding for domestic market activation opportunities in Bell Bay.

Key Points

- Released in May 2025, the draft Tasmanian Future Clean Fuels Strategy (Strategy) outlines the state's plan to accelerate the development, adoption and export of clean fuels while identifying how Tasmania can reduce emissions, support businesses, strengthen fuel security and attract new investment.
- The draft Strategy was open for public consultation from 5 May until 4 July 2025 and the initial analyses of the survey has revealed:
 - 71 responses received (67 complete and four partial) from community members, industry stakeholders, government organisations, research and education institutions.
 - Approximately 84 per cent of respondents agreed with the proposed vision and objectives.
 - Clean fuels are seen as most suitable for sectors least amenable to electrification (e.g. heavy transport, including aviation and maritime industries).
 - Key barriers identified were high upfront costs, lack of access to clean fuel infrastructure/equipment and price parity with diesel.
 - Stakeholders called for clearer long-term policies and investment signals, in addition to financial incentives and cost transparency to support businesses and consumers to transition.
- The draft Strategy did not identify associated funding, it was designed to best position Tasmanian businesses to attract investment. However, the consultation feedback clearly highlights that dedicated funding is necessary to address barriers and progress opportunities for businesses and consumers.
- Next steps of the Strategy development will involve working with other areas of the department, Tasmanian Government Businesses and industry bodies to gather data and test the actions in the Strategy.

Next steps:

- Minute to the Minister to confirm continuation of Strategy development in addition to recommended funding opportunities and that a final Strategy be provided by end of December 2025.
- Agree that a post consultation report be provided and published on the ReCFIT website by the end of September 2025.

Background

Clean fuels will play an important role in global decarbonisation efforts as they can help to reduce emissions in areas where electrification is not practical, such as the heavy industry, transport, agriculture and maritime sectors.

CSIRO estimates that a Low Carbon Liquid Fuel industry could contribute between \$5 billion to \$12 billion annually to the Australian economy, while the Australian Government has identified this industry as a priority part of its Future Made in Australia agenda. It is important that Tasmania leverages this national momentum by establishing clear positioning for Tasmania's comparative advantage, while signalling to industry that the Tasmanian Government is supportive of future clean fuel related opportunities.

The draft Strategy positions Tasmania to lead in the development of sustainable and innovative clean fuel industries and outlines the Tasmanian Government's vision to drive economic growth and environmental stewardship by accelerating the decarbonisation of hard-to-abate sectors and leveraging Tasmania's unique competitive strengths such as our renewable energy resources.

The Strategy has been developed to support:

- the reduction of fossil fuel dependence across transport and industry
- the achievement of Tasmania's legislated target of net zero emissions (or lower) from 2030
- increased fuel security by reducing reliance on imported fossil fuels
- the competitiveness of local industries, enabling them to access low-carbon markets
- economic opportunities, including new regional jobs together with domestic and international investment.

Key Points

In the 2024-25 State Budget, \$5 million was committed over three years to establish a Renewable Energy Services Hub (RESH) to harness opportunities created by new national energy projects. ReCFIT has undertaken research and stakeholder consultation to develop the program recommendations (see background).

RESH Purpose: To enable Tasmanian businesses to successfully deliver renewable energy projects. This will be achieved by strengthening business capability and ensuring government and industry work together to determine how projects and business can be successful. The initial focus of the RESH Program will be on two core objectives:

1. developing an aligned renewable energy vision for Bell Bay and supporting relevant strategic projects.
2. strengthening Tasmanian business capabilities through targeted assistance programs and connecting businesses with projects.

ReCFIT has put together a program of activities to achieve these objectives. The first objective necessitates collaboration between government agencies and Tasmanian Government Businesses. Approval of the governance framework for the implementation of this is a key milestone to proceed.

ReCFIT has undertaken preliminary analysis of the potential opportunity for Tasmania and conservatively estimates a \$4 billion uplift for the economy, with potentially over 2,000 additional jobs through to 2040.

The consultation process revealed key concerns from both industry and project proponents that:

- there are competing and overlapping priorities between projects in the Bell Bay area that increases uncertainty and reduces investor confidence and
- Tasmanian businesses are not aware of future renewable energy opportunities and are not equipped to take advantage of them.

Stakeholders have been clear that strong leadership and coordination from Government is key to address these issues.

Next Steps:

- Cabinet to confirm RESH Program approach.

Background

Bell Bay is a key focus for renewable energy projects in Tasmania given the existing and planned projects in the area combined with the competitive advantage of the Bell Bay port logistically.

Since August 2024, ReCFIT has engaged with industry, peak bodies and government stakeholders to determine how to best allocate the funding, including:

- Prepared RESH Stage 1 project management documentation – ReCFIT has prepared a draft project plan and communications strategy to guide project activities during Stage 1 of the RESH project.
- RESH Discovery Webinar (18 September 2024, hosted by Acting CEO ReCFIT - 150 attendees across business, industry, government, peak bodies and research sector).
- Four RESH Investment Logic Mapping Workshops (facilitated by consultants GHD on 6, 7, 12 and 27 November 2024) attended by key industry, research and government stakeholders.
- Dedicated one-on-one meetings with key stakeholders to test options, assumptions, and implementation risks and issues.
- RESH Networking Event in Bell Bay on 12 December 2024 (approximately 50 attendees including Tasmanian and Federal Energy Ministers).
- RESH landing page on ReCFIT website to demonstrate progress and keep public informed.
- Published information documents on website including a Workshop Summary Report and Project Status Fact Sheets.

- RESH Peer Review and Benchmarking Report (February-March 2025)

Released under RTI

The following key supporting documents are attached to this package for your information:

- State Growth Corporate Plan 2023-26

Released under RTI

Corporate Plan 2023–26



We acknowledge the Tasmanian Aboriginal people as the original owners and continuing custodians of lutruwita (Tasmania). We pay our deepest respects to their Elders, past and present. We honour the care and connection to their land, sea, waterways and sky which was never ceded. We value the history, culture and strength of the Tasmanian Aboriginal community, and commit to listen deeply to their story and be respectful of Country in our collaborations with them.

Image credit:
Photo by Michael Gissing of Felicity Bott, as part of Deborah Wace's Arts and Screen Digital Production Fund Project.

From the Secretary



It is my pleasure to present the Department of State Growth's Corporate Plan 2023-26. I am excited to keep building on our achievements, shared capacity, values and sense of purpose.

As our organisation evolves, it is vital we work together and take advantage of the opportunity this department presents. The resilience and dedication shown by the State Growth team since the start of the COVID-19 pandemic has been amazing, and together we can carry this energy forward.

State Growth provides a broad range of services to the Tasmanian community: building and keeping us safe on our roads; working with and supporting growth in our businesses and industries; supporting our vibrant

arts, tourism, sporting and cultural communities; responsibly harnessing the natural advantages provided by our mineral resources; providing key services and infrastructure; supporting sustainable development; delivering future-focused energy policy; and facilitating the provision of targeted training and migration programs.

This spectrum of services and roles creates immense opportunity. Our response to the COVID-19 pandemic and subsequent support of our community and economy's recovery, shows we can take advantage of our collective expertise to collaborate and deliver a client-centric approach. The Corporate Plan for 2023-26 builds on this momentum and seeks to ensure we continue to perform at the high level expected of us by the government of the day and the Tasmanian community.

Our clients and their needs – be they Ministers, the community, or businesses – are the focus of our advice and we need to apply insightful and pragmatic policy analysis to reconcile differing interests. Our approach ensures we provide the information our diverse stakeholders need to make decisions and to invest in a manner that is implementable and compliant with relevant legislation.

Each of our outputs are valuable and contribute to the wellbeing of Tasmanians and the liveability of our cities and regions. Our work is aspirational and focused on delivering better outcomes for Tasmanians, harnessing the competitive advantages that set us apart from the rest of the world. We will ensure our organisation has the right culture, tools, support and technology in place to drive these results and take full advantage of new opportunities.

Being able to deliver our objectives starts with our people and ensuring we are an organisation that values and supports the individual to thrive. This means creating a workplace culture where people feel supported, valued, included and empowered to do their best work and be their best selves. Our Corporate Plan recognises the importance of working together and being united in the same goal. When we get this right, our people feel better, they perform better, and the organisation achieves great outcomes.

The Corporate Plan 2023-26 responds to key cultural, environmental and economic shifts since the last version. We have renewed our focus on sustainability and how our work supports liveability and vibrancy in our community and economy. We also turn our attention to how we can respond to and build resilience against the impacts of climate change and other emergencies and disruptions, both internally and externally across Tasmania.

I am proud of what we have achieved in the four years since the 2019-22 Corporate Plan, and how we have gone about it together. As we embark on this next chapter, I am confident we have the tools, environment and team to continue to take full advantage of the opportunity State Growth's broad range of services present.

Kim Evans
Secretary

Our role

To support diverse and sustainable economic growth and facilitate the creation of job opportunities for the benefit of our community.

Who we are

Our agency has the following core focus areas:

- **Business and Jobs** – drives industry capability and regional development for growth including small business support, workforce development, trade, science and technology, advanced manufacturing and defence, international education, business and skilled migration, and tourism and hospitality support.
- **Resources, Strategy and Policy** – provides whole-of-agency strategic policy, project and coordination functions including Antarctic science and research, population strategy, and urban renewal and growth initiatives that build on urban transformation. This area also provides strategic advice on Tasmania's mining policies and resource industries, and is responsible for the sustainable management of mineral resources in Tasmania.
- **Culture, Arts and Sport** – develops policy and programs to deliver economic and social outcomes by supporting development, delivering services, providing funding and stimulating demand for the cultural, creative and sporting sectors in Tasmania.
- **Transport and Infrastructure** – promotes and enables the safe, reliable and efficient transport of people and goods, to connect Tasmanian communities, promote freight efficiency and growth in the Tasmanian economy, and improve the visitor experience. This group also supports state-wide planning and coordination of major stadium projects and infrastructure delivery.
- **Business Services** – working with our partners, Business Services leads the development of organisational culture, business improvement and emergency management in the department through delivery of quality financial, communication, human, information, spatial, asset management and portfolio services.

Our agency also supports and works closely with the following areas:

- **The Office of the Coordinator-General** – the principal entity in Tasmania to attract and support investment in the state, facilitate major projects and reduce red tape.
- **Renewables, Climate and Future Industries Tasmania (ReCFIT)** – is responsible for providing advice on the state's strategic direction on climate change, renewable energy growth and emissions reduction to help shape Tasmania's future while maintaining a secure, sustainable and affordable energy system.
- **The Tasmanian Development Board** – the board's primary focus is the creation of investment and associated employment through working closely with State Growth to implement government policies.

Our approach

We will be guided by the following principles:

Client-centric

We will provide integrated advice and services that are informed by the full range of services our agency provides and the needs of our clients.

Collaborative and coordinated

We will work together and across portfolios to provide informed whole-of-agency advice and services. This will be supported by the strong relationships we will build and maintain with our partners across all three levels of government, business, industry and the community.

Results driven

In keeping with our purpose, we will strategically manage risks to deliver the big and small tasks that support the delivery of the government's priorities and meet the needs of the community.

Efficient

We will make the best use of available resources to give effect to our purpose.

Innovative and creative

We will support innovation and creativity in the work we do and the activities we encourage and promote.

Diverse and supportive

We will encourage and demonstrate leadership as a welcoming, supportive and inclusive organisation. We will continue our investment in driving diversity and building an inclusive workplace as well as continuing to prioritise the accessibility of our services.

Values based

We are a values-based organisation. We will live by, exemplify and demonstrate our values in the way we work with and support each other, and our clients.

Adaptable and agile

We will respond quickly and effectively to changing demands and emerging challenges and opportunities.

Our values

At State Growth, we live by the following values: **Courage** to make a difference through:

Teamwork

Our teams are diverse, caring and productive

- We listen, learn and share.
- We support each other by stepping up and sharing the load.
- We bring out the best in people through strong and supportive leadership.
- We collaborate to get the best outcome.

Integrity

We are ethical and accountable in all we do

- We are transparent and consistent in our decision making.
- We take responsibility for our actions.
- We speak up when things aren't right.
- We do what we say we are going to do.

Respect

We are fair, trusting and appreciative

- We create a diverse and inclusive workplace.
- We care for the health, safety and wellbeing of each other.
- We listen without judgement and seek to understand.
- We resolve issues constructively.

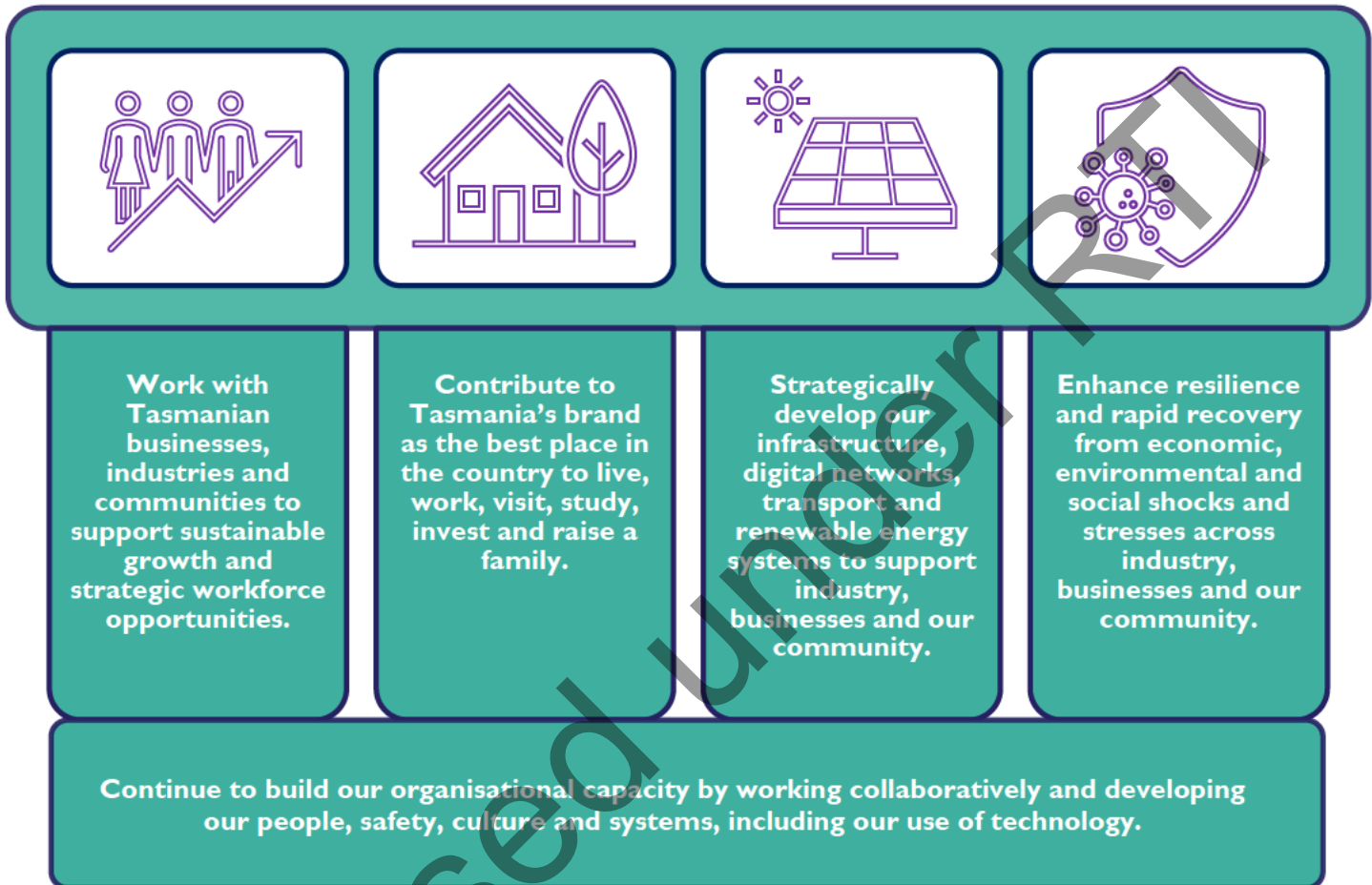
Excellence

We take pride in our work and encourage new ideas to deliver public value

- We innovate, adapt and set ambitious goals.
- We seek continuous improvement and learn from experience.
- We actively engage with our stakeholders, clients and the community.
- We promote sensible risk taking.

Our objectives

Our work will be guided by the following five objectives. In addressing these objectives, the Department will work with businesses, industries and communities to reduce Tasmania's greenhouse gas emissions and build resilience to the effects of climate change.



We will:

Work with Tasmanian businesses, industries and communities to support sustainable growth and strategic workforce opportunities

This will include:

- leveraging partnerships and engaging the community to **build the workforce of the future** by supporting training, job opportunities, pathways to employment and access to a skilled workforce.
- encouraging innovation and facilitating new opportunities in **technology use and digital transformation**.
- **attracting new businesses** to the state and **retaining and promoting investment** in Tasmania.
- **delivering targeted programs and accessible information services**, particularly for small businesses.
- exploring options to **best manage and use our mineral resources and land**.
- encouraging innovation and supporting growth in the **advanced manufacturing, defence and future industries**.

- supporting market expansion, and domestic and international trade through **coordinating Tasmania's whole-of-government Trade Strategy**.
- supporting and facilitating **Tasmania's tourism, hospitality and events industry**.
- **reducing the regulatory burden** for small business and the wider Tasmania community to **make doing business in our state easier**.
- delivering our statutory functions by **adopting best practice methodology and principles to effectively regulate** the laws we are responsible for.
- identifying opportunities to **reduce our emissions and build resilience to the impacts of climate change** in the transition to a low carbon economy.

Contribute to Tasmania's brand as the best place in the country to live, work, visit, study, invest and raise a family

This will include:

- **being recognised as a diverse, welcoming and supportive community**, focusing our population growth on addressing skills shortages and embracing opportunities in regional areas.
- developing new, enhancing existing and supporting emerging **tourism experiences and destinations** that reimagine and encourage investment, renewal and visitation to our regions.
- promoting and delivering **programs, events and activities** that celebrate our communities across all seasons, showcase our regions and **promote artistic, cultural, hospitality and sporting excellence and participation**.
- promoting and delivering support for our **creative and cultural industries** to build industry and individual capacity, and provide opportunities to **drive local investment** and to **build on our brand**.
- **promoting and growing business-related events** hosted in Tasmania.
- working with Brand Tasmania to **promote the state's strengths, brand and opportunities**.
- working in partnership with all levels of government and businesses to **maintain and enhance Tasmania's liveability**, harness opportunities and **drive strategic land use decisions** that support sustainable growth.

Strategically develop our infrastructure, digital networks, transport and renewable energy systems to support industry, businesses and our community

This will include:

- ensuring the right **infrastructure** is built at the right time, in the right place, as efficiently as possible, and with resilience to the impacts of climate change, to **support urban renewal and liveability** for our growing population.
- **managing the State Road Network** as part of an integrated transport system to serve the community, business and industry, including our tourism sector.
- **providing access to the transport system**, enabling access to employment, education, services and social participation.
- **promoting road safe behaviours and working to prevent crashes** that result in death or serious injury.
- boosting our capacity to **host international arts, entertainment, cultural and sporting events** through the development and promotion of our major stadiums.

- **harnessing our renewable energy capability and monitoring Tasmania's energy security** by providing strategic advice on energy policy, regulatory arrangements, climate change and emissions reduction.
- delivering programs that **support renewable energy related industry development** such as Battery of the Nation, Marinus Link and future industries such as green hydrogen production.
- investing in becoming the **Tasmanian Government's leading digital agency** by making strategic improvements to our digital networks and how we use them.
- **ensuring our policy and regulatory programs align** and support these outcomes, including encouraging the uptake of new technology to reduce transport emissions.

Enhance resilience and rapid recovery from economic, environmental and social shocks and stresses across industry, businesses and our community

This will include:

- identifying how short-term disruptions and long-term systemic stresses impact our ability to provide support to Tasmanians, and **proactively building resilience within businesses, the community and State Growth.**
- **building climate change adaptation and mitigation** into our long-term planning so that business, industry and our community are **prepared for the impacts of climate change.**
- **developing thorough and robust emergency management procedures** to enhance our responsiveness and coordination in times of crisis.
- incorporating our learnings from responding to the COVID-19 pandemic and other emergencies into our **business support and community assistance strategies and protocols.**

Continue to build our organisational capacity by working collaboratively and developing our people, safety, culture and systems, including our use of technology

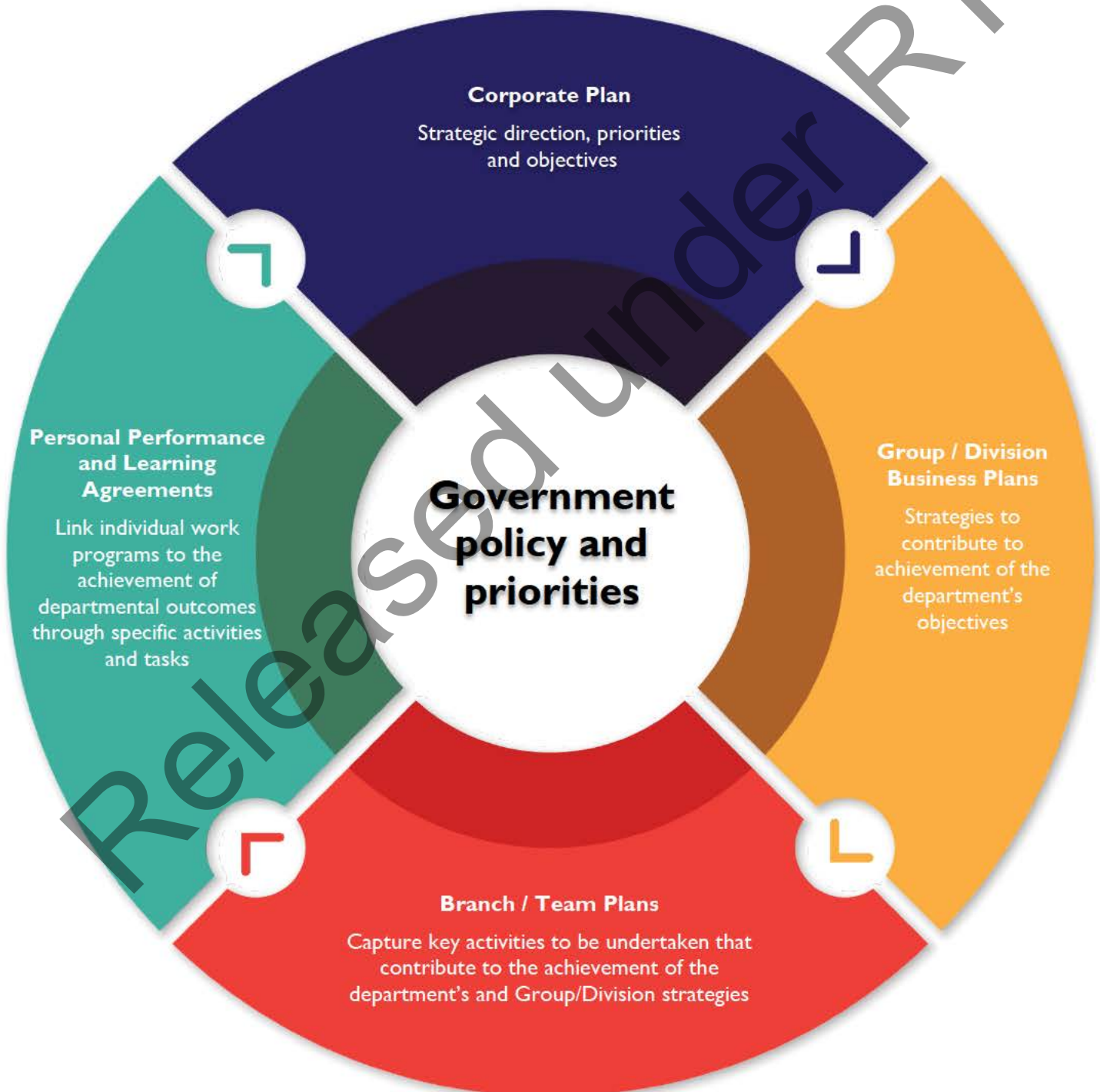
This will include:

- ensuring that the **health, safety and wellbeing of our people** is paramount in all that we do.
- making **collaboration and communication** central to how we work within the department and across government at all levels, breaking down silos to **deliver integrated outcomes.**
- investing in and supporting the **active engagement and development of our people** and building our leadership capability and agility at all levels.
- building an **inclusive workplace** that promotes and supports a **diverse workforce.**
- **strengthening our governance and accountability frameworks**, promoting leadership in good decision making and a culture of risk management.
- through **responsible and careful financial management**, supporting the delivery of priorities and programs.
- **delivering business improvement initiatives that embrace the latest technology**, enhance digital literacy and support flexible and efficient work solutions.
- **upholding a client-centric culture** by being dependable and collaborative, communicating clearly, building trust and working with pace and probity.
- **living by our shared values** to build on our strengths as a department to improve the way we work together and **drive success across all other objectives.**

Our Corporate Plan in action

Our Corporate Plan is part of our planning and strategic framework. Our purpose, objectives and approach inform our planning at a whole-of-agency level, guide our Group and Division Business Plans and inform branch, team and individual work programs.

To support this planning framework, the Executive Committee will review our Corporate Plan on an annual basis and update it as necessary. This review will be informed by our ongoing work and engagement with our people, Ministers and stakeholders and will also consider our effectiveness in delivering on our roles, responsibilities and priorities. Managers should consider the objectives of this Plan in work program discussions with their teams.





Released under RTI

Department of State Growth

Incoming Government Package

The Hon Madeline Ogilvie MP

ENVIRONMENT

Department of State Growth

August 2025

Released under RTI

Contents

The following package has been prepared as an Incoming Government Brief for your information.

In addition to this initial package the department, through the Secretary, will provide regular briefings, ongoing information, and advice to support decision making and the implementation of your Ministerial responsibilities.

This package includes:

Agency Overview

Information on the department and its roles and responsibilities.

Portfolio Overview

For each of your portfolios, an overview is provided, which includes key context and organisational support, information on relevant Boards and Committees, legislative responsibilities, and a list of Question Time Briefs (QTBs) that will be regularly updated and provided to your office.

Key Issues

An initial overview of critical issues for the portfolio.

Agency Overview

The department's role is to support diverse and sustainable economic growth and facilitate the creation of job opportunities for the benefit of our community.

The Secretary, Craig Limkin, is supported by the following senior executives: Angela Conway, Vanessa Pinto, Jenna Cairney, Cynthia Heydon Brett Stewart and Denise McIntyre.

State Growth's Corporate Plan 2023-26 (the Corporate Plan)

The Corporate Plan identifies five key objectives. These are to:

- work with Tasmanian businesses, industries and communities to support sustainable growth and strategic workforce opportunities
- contribute to Tasmania's brand as the best place in the country to live, work, visit, study, invest and raise a family

- strategically develop our infrastructure, digital networks, transport and renewable energy systems to support industry, businesses and our community
- enhance resilience and rapid recovery from economic, environmental and social shocks and stresses across industry, businesses and our community
- continue to build our organisational capacity by working collaboratively and developing our people, safety, culture and systems, including our use of technology.

A key focus of the Corporate Plan is to drive a collaborative, coordinated and client-centric approach across the agency's broad range of services, programs, and portfolio areas, supported by an agile and flexible workforce.

The department had commenced work on a new Corporate Plan however this was paused early in 2025.

The department is a values-based organisation and seeks to undertake its roles and responsibilities with the **courage** to make a difference through **teamwork, respect, excellence, and integrity**.

Organisational Structure

The department has five business areas:

- **Economic Development** (Acting Deputy Secretary – Jenna Cairney) – Provides advice and assistance to businesses to aid economic growth and partners with communities to remove barriers to employment, training, and workforce participation.
- **Strategy, Housing, Infrastructure and Planning** (Acting Deputy Secretary – Denise McIntyre) – Provides an integrated and strategic approach to planning, infrastructure and projects throughout the regions. Brings together the economic levers that will shape our state's future.
- **Creative Industries, Sport and Visitor Economy** (Deputy Secretary – Brett Stewart) – The principal advisory, development and funding body in Tasmania for the cultural and creative industries, sport and the visitor economy by supporting sector development, delivery of services, stimulation of demand and provision of funding.
- **Transport** (Deputy Secretary – Cynthia Heydon) – Delivers a strategic, coordinated and state-wide approach to the policy, planning and delivery of the state's transport system and transport infrastructure.
- **Renewables, Climate and Future Industries Tasmania (ReCFIT) and Resources** (Acting Chief Executive Officer – Vanessa Pinto) – Provides strategic advice on energy, climate change, mining and forest policy through key strategies, plans and projects, and supports new and emerging industries, with an emphasis on growing Tasmania's renewable energy and resource industries.
- **Business Services** (Deputy Secretary – Angela Conway) – Leads the development of organisational culture, business improvement and emergency management in the department through delivery of quality financial, communication, human, information, spatial, asset management and portfolio services.

A number of Deputy Secretary positions were in active recruitment and have been paused due to the 2025 election. It is the intention of the Secretary is to finalise recruitment as quickly as possible to ensure stability for the organisation.

The department also supports and works closely with the following area.

- **The Office of the Coordinator-General** (Coordinator-General – John Perry) – The principal entity in Tasmania to attract and support investment in the state, facilitate major projects and reduce red tape.

Working with Ministerial Offices

The department has a protocol in place for engagement with ministerial and political offices. In general, all contact between Ministerial Offices and the department is facilitated via the Office of the Secretary (OTS), relevant Deputy Secretaries or the Communications team.

There will be some instances where a Ministerial Office will work with a Deputy Secretary to agree an officer contact for quick clarification or factual information that can be given over the phone or via email.

This ensures that the department provides accurate advice, in a consistent format, and that any issues which cross portfolios or other business areas are taken into account.

Workforce Profile

As at 30 June 2025, the department had an employee headcount of 1,118 employees (964.59 paid Full Time Equivalents (FTE)). A summary of this information by business area is provided in the below table.

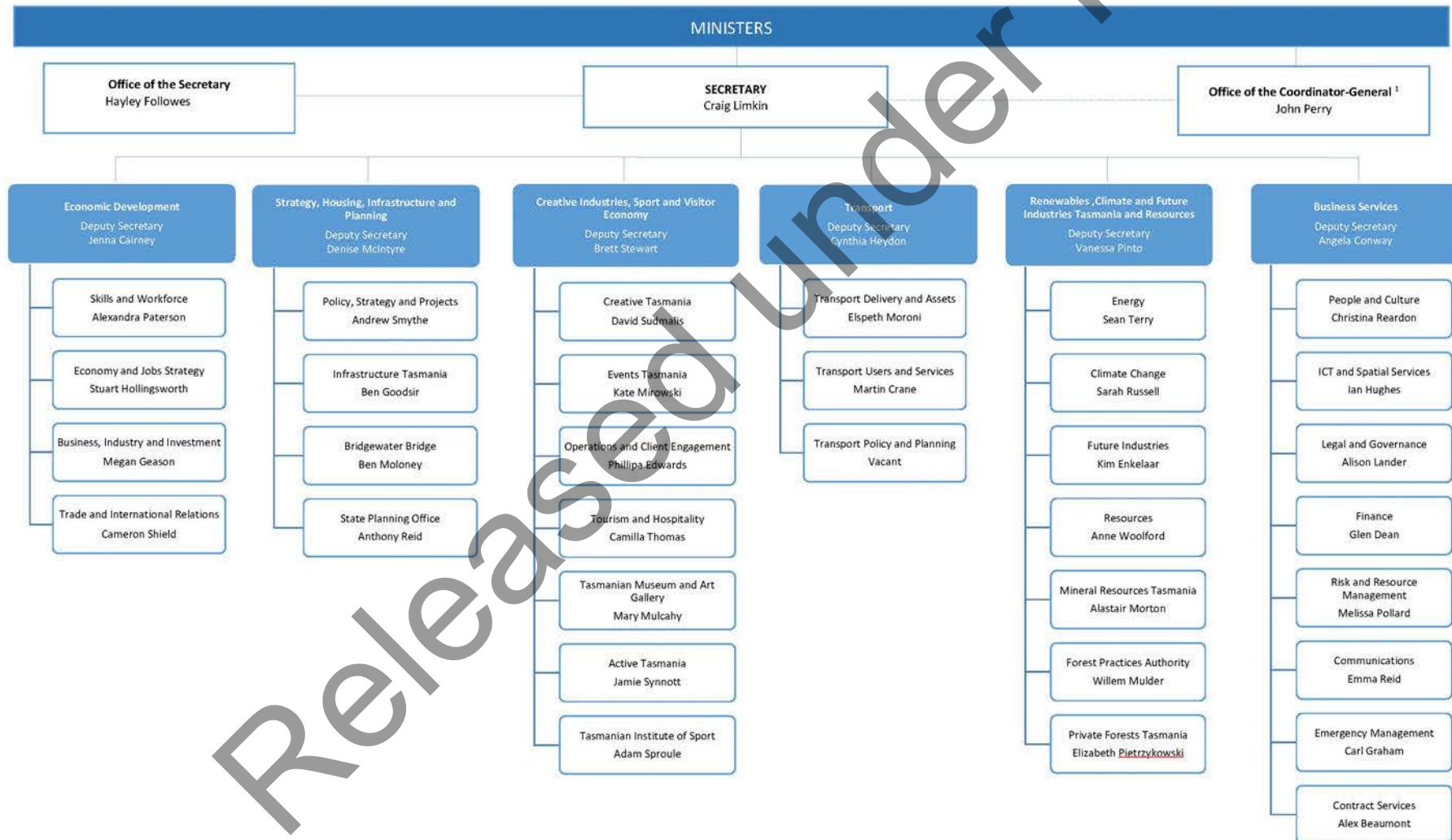
As at 30 June 2025, the workforce demographic for the department remains relatively constant, with an average age of 46.90 years and an average length of employment in the Tasmanian State Service of 7.93 years.

The department's gender profile is 56.03 per cent female, 43.62 per cent male and 0.27 per cent not specified. The gender profile for the department's senior roles - Senior Executives, Equivalent Specialists and General Stream Band 9's is 44 per cent female and 56 per cent male.

	Headcount	Paid FTE
Business Services Numbers include 45 staff who have relinquished roles and are held against Business Services so could return to Agency.	158	140.05
Office of the Coordinator General	16	14.60
Creative Industries, Sport and Visitor Economy	3	1.9
• Active Tasmania	19	18.71
• Arts Tasmania	10	8.20
• Events Tasmania	8	7.80

• Operations & Client Engagement	5	3.80
• Screen Tasmania	6	5.02
• Tasmanian Institute of Sport	25	22.14
• Tasmanian Museum and Art Gallery (TMAG)	85	73.67
• Tourism and Hospitality	4	3
Economic Development	4	3.9
• Business, Industry and Investment	50	46.25
• Jobs Tasmania	12	11.4
• Skills and Workforce	74	67.2
• Trade	21	17.94
Office of the Secretary	5	3.8
• Secretariat	9	9.29
ReCFIT and Resources	6	5
• Climate Change	15	12.27
• Energy	40	38.74
• Mineral Resources Tasmania	46	44.49
• Mining Policy	1	0.8
• Forest Policy	8	7.7
• Forest Practices Authority	18	16.12
• Private Forests Tasmania	10	8.31
Strategy, Housing, Infrastructure and Planning	2	2
• Infrastructure Tasmania	29	26.23
• New Bridgewater Bridge	7	6.89
• Policy, Strategy and Projects	25	23.47
• State Planning Office	13	9.78
Transport	5	4
• Road User Services	220	146.55
• State Roads	156	147.53
• Transport Systems and Policy	7	6.04
TOTALS	1122	964.59

Department of State Growth Organisational Structure as at 30 June 2025



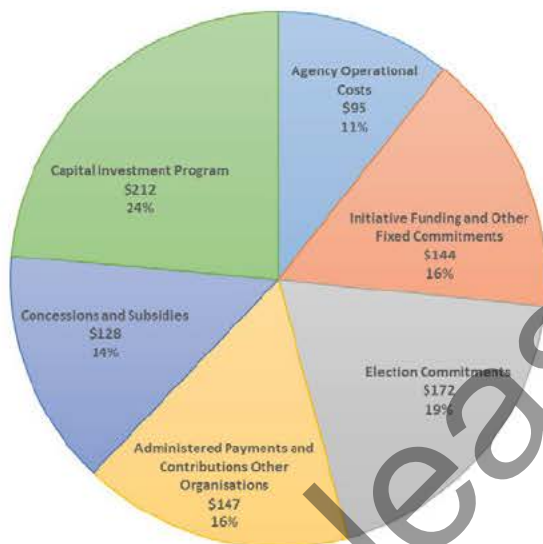
¹ The Coordinator-General reports directly to the relevant Minister

DEPARTMENT OVERVIEW

Budget Information

The department's total Appropriation (Final) in 2024-25 was \$897.9 million, as shown in the table below.

DEPARTMENT OF STATE GROWTH
2024-25 BUDGET SPLIT (\$ M)



2024-25 Budget

Forward Estimate Appropriation allocations included in the 2024-25 Budget Papers for the department are as follows:

2025-26 - \$849.3 million

2026-27 - \$714.7 million

2027-28 - \$634.1 million

These figures include the Capital Investment Program.

2025-26 Budget

A total of \$663.2 million has been allocated to the department through the *Supply Act (No. 1) 2025* which allows for the interim provision of appropriation from the Public Account to enable the provision of Government Services until the 2025-26 Budget Appropriation Acts are in place. The amount of appropriation provided reflects funding to continue the normal services of Government for a period of up to six months from 1 July 2025 to 31 December 2025.

In addition to the amount allocated through the *Supply Act (No. 1) 2025*, the department has approved Budget Rollovers of \$48.1 million (as per Section 23 of *Financial Management Act 2016*).

PORTFOLIO OVERVIEW

Climate change in the department sits in Renewables, Climate and Future Industries Tasmania (ReCFIT) and Resources, led by Acting CEO Vanessa Pinto. The Climate Change Office leads the work on climate change.

Key Functions of the Climate Change Office

- Provide national policy input by participating in national working groups and forums.
- Coordinate whole-of-government input and responses to ensure Tasmania's interests are represented during the development of national policy.
- Facilitate government, business, industry, and community action on climate change.
- Coordinate Tasmania's climate change strategy.
- Provide input across government on strategic priorities.
- Monitor, analyse and report on Tasmania's greenhouse gas emissions.
- Support Tasmania to prepare for and respond to the impacts of climate change.

Framework

Statutory framework

The *Climate Change (State Action) Act 2008* (the Act) sets the framework for responding to climate change in Tasmania. The objectives of the Act are to establish an emissions reduction target and reporting framework, support mitigation actions to reduce greenhouse gas emissions, support adaptation action to manage risks and impacts of climate change, facilitate and support international, national and local action and work in partnership.

The *Climate Change (Greenhouse Gas Emissions) Regulations 2022* outline the method for determining Tasmania's baseline greenhouse gas emissions and reductions over time.

Policy framework

In June 2023 the Tasmanian Government released *Tasmania's Climate Change Action Plan 2023-25*, a whole-of-government plan.

This action plan includes nearly 100 actions based around three priority areas covering both climate change adaptation and mitigation:

- information and knowledge
- transition and innovation
- adaptation and resilience.

The Climate Change Office leads 29 actions and is a key partner on a number of other actions under the priority areas.

In late 2024 the Tasmanian Government released six sector-specific, five-yearly emissions reduction and resilience plans. These are whole-of-government plans for transport, energy, agriculture, waste, industrial processes and product use, and land use, land use change and forestry.

The government also released an overarching five-yearly Emissions Reduction and Resilience Roadmap.

In late 2024 the *Tasmanian Risk Assessment for Climate Change 2024* was released, along with the Tasmanian Government response to the risk assessment.

Question Time Briefs

The current index of Question Time Briefs for 2025 is provided below.

These briefs are currently being updated by the department and will be forwarded to your office before Parliament commences:

Climate Change

- Australian Carbon Credit Unit (ACCU) Scheme Proponent-led Method Development Process
- Climate Change (General Brief)
- Coastal hazards and state coastal policy
- Community Climate Change Action Grants Program 2024

PORTFOLIO OVERVIEW

- Electric vehicles and transport (includes transport Emissions Reduction and Resilience Plan)
- Independent review of the climate change Act and consideration of climate change governance
- National and international climate change policy
- Sector-based Emissions Reduction and Resilience Plans
- Tasmania's climate change action plan 2023-25
- Tasmania's climate change projections and impacts
- Tasmania's greenhouse gas emissions
- Tasmania's next climate change action plan
- Tasmania's risk assessment for climate change

Key Stakeholders

Climate Change Ministers

- Energy and Climate Ministers' Council
- The Hon Chris Bowen MP (Climate Change and Energy)
- The Hon Penny Sharpe MLC, NSW (Climate Change)
- The Hon Lily D'Ambrosio MP, Vic (Climate Action)
- The Hon Andrew Powell MP, Qld (Environment and Tourism)
- The Hon Don Punch, WA (Climate Resilience)
- The Hon Dr Susan Close MP, SA (Climate, Environment and Water)
- The Hon Suzanne Orr MLA, ACT (Climate Change, Environment, Energy and Water)

National bodies

- Department of Climate Change, Energy, the Environment and Water
- The Climate Change Authority

Peak bodies

- Tasmanian Minerals, Manufacturing and Energy Council (TMEC)
- Australian Electric Vehicle Association

- Australian Medical Association
- Cement Concrete and Aggregates Association
- DairyTas
- Local Government Association of Tasmania
- Planning Institute Australia
- Royal Automobile Association of Tasmania
- Tasmanian Chamber of Commerce and Industry
- Tasmanian Council of Social Services
- TasFarmers
- Tasmanian Forest Products Association
- Tasmanian Small Business Council
- Tourism Industry Council Tasmania
- Unions Tasmania

Scientific organisations

- Australian Climate Service (ACS)
- Blue Economy CRC
- Bureau of Meteorology
- CSIRO
- University of Tasmania
- Institute for Marine and Antarctic Studies (UTAS)
- Tasmanian Institute of Agriculture (UTAS)
- National Environmental Science Program (NESP)

Organisations and advocacy groups

- Australian Youth Climate Coalition
- Bicycle Network Tasmania
- Circular Economy Huon
- Climate Action Hobart
- Climate Tasmania
- Environmental Defenders Office
- Environment Tasmania
- Landcare Tasmania
- Northern Tasmanian Alliance for Resilient Councils
- North-West Tasmania Australian Parents for Climate Action

PORTFOLIO OVERVIEW

- Regional Climate Change Initiative
- Tasmanian Active Living Coalition
- Tasmanian Climate Collective

Other

- Climate Change Reference Group (Chaired by Minister responsible for Climate Change)
- Electric Vehicle Information Sharing Group (Chaired by Director Climate Change)
- Aboriginal organisations
- Premier's Youth Advisory Council

- Commissioner for Children and Young People
- Environment Protection Agency (EPA)
- Government agencies
- Hydro-Electric Corporation
- Metro Tasmania
- Ministers with portfolios with influence on climate change agenda
- Sustainable Timber Tasmania
- TasNetworks
- TasPorts
- TasRail
- Tasmanian councils

Released under the
Official Information Act

PORTFOLIO OVERVIEW

Legislation Administered by the department

The following list identifies relevant legislation under the portfolios for which the department has responsibility.

Minister for the Environment

- *Climate Change (State Action) Act 2008*

Portfolio Boards and Committees

Minister for the Environment

N/A

Released under RTI

KEY ISSUES BRIEFS

Key Issue	Page
Approval to proceed with the Grant Program: Fine-Scale Climate Projections for Tasmania	
Confirmation of the Climate Change Office work program	
2024-25 Independent Review of the <i>Climate Change (State Action) Act 2008</i>	
Electric Vehicle Target for the Government Vehicle Fleet	

Released under RTI

Key Points

- The Climate Change Office is facilitating a grant program for a \$1.8 million grant to produce new fine-scale climate projections for Tasmania.
- The application and assessment process for the grant program was facilitated between April and July 2025. Two grant applications were received. The grant assessment panel determined a preferred applicant to receive the grant.
- Approval to proceed with the grant program is critical to ensure that this important and long-term project is not delayed.

Background

- Developing new fine-scale climate projections for Tasmania is an action under *Tasmania's Climate Change Action Plan 2023-25*.
- Fine-scale projections are particularly relevant for Tasmania, as coarse-resolution global climate models do not account for Tasmania's topography. In particular, they do not accurately reflect the state's mountainous terrain, which drives significant regional differences in weather across the state.
- The grant guidelines stipulated that the project should commence on or before 31 July 2025.
- If approved, a grant agreement will be progressed with the recommended recipient, and then signed by the Secretary of the department who holds delegation to approve grant agreements of up to \$2 million.

Key Points

- The work program of the Climate Change Office is currently focused on delivery of practical actions that reduce greenhouse gas emissions, build resilience to the changing climate, and support transition to a low emissions economy.
- Outside of the requirement for an independent review of the climate change legislation, which is underway (see Issue 3 below), the current cycle of legislated deliverables in the *Climate Change (State Action) Act 2008* were finalised in late 2024.
- Programs and projects to be delivered in 2025-26 include
 1. the last phase of projects from *Tasmania's Climate Change Action Plan 2023-25*
 2. funded projects from the six sectoral Emissions Reduction and Resilience Plans and associated cross-sectoral roadmap
 3. funded projects included in *Managing Tasmania's Climate Risks and Opportunities: The Tasmanian Government response to Tasmania's Risk Assessment for Climate Change 2024*.
- A full description of the planned work program will be provided to your Office for your approval.

Background

- The Climate Change Office is responsible for implementing the government's priorities in relation to reducing greenhouse gas emissions and adapting to the impacts of climate change.
- The key deliverables of the Office are the programs and projects in the *Climate Change (State Action) Act 2008* and related published plans and documents.
- The work program is being delivered through funding allocated to the climate change portfolio in previous budgets. No additional funding is necessary for the continuation of these programs.

Key Points

- The *Climate Change (State Action) Act 2008* (the Act) prescribes that an independent review of its operation take place every four years.
- The 2024-25 review of the Act commenced in December 2024. Consultants Ricardo, working in partnership with local firm Era Advisory, were appointed as the independent reviewers in early 2025.
- The Terms of Reference for this review incorporate consideration of climate change governance arrangements in Tasmania, in addition to the considerations prescribed in the legislation.
- Stakeholder consultation for the review commenced in July and will continue through to early September. It is expected that the review final report will be provided in late 2025.
- You are required to table the review final report in each House of Parliament within 10 sitting-days after it is submitted to you.

Background

- The Climate Change Office in Renewables, Climate and Future Industries Tasmania is managing the review.
- The last independent review was undertaken in 2020-21. That review resulted in seven recommendations for amending the Act. The Act was subsequently amended in November 2022, including setting an emissions reduction target of net zero emissions, or lower, from 2030.
- Stakeholder engagement in the review processes is generally very strong.

Key Points

- In 2021, the government set a target to transition the government vehicle fleet to 100 per cent electric by 2030. The target includes battery electric vehicles (BEV) and plug-in hybrid vehicles (PHEV) and covers all vehicles in the fleet with no exclusions.
- Both the Climate Change Office and the Department of Treasury and Finance received funding to support the fleet transition.
- A range of measures have been implemented to date to support agencies to transition their fleets, including:
 - An assessment of all government parking sites with five or more vehicles, and the development of charging infrastructure plans by site and by agency.
 - Provision of subsidies to agencies to purchase vehicles and to purchase and install charging infrastructure.
 - Development of education resources, including fact sheets and instructional videos.
- A new whole-of-government contract for purchasing passenger and light commercial vehicles.
- Providing advice to agencies about installing charging infrastructure on their sites.
- Updating operational fleet management policies.
- A procurement process for a panel of charging infrastructure suppliers (still in progress).
- Despite this, progress against the target has been limited, with 60 EVs out of a total fleet of 2,855 vehicles.
- Key barriers to uptake are the cost of installing charging infrastructure without additional funding, particularly if electric systems require upgrades, a lack of available EVs in key model segments such as light commercial, continued lack of confidence in EVs to meet operational needs or personal preference (for SES vehicles).
- While the Minister responsible for the climate change portfolio has responsibility for the target, all policies relating to the fleet rest with the Treasurer.

ATTACHMENTS

The following key supporting documents are attached to this package for your information:

- [State Growth Corporate Plan 2023-26](#)
- [Tasmania's Climate Change Action Plan 2023-25](#)
- [Tasmania's Climate Change Action Plan 2023-25 – Implementation Plan](#)
- [Climate Change Activity Statement 2024](#)
- [Tasmanian Greenhouse Gas Emissions Report 2025](#)
- [Agriculture Emissions Reduction and Resilience Plan 2024-29](#)
- [Energy Emissions Reduction and Resilience Plan 2024-29](#)
- [Industrial Processes and Product Use Emissions Reduction and Resilience Plan 2024-29](#)
- [Land Use, Land Use Change and Forestry Emissions Reduction and Resilience Plan 2024-29](#)
- [Transport Emissions Reduction and Resilience Plan 2024-29](#)
- [Waste Emissions Reduction and Resilience Plan 2024-29](#)
- [Tasmania's Emissions Reduction and Resilience Roadmap 2024-29](#)
- [Tasmania's Risk Assessment for Climate Change 2024 – High-level Summary Report](#)
- [Tasmania's Risk Assessment for Climate Change 2024 – Technical Report](#)
- [Managing Tasmania's climate risks and opportunities – Tasmanian Government response to Tasmania's Risk Assessment for Climate Change 2024](#)

Corporate Plan 2023–26



We acknowledge the Tasmanian Aboriginal people as the original owners and continuing custodians of lutruwita (Tasmania). We pay our deepest respects to their Elders, past and present. We honour the care and connection to their land, sea, waterways and sky which was never ceded. We value the history, culture and strength of the Tasmanian Aboriginal community, and commit to listen deeply to their story and be respectful of Country in our collaborations with them.

Image credit:
Photo by Michael Gissing of Felicity Bott, as part of Deborah Wace's Arts and Screen Digital Production Fund Project.

From the Secretary



It is my pleasure to present the Department of State Growth's Corporate Plan 2023-26. I am excited to keep building on our achievements, shared capacity, values and sense of purpose.

As our organisation evolves, it is vital we work together and take advantage of the opportunity this department presents. The resilience and dedication shown by the State Growth team since the start of the COVID-19 pandemic has been amazing, and together we can carry this energy forward.

State Growth provides a broad range of services to the Tasmanian community: building and keeping us safe on our roads; working with and supporting growth in our businesses and industries; supporting our vibrant

arts, tourism, sporting and cultural communities; responsibly harnessing the natural advantages provided by our mineral resources; providing key services and infrastructure; supporting sustainable development; delivering future-focused energy policy; and facilitating the provision of targeted training and migration programs.

This spectrum of services and roles creates immense opportunity. Our response to the COVID-19 pandemic and subsequent support of our community and economy's recovery, shows we can take advantage of our collective expertise to collaborate and deliver a client-centric approach. The Corporate Plan for 2023-26 builds on this momentum and seeks to ensure we continue to perform at the high level expected of us by the government of the day and the Tasmanian community.

Our clients and their needs – be they Ministers, the community, or businesses – are the focus of our advice and we need to apply insightful and pragmatic policy analysis to reconcile differing interests. Our approach ensures we provide the information our diverse stakeholders need to make decisions and to invest in a manner that is implementable and compliant with relevant legislation.

Each of our outputs are valuable and contribute to the wellbeing of Tasmanians and the liveability of our cities and regions. Our work is aspirational and focused on delivering better outcomes for Tasmanians, harnessing the competitive advantages that set us apart from the rest of the world. We will ensure our organisation has the right culture, tools, support and technology in place to drive these results and take full advantage of new opportunities.

Being able to deliver our objectives starts with our people and ensuring we are an organisation that values and supports the individual to thrive. This means creating a workplace culture where people feel supported, valued, included and empowered to do their best work and be their best selves. Our Corporate Plan recognises the importance of working together and being united in the same goal. When we get this right, our people feel better, they perform better, and the organisation achieves great outcomes.

The Corporate Plan 2023-26 responds to key cultural, environmental and economic shifts since the last version. We have renewed our focus on sustainability and how our work supports liveability and vibrancy in our community and economy. We also turn our attention to how we can respond to and build resilience against the impacts of climate change and other emergencies and disruptions, both internally and externally across Tasmania.

I am proud of what we have achieved in the four years since the 2019-22 Corporate Plan, and how we have gone about it together. As we embark on this next chapter, I am confident we have the tools, environment and team to continue to take full advantage of the opportunity State Growth's broad range of services present.

Kim Evans
Secretary

Our role

To support diverse and sustainable economic growth and facilitate the creation of job opportunities for the benefit of our community.

Who we are

Our agency has the following core focus areas:

- **Business and Jobs** – drives industry capability and regional development for growth including small business support, workforce development, trade, science and technology, advanced manufacturing and defence, international education, business and skilled migration, and tourism and hospitality support.
- **Resources, Strategy and Policy** – provides whole-of-agency strategic policy, project and coordination functions including Antarctic science and research, population strategy, and urban renewal and growth initiatives that build on urban transformation. This area also provides strategic advice on Tasmania's mining policies and resource industries, and is responsible for the sustainable management of mineral resources in Tasmania.
- **Culture, Arts and Sport** – develops policy and programs to deliver economic and social outcomes by supporting development, delivering services, providing funding and stimulating demand for the cultural, creative and sporting sectors in Tasmania.
- **Transport and Infrastructure** – promotes and enables the safe, reliable and efficient transport of people and goods, to connect Tasmanian communities, promote freight efficiency and growth in the Tasmanian economy, and improve the visitor experience. This group also supports state-wide planning and coordination of major stadium projects and infrastructure delivery.
- **Business Services** – working with our partners, Business Services leads the development of organisational culture, business improvement and emergency management in the department through delivery of quality financial, communication, human, information, spatial, asset management and portfolio services.

Our agency also supports and works closely with the following areas:

- **The Office of the Coordinator-General** – the principal entity in Tasmania to attract and support investment in the state, facilitate major projects and reduce red tape.
- **Renewables, Climate and Future Industries Tasmania (ReCFIT)** – is responsible for providing advice on the state's strategic direction on climate change, renewable energy growth and emissions reduction to help shape Tasmania's future while maintaining a secure, sustainable and affordable energy system.
- **The Tasmanian Development Board** – the board's primary focus is the creation of investment and associated employment through working closely with State Growth to implement government policies.

Our approach

We will be guided by the following principles:

Client-centric

We will provide integrated advice and services that are informed by the full range of services our agency provides and the needs of our clients.

Collaborative and coordinated

We will work together and across portfolios to provide informed whole-of-agency advice and services. This will be supported by the strong relationships we will build and maintain with our partners across all three levels of government, business, industry and the community.

Results driven

In keeping with our purpose, we will strategically manage risks to deliver the big and small tasks that support the delivery of the government's priorities and meet the needs of the community.

Efficient

We will make the best use of available resources to give effect to our purpose.

Innovative and creative

We will support innovation and creativity in the work we do and the activities we encourage and promote.

Diverse and supportive

We will encourage and demonstrate leadership as a welcoming, supportive and inclusive organisation. We will continue our investment in driving diversity and building an inclusive workplace as well as continuing to prioritise the accessibility of our services.

Values based

We are a values-based organisation. We will live by, exemplify and demonstrate our values in the way we work with and support each other, and our clients.

Adaptable and agile

We will respond quickly and effectively to changing demands and emerging challenges and opportunities.

Our values

At State Growth, we live by the following values. **Courage** to make a difference through:

Teamwork

Our teams are diverse, caring and productive

- We listen, learn and share.
- We support each other by stepping up and sharing the load.
- We bring out the best in people through strong and supportive leadership.
- We collaborate to get the best outcome.

Integrity

We are ethical and accountable in all we do

- We are transparent and consistent in our decision making.
- We take responsibility for our actions.
- We speak up when things aren't right.
- We do what we say we are going to do.

Respect

We are fair, trusting and appreciative

- We create a diverse and inclusive workplace.
- We care for the health, safety and wellbeing of each other.
- We listen without judgement and seek to understand.
- We resolve issues constructively.

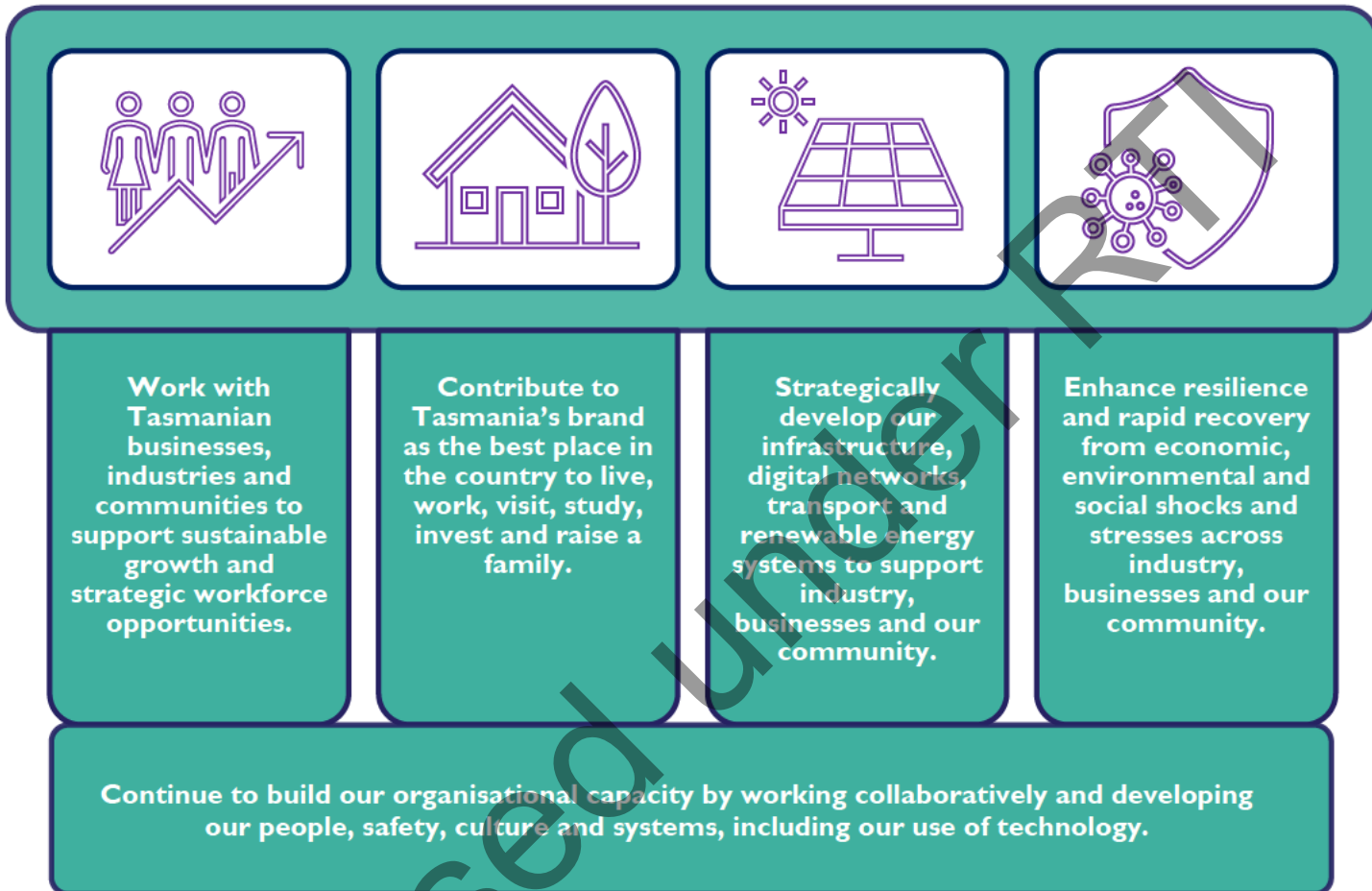
Excellence

We take pride in our work and encourage new ideas to deliver public value

- We innovate, adapt and set ambitious goals.
- We seek continuous improvement and learn from experience.
- We actively engage with our stakeholders, clients and the community.
- We promote sensible risk taking.

Our objectives

Our work will be guided by the following five objectives. In addressing these objectives, the Department will work with businesses, industries and communities to reduce Tasmania's greenhouse gas emissions and build resilience to the effects of climate change.



We will:

Work with Tasmanian businesses, industries and communities to support sustainable growth and strategic workforce opportunities

This will include:

- leveraging partnerships and engaging the community to **build the workforce of the future** by supporting training, job opportunities, pathways to employment and access to a skilled workforce.
- encouraging innovation and facilitating new opportunities in **technology use and digital transformation**.
- **attracting new businesses** to the state and **retaining and promoting investment** in Tasmania.
- **delivering targeted programs and accessible information services**, particularly for small businesses.
- exploring options to **best manage and use our mineral resources and land**.
- encouraging innovation and supporting growth in the **advanced manufacturing, defence and future industries**.

- supporting market expansion, and domestic and international trade through **coordinating Tasmania's whole-of-government Trade Strategy**.
- supporting and facilitating **Tasmania's tourism, hospitality and events industry**.
- **reducing the regulatory burden** for small business and the wider Tasmania community to **make doing business in our state easier**.
- delivering our statutory functions by **adopting best practice methodology and principles to effectively regulate** the laws we are responsible for.
- identifying opportunities to **reduce our emissions and build resilience to the impacts of climate change** in the transition to a low carbon economy.

Contribute to Tasmania's brand as the best place in the country to live, work, visit, study, invest and raise a family

This will include:

- **being recognised as a diverse, welcoming and supportive community**, focusing our population growth on addressing skills shortages and embracing opportunities in regional areas.
- developing new, enhancing existing and supporting emerging **tourism experiences and destinations** that reimagine and encourage investment, renewal and visitation to our regions.
- promoting and delivering **programs, events and activities** that celebrate our communities across all seasons, showcase our regions and **promote artistic, cultural, hospitality and sporting excellence and participation**.
- promoting and delivering support for our **creative and cultural industries** to build industry and individual capacity, and provide opportunities to **drive local investment** and to **build on our brand**.
- **promoting and growing business-related events** hosted in Tasmania.
- working with Brand Tasmania to **promote the state's strengths, brand and opportunities**.
- working in partnership with all levels of government and businesses to **maintain and enhance Tasmania's liveability**, harness opportunities and **drive strategic land use decisions** that support sustainable growth.

Strategically develop our infrastructure, digital networks, transport and renewable energy systems to support industry, businesses and our community

This will include:

- ensuring the right **infrastructure** is built at the right time, in the right place, as efficiently as possible, and with resilience to the impacts of climate change, to **support urban renewal and liveability** for our growing population.
- **managing the State Road Network** as part of an integrated transport system to serve the community, business and industry, including our tourism sector.
- **providing access to the transport system**, enabling access to employment, education, services and social participation.
- **promoting road safe behaviours and working to prevent crashes** that result in death or serious injury.
- boosting our capacity to **host international arts, entertainment, cultural and sporting events** through the development and promotion of our major stadiums.

- **harnessing our renewable energy capability and monitoring Tasmania's energy security** by providing strategic advice on energy policy, regulatory arrangements, climate change and emissions reduction.
- delivering programs that **support renewable energy related industry development** such as Battery of the Nation, Marinus Link and future industries such as green hydrogen production.
- investing in becoming the **Tasmanian Government's leading digital agency** by making strategic improvements to our digital networks and how we use them.
- **ensuring our policy and regulatory programs align** and support these outcomes, including encouraging the uptake of new technology to reduce transport emissions.

Enhance resilience and rapid recovery from economic, environmental and social shocks and stresses across industry, businesses and our community

This will include:

- identifying how short-term disruptions and long-term systemic stresses impact our ability to provide support to Tasmanians, and **proactively building resilience within businesses, the community and State Growth.**
- **building climate change adaptation and mitigation** into our long-term planning so that business, industry and our community are **prepared for the impacts of climate change.**
- **developing thorough and robust emergency management procedures** to enhance our responsiveness and coordination in times of crisis.
- incorporating our learnings from responding to the COVID-19 pandemic and other emergencies into our **business support and community assistance strategies and protocols.**

Continue to build our organisational capacity by working collaboratively and developing our people, safety, culture and systems, including our use of technology

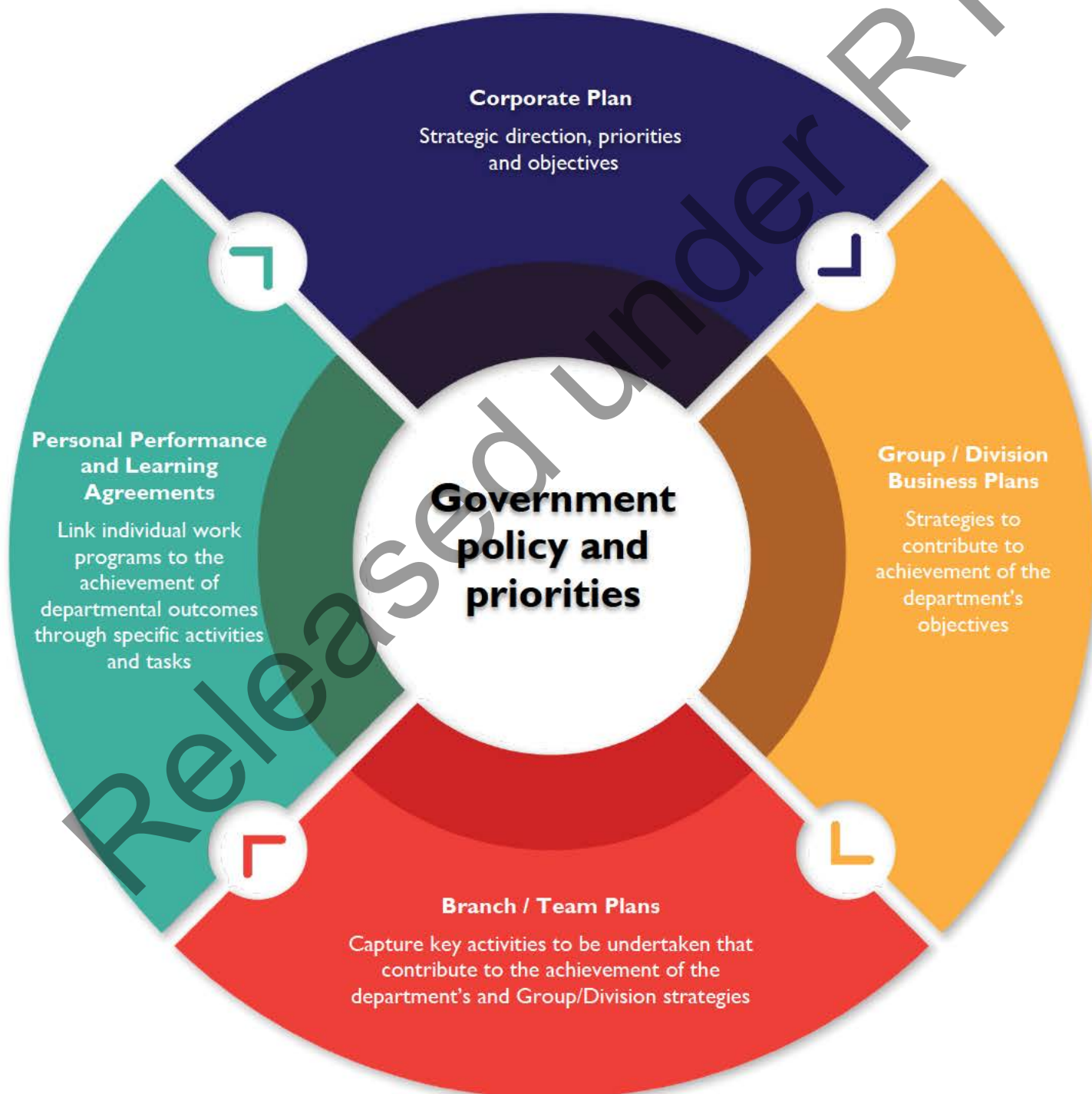
This will include:

- ensuring that the **health, safety and wellbeing of our people** is paramount in all that we do.
- making **collaboration and communication** central to how we work within the department and across government at all levels, breaking down silos to **deliver integrated outcomes.**
- investing in and supporting the **active engagement and development of our people** and building our leadership capability and agility at all levels.
- building an **inclusive workplace** that promotes and supports a **diverse workforce.**
- **strengthening our governance and accountability frameworks**, promoting leadership in good decision making and a culture of risk management.
- through **responsible and careful financial management**, supporting the delivery of priorities and programs.
- **delivering business improvement initiatives that embrace the latest technology**, enhance digital literacy and support flexible and efficient work solutions.
- **upholding a client-centric culture** by being dependable and collaborative, communicating clearly, building trust and working with pace and probity.
- **living by our shared values** to build on our strengths as a department to improve the way we work together and **drive success across all other objectives.**

Our Corporate Plan in action

Our Corporate Plan is part of our planning and strategic framework. Our purpose, objectives and approach inform our planning at a whole-of-agency level, guide our Group and Division Business Plans and inform branch, team and individual work programs.

To support this planning framework, the Executive Committee will review our Corporate Plan on an annual basis and update it as necessary. This review will be informed by our ongoing work and engagement with our people, Ministers and stakeholders and will also consider our effectiveness in delivering on our roles, responsibilities and priorities. Managers should consider the objectives of this Plan in work program discussions with their teams.





Released under RTI

Department of State Growth

Climate Change Office



Tasmania's Climate Change Action Plan 2023-25

December 2024

In recognition of the deep history
and culture of these islands,
we acknowledge all Tasmanian
Aboriginal people as the continuing
Custodians of this Land and Sea
Country and pay our respect to
elders past, present and emerging.

Author: Climate Change Office | Renewables, Climate and Future Industries Tasmania (ReCFIT)

Publisher: Department of State Growth

ISBN: 978-1-925906-27-1

Date: December 2024

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Minister's message



Madeleine Ogilvie
Minister for the
Environment

The Tasmanian Government is continuing its leadership on environmental challenges through *Tasmania's Climate Change Action Plan 2023-25*.

Tasmania has a unique emissions profile, and we have much to be proud of in our latest figures. We have achieved net negative greenhouse gas emissions and recorded net zero for the last nine reported years. It is important to note that we were the first Australian jurisdiction to do so.

The Tasmanian Government is committed to taking action to reduce greenhouse gas emissions across the state. Our climate change legislation sets a target of net zero emissions, or lower from 2030. To achieve this target, a concerted effort is required across all sectors of our economy.

Tasmania released its Climate Change Action Plan for 2023-25 in June 2023. This action plan guides the government's climate change initiatives and includes practical actions across government to improve information and knowledge about climate change, reduce emissions and build resilience.

Our climate change legislation sets a target of net zero emissions, or lower from 2030.

We have committed \$13 million to implement the action plan, in addition to significant investment already underway in climate change activities across government. In the year since the action plan was released, we have delivered:

- a \$1.2 million package to support the purchase of electric vehicles, e-bikes and e-scooters, and the installation of EV chargers in homes and businesses
- a \$4 million grant to TasFarmers and partners to deliver a commercial-scale trial of feed supplements to reduce emissions from livestock
- \$600,000 to Private Forests Tasmania to deliver the Stems for CO2 program
- \$500,000 to the Local Government Association of Tasmania to increase climate change capacity and capability in local government.

We are updating Tasmania's fine-scale climate change projections and developing a whole-of-government policy framework to embed climate change consideration in government decision making.

We have prepared Tasmania's first statewide climate change risk assessment, and emissions reduction and resilience plans for the following sectors: transport, energy, industrial processes, agriculture, waste, and land use, land use change and forestry. We are also developing an additional emissions reduction and resilience plan for government operations.

This action plan outlines our steps to achieve our emissions reduction target and prepare our state for a changing climate through to 2025. We will develop a new five-year plan in 2025 to address the risks, opportunities, barriers and gaps identified through the risk assessment and emissions reduction and resilience plans. The Tasmanian Government remains firmly committed to addressing the challenges and opportunities associated with climate change.

Introduction

Tasmania's Climate Change Action Plan 2023-25 (the Action Plan) outlines the government's plan for action on climate change for the next two years. It will support Tasmania's transition to a low emissions economy, in line with our target to maintain net zero greenhouse gas emissions, or lower, from 2030. The objectives and actions in this Action Plan are grouped into three priority areas:

1 Information and Knowledge

We will ensure our businesses, industries, governments and communities can make informed decisions by providing up-to-date, high quality and user-friendly information about Tasmania's emissions, our future climate, and emissions reduction, sequestration and adaptation opportunities.



2 Transition and Innovation

We will reduce our emissions and increase our carbon sequestration by making the most of opportunities using existing and emerging technologies, and support business, industry and the community through the transition to a low emissions economy.



3 Adaptation and Resilience

We will manage the risks and take advantage of the potential opportunities from climate change, support planning and decision making, and build the resilience of our communities, environments, industries and infrastructure.



This Action Plan has been informed by consultation with state and local government, business, industry, non government organisations and the community, the best available science, the outcomes of the most recent independent review of the *Climate Change (State Action) Act 2008* and the Tasmanian Emissions Pathway Review.

Consultation on *Tasmania's Draft Climate Change Action Plan 2023-25* included written submissions, three online public workshops, meetings with key stakeholders, and workshops with the Premier's Youth Advisory Council and the Commissioner for Children and Young People Ambassadors. In total, over 140 individuals or organisations shared their feedback. A summary of the feedback and all submissions are available on the ReCFIT website at: www.recfit.tas.gov.au/get_involved/community_consultation/recent_closed/action_plan_2023

This Action Plan includes measures to address many of the issues raised in each priority area. Additional measures will be considered as part of the development of sector-based Emissions Reduction and Resilience Plans. We will also consider the feedback when we are developing the annual greenhouse gas emissions report and climate change activity statement.

The Action Plan has been developed in alignment with other government policies such as the AgriVision 2050 target and White Paper: Competitiveness of Tasmanian Agriculture for 2050, Tasmanian Renewable Energy Action Plan, Tasmanian Renewable Hydrogen Action Plan, Strategic Growth Plan for the Tasmanian Forests, Fine Timber and Wood Fibre Industry, Child and Youth Wellbeing Strategy and Draft Waste Action Plan.

The Action Plan takes into account developments in other Australian jurisdictions and where possible is designed to complement Australian Government climate change measures. Many actions in the Action Plan will be delivered in partnership with government, business, industry and the community, emphasising the value of action from all Tasmanians.

The government acknowledges the strong interest and expertise across the community in Tasmania's approach to reducing emissions and responding to climate change, and the importance of continuous communication and information sharing. The Climate Change Reference Group has been established to provide a forum to discuss the government's strategic climate change priorities and gain an understanding of the emerging priorities, risks and opportunities in climate change mitigation and adaptation in different sectors of Tasmania's economy and communities. The Reference Group includes members from industry, community and business stakeholder groups, state and local government and individuals with relevant expertise.

The government also recognises the importance of ensuring information about climate change is accessible to all Tasmanians, including children and young people. A plain language version of this Action Plan is available on the ReCFIT website. This Action Plan contains actions to develop user-friendly information about climate change, and educate and empower children and young people.

A new climate change action plan for Tasmania will be developed in 2025, informed by the findings of Tasmania's first statewide climate change risk assessment, and sector-based emissions reduction and resilience plans, which are due to be completed by late 2024.

Why we need a climate change action plan

The latest data show that Tasmania recorded net zero greenhouse gas emissions for the first time in 2013 and has maintained its net zero status in the nine reported years since. Our emissions profile is largely due to the carbon sink in our managed forest estate and our longstanding investment in renewable electricity generation. However, our emissions profile is not guaranteed into the future. Emissions are influenced by factors such as population growth, major bushfire events, changes in consumer demand, market forces and technological advancements. We know we must do more to maintain our net zero status by reducing emissions in all our sectors, while also increasing the carbon stored in our forests¹.

The *AR6 Synthesis Report: Climate Change 2023* by the Intergovernmental Panel on Climate Change (IPCC)² confirms that humans are causing global warming, and makes it clear that we need to act now. Global temperatures are now 1.1°C above pre-industrial levels and are likely to reach 1.5°C above pre-industrial levels in the early 2030s. In Tasmania, the impacts of climate change will have environmental, economic and social impacts on Tasmania's businesses, industries, communities and our natural values. It is important that we adapt effectively to a changing climate and build strong, resilient communities, while continuing to reduce our emissions.

The global transition to net zero emissions also offers opportunities for Tasmania. Our research indicates that Tasmania can reduce emissions across all sectors while maintaining economic growth and creating jobs.³ Action on climate change to reduce emissions and adapt to a changing climate offers opportunities and co-benefits for Tasmania, including:

- investment attraction
- new skills and industries
- future-proofing our economy
- creating new markets and export opportunities
- brand promotion
- tourism attraction
- improved liveability, and health and wellbeing
- environmental protection, with cleaner air and water.

This Action Plan sets out how we will reduce our emissions and increase our carbon sequestration, manage the risks and make the most of the opportunities associated with the transition to a low emissions economy, and build our resilience to the projected impacts of climate change.



Chris Crerar

- 1 Point Advisory and Indufor 2021, *2021 Update of Tasmania's Emissions Pathway Review – technical report* (prepared for the Tasmanian Climate Change Office) www.recfit.tas.gov.au/_data/assets/pdf_file/0009/492093/Tasmanian_Emissions_Pathway_Review_-_Technical_Report.pdf
- 2 IPCC 2023, *Climate Change 2023: Synthesis Report – Summary for Policymakers*, <https://www.ipcc.ch/report/ar6/syr/>
- 3 Victoria University and Point Advisory 2021, *2021 Economic Impact Analysis – Emissions Pathway Review: Final Report* (prepared for the Tasmanian Government) www.recfit.tas.gov.au/_data/assets/pdf_file/0004/490828/Economic_Impact_Analysis_-_Emissions_Pathway_Review.pdf

Our vision for Tasmania

By 2030 we will have met our target by reducing our emissions and increasing our carbon storage.

We will have increased the resilience of our communities, environments, industries and infrastructure to the impacts of a changing climate.

Targets

Our government has committed to:

- Net zero emissions, or lower, from 2030 – the most ambitious legislated emissions reduction target in Australia.
- Reduce food waste by 50 per cent by 2030 and reduce the volume of organic waste sent to landfill by 25 per cent by 2025 and 50 per cent by 2030.
- 100 per cent electric government fleet vehicles by 2030.
- Double Tasmania's renewable electricity production (from 2020 levels) by 2040, with an interim target of 150 per cent by 2030.
- Maintain the lowest, or among the lowest, regulated prices in the National Electricity Market.
- Become a significant producer of renewable hydrogen by 2030.
- No loss of fire-sensitive vegetation and other high conservation natural, cultural and historic values in the Tasmanian Wilderness World Heritage Area.



Chris Crerar

Fast facts

Tasmania was the first Australian jurisdiction to achieve net zero emissions in 2013 and has maintained net zero for the last nine reported years.

Tasmania has the lowest emissions per person in Australia (minus 8.5 tonnes CO₂-e, compared to the national average 18.1 tonnes CO₂-e).

Tasmania's emissions (excluding the LULUCF sector) per person have declined by 18 per cent since 1990.

Tasmania will be the first Australian state to have a statewide electric vehicle charging network. Once installation of all Electric Vehicle ChargeSmart grant-supported chargers is complete, each station will have another station within 47 km on average.

100 per cent of our electricity needs have been generated from renewable sources since 2020.

Under this Action Plan, the government will deliver the following priority actions:

Funding of \$10 million has been allocated to implement new actions in this Plan, in addition to significant investment in other portfolio areas. New actions have been developed based on the feedback from consultation, the outcomes of the most recent independent review of the *Climate Change (State Action) Act 2008*, the 2021 Tasmanian Emissions Pathway Review and the latest science.

This plan brings together both new and ongoing actions to deliver a coordinated, whole-of-government response to climate change. New initiatives are clearly identified throughout the Action Plan, and the key priorities are outlined below.

Information and Knowledge

- Update Tasmania's fine-scale climate projections
- Improve accessibility and useability of information about climate change, including public education about climate change impacts and opportunities
- Develop a whole-of-government policy framework to embed climate change in government decision making
- Develop climate change resources for Tasmanian schools
- Deliver a review of climate change governance arrangements in Tasmania

Transition and Innovation

- Develop sector-based Emissions Reduction and Resilience Plans, including supporting research into emissions reduction and resilience opportunities to inform the development of the Plans
- Deliver a Community Climate Action Grants Program
- Financial incentives to support the uptake of electric vehicles in Tasmania
- Financial incentives for Tasmanians to purchase e-bikes and e-scooters
- Support large-scale research and development to reduce emissions from livestock
- Support the delivery of an agroforestry grants program

Adaptation and Resilience

- Deliver Tasmania's first Statewide Climate Change Risk Assessment
- Work with local government to co-design and implement a program to build climate change capability in Tasmania's councils

Our approach to action on climate change

Legislative framework

The *Climate Change (State Action) Act 2008* (the Act) establishes a legislative target of net zero greenhouse gas emissions, or lower, from 2030 and sets the government's plan for action on climate change.

The Act includes requirements for the government to:

- Prepare a climate change action plan by November 2023, and then at least every five years.
- Work with business and industry to develop sector-based emissions reduction and resilience plans. The first Emissions Reduction and Resilience Plan for the transport sector is to be developed by November 2023, and all other sectors are to be completed by November 2024. The plans are to be updated at least every five years.

- Prepare a statewide climate change risk assessment, which includes consideration of the economic, social and environmental implications and the associated risks to Tasmanian communities, natural environments, ecosystems and economic activity.

The risk assessment is also to consider the impact of climate change on the health and wellbeing of Tasmanians and future generations. The initial risk assessment is to be prepared by November 2024 and updated at least every five years.

- Prepare and publish an annual greenhouse gas emissions report and an annual climate change activity statement.
- Undertake an independent review of the Act every four years.

This Action Plan outlines the government's plan to fulfil the requirements under the Act and deliver on its policy commitments.



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Emissions Reduction and Resilience Plans

To support businesses, industry and the community to make the transition to a low emissions future, the *Climate Change (State Action) Act 2008* establishes a legislative framework for the government to collaborate and consult with industry to develop sector-based Emissions Reduction and Resilience Plans (ERRPs).

The requirement to develop ERRPs was established in response to the most recent independent review of the Act, which included extensive consultation with business, industry and the community.

A consistent theme in relation to sectoral emissions reduction and resilience planning was that a partnership approach between the government and industry is preferred, rather than regulated sectoral targets. Industry stakeholders also noted that appropriate education and training may be required to prepare Tasmania's industries for a lower emissions future, due to the emerging skills and roles required to decarbonise operations, products, and services.

The ERRPs will ensure that a practical and balanced approach is taken to reduce emissions and build resilience to the impacts of a changing climate.

ERRPs will be developed for the following sectors:

- Energy
- Transport
- Waste
- Agriculture
- Industrial Processes and Product Use (IPPU)
- Land Use, Land Use Change and Forestry (LULUCF).

The government has also committed to develop an ERRP for its own operations.



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Timeframes

All ERRPs are due to be completed within two years (November 2024), with the exception of the transport EERP which is due for completion by November 2023.

Key outputs

- State of Play reports, which will be publicly released and inform targeted consultation with key stakeholders.
- Draft ERRPs, which will be released for public consultation.
- A final EERP for each sector.



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Opportunities to reduce emissions

The Tasmanian Emissions Pathway Review identified emissions reduction opportunities that are already technically and economically achievable and align with current policy settings. Other emissions reduction opportunities are likely to become technically and economically achievable with further research, development, investment and time.

This Action Plan includes programs to support the uptake of a number of these opportunities. These opportunities will also play an important role in the development of the sector-based Emissions Reduction and Resilience Plans.

Transport

- Increase uptake of low emissions vehicles, including electric vehicles, in the passenger fleet
- Increase uptake of public and active transport
- Decarbonise the heavy transport fleet by using electric vehicles, hydrogen fuel cells, and renewable hydrocarbon fuels



Waste

- Reduce landfill methane emissions by diverting more organic waste from landfills and increasing landfill gas capture



Energy

- Reduce diesel use in the agriculture industry through precision agriculture and improved irrigation technologies
- Increase implementation of measures to improve energy efficiency and manage energy demand in manufacturing industries
- Electrification of boilers for process heat applications in manufacturing industries
- Use of bioenergy or renewable hydrogen in manufacturing industries
- Renewable hydrogen, biogas or synthetic gas substitutes for natural gas



Industrial Processes and Product Use (IPPU)

- Use of locally-sourced wood in construction in place of emissions-intensive building products



Land Use, Land Use Change and Forestry (LULUCF)

- Reduce conversion of plantations to other land uses
- Increase plantations, including agroforestry
- Introduce new measures, and maintain existing measures, to reduce the risk of major bushfires in forests
- Increase proportion of forestry logs directed to long-term wood products, and increased domestic processing



Agriculture

- Reduce agricultural soil emissions through precision agriculture and regenerative farming practices
- Reduce methane emissions from livestock by introducing feed supplements that inhibit enteric fermentation



Timeframes

This Action Plan will be in place for two years and will lay the foundation for work moving forward.

A new climate change action plan for Tasmania will be developed for release in 2025, to enable the new plan to take into account the findings of Tasmania's first

Statewide Climate Change Risk Assessment and all Emissions Reduction and Resilience Plans.

The next plan will build on this Action Plan to guide our action through to 2030 and ensure we reach our target of net zero emissions, or lower, from 2030.



Guiding principles

The government's action on climate change will be guided by the following principles, recommended by the most recent independent review of the Act.

Principle	Description
Sustainable development and social equity	Climate change action, and any government action that has a direct impact on climate change mitigation or adaptation efforts, should benefit both current and future generations of Tasmanians. In particular, vulnerable communities and First Nations practices should be considered.
Transparency and reporting	Reporting on climate change action should be timely, transparent and accurate, and made available to the public.
Science-based approach	Climate change action should be scientifically substantiated and align with limiting global warming to no more than 1.5°C above pre-industrial levels.
Integrated decision making	Decision making on climate change action is integrated, addressing environmental, social and economic considerations over short-, medium-, and long-term timeframes.
Risk management	Climate change action adequately reflects assessed risks, and risks of action and inaction are addressed.
Community engagement	Proposed climate change action takes into account the views of interested and relevant members of the community, through appropriate engagement.
Complementarity	Climate change action should reflect an appropriate level of cohesion with relevant state, national, and international climate change developments.

Overview: Climate change in Tasmania

Tasmania's greenhouse gas emissions

Tasmania was the first Australian jurisdiction to achieve net zero emissions, and has done so for the last nine reported years. In 2021 (the most recent reported year) Tasmania's emissions were minus 4.80 megatonnes of carbon dioxide equivalent (Mt CO₂-e).

More information about Tasmania's emissions is available in the greenhouse gas report published annually by the Climate Change Office and available on the ReCFIT website: www.recfit.tas.gov.au/what_is_recfit/climate_change/greenhouse_gas_emissions

Where do our emissions come from?



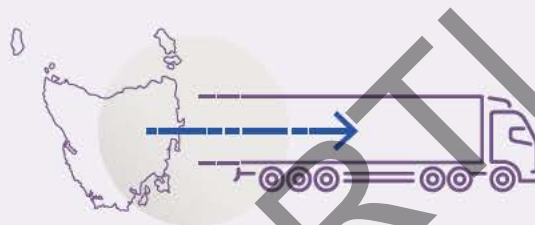
Where do our emissions data come from?

The main source of data on Tasmania's emissions is the Australian Government's State and Territory Greenhouse Gas Inventories (STGGI), which are prepared each year as part of the reporting requirements under the United Nations Framework Convention on Climate Change (UNFCCC).

STGGI data are released as part of Australia's National Greenhouse Accounts and the National Inventory Report, which run two years behind the current date and represent the most recent official annual emissions data in Australia.

What do our emissions data include?

The STGGI data relate to production-based, rather than consumption-based emissions in Tasmania. These emissions are called Scope 1 emissions. The data account for emissions from goods and services produced in, and exported from, Tasmania.



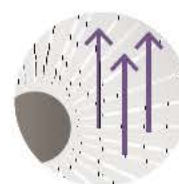
Impacts of a changing climate



Significant change in rainfall patterns



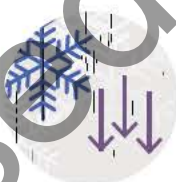
Increase in storms, creating coastal erosion



Rise in annual average temperatures



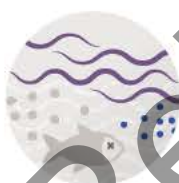
More hot days and heatwaves



Fewer frosts



Longer fire seasons, more days of high fire danger



Increased ocean acidification and water temperature



Rise in sea levels



Increased windspeed

Under a changing climate, we are expected to experience increased storm events and changes in rainfall patterns, which are likely to result in increased flooding, coastal inundation and erosion. We are also expected to experience increased temperatures, more hot days and heatwaves and longer fire seasons, with more frequent and intense bushfire events.

We are expected to experience marine heatwaves, rising sea levels and increased windspeed. Extreme weather events are projected to increase in frequency and intensity over time. These events will have environmental, economic and social impacts on Tasmania's businesses, industries, communities and our natural values.



Priority Area 1: Information and Knowledge

We will ensure our businesses, industries, governments and communities can make informed decisions by providing up-to-date, high quality and user-friendly information about Tasmania's emissions, our future climate, and emissions reduction, sequestration and adaptation opportunities.

Ensuring Tasmanian businesses, industries, governments and communities are well informed about climate change, how it may impact them, and how they can reduce their emissions and prepare for the impacts will play an important role in the transition to a low emissions, resilient future.

We recognise the importance of collaborating to ensure we understand the risks and opportunities for different groups, and empowering children and young people with the knowledge and opportunities to shape their future.

Having accurate, accessible information about our future climate will provide the foundation for Tasmanians to make informed decisions. It will allow us to take advantage of potential opportunities and prepare for risks in areas such as agricultural production, health services, our natural environments including biodiversity, water and land use planning, infrastructure planning and investment, and emergency management.

Importantly, we will continue to act to reduce our emissions and build resilience while we improve our information and knowledge. The actions under this priority area will inform future plans, policies and programs, including by embedding climate change considerations in Tasmanian Government decision making.

Our actions to improve information and knowledge about climate change mean that in 2030:

1.1. Tasmanians will have up-to-date information about our changing climate

Action	Approach	Lead agency
Updating the fine-scale climate projections for Tasmania  New initiative	Develop new fine-scale or "downscaled" climate projections for Tasmania, using the latest global climate models (CMIP6). The updated projections will support business, industry, community and government to understand the projected future climate for Tasmania, and plan for and build resilience to the impacts of a variable and changing climate.	ReCFIT
Updating our information on the impacts of climate change on Tasmania's natural environments and resources  Already underway	Prepare a State of the Environment Report that documents baseline environmental data, trends and risks across Tasmania to inform strategic priorities and land use planning, including in relation to environmental management and sustainability issues. Explore options for updating hydrological estimates of water catchment yields using contemporary climate change projections through the Water Catchment Yield Science Update. Work with the University of Tasmania under the Sustainable Marine Research Collaborative Agreement (SMRCA) to better understand the effects of climate change on marine ecosystems, marine industries and cultural practices, and develop options for adaptation.	Tasmanian Planning Commission NRE Tas NRE Tas

1.2. Tasmanians will have improved access to resources about climate change and skills training in key industries

Action		Approach	Lead agency
Improving accessibility and useability of information about climate change	 New initiative	Deliver a public education program on climate change impacts and opportunities.	ReCFIT
		Develop a suite of resources that meet user needs to support state and local government, industry and the community make informed decisions about managing climate risks and opportunities.	ReCFIT
		Raise awareness about the links between climate change and health, and the ways communities can take action and respond to climate change.	Health
Updating Tasmania's enterprise suitability mapping	 Already underway	Update Tasmania's enterprise suitability maps to incorporate the latest climate projections and extend the maps out to 2100 to support decision making in our agriculture sector.	NRE Tas
Promoting science engagement	 Already underway	Participate in and promote citizen science engagement in the Range Extension Database and Mapping Project (Redmap) in partnership with the Centre for Marine Socioecology at the University of Tasmania.	NRE Tas
Investing in skills	 Already underway	Continue to provide subsidised training in key transition industries, agriculture, aquaculture and primary industries.	State Growth
		Build the skills and capacity of the energy sector workforce to deliver Battery of the Nation, Marinus Link, major renewable energy and other projects, including hydrogen and transport electrification.	State Growth

1.3. Climate change considerations will be embedded in government decision making

Action		Approach	Lead agency
Ensuring government entities consider climate change	 New initiative	Develop a whole-of-government policy framework to embed climate change consideration into government decision making by late 2024. The framework will consider Ministerial guidelines, guidance material and decision support tools, information on scientific, legal and market developments, and training opportunities. It will be informed by the principles recommended by the independent review of the Act.	ReCFIT
		Develop a whole-of-state sustainability vision and strategy for Tasmania, which includes the social, environmental and economic objectives of the UN Sustainable Development Goals.	DPAC
		Work with Government Business Enterprises and State-owned Companies to continue to improve their understanding of the impact of climate-related risks and the provision of information on those risks.	Treasury

1.4. Our children and young people will be empowered to shape their future

Action		Approach	Lead agency
Developing climate change resources for schools	 New initiative	Develop climate change resources for Tasmanian schools. The resources will aim to build a generation of young Tasmanians who are critical thinkers, involved in exploring and understanding the science of climate change, its causes and solutions, and how society and our economy will need to build resilience and adapt to its impacts.	ReCFIT
Supporting the delivery of Youth Climate Leaders	 Already underway	Support a tailored program for Tasmanian high school students to inspire, educate and empower young leaders. The program will include a climate change initiative, sustainability solutions for local communities, potential national and international collaborative opportunities, mentoring and support, and presentations from keynote speakers, as well as conferences in each region.	ReCFIT
Consulting with children and young people	 New initiative	Work with key partners to develop appropriate mechanisms and resources for consulting with children and young people, in accordance with the Act.	ReCFIT
Addressing the impacts of climate change on mental health and wellbeing of children and young people	 New initiative	Work with key partners to explore additional options to address the impacts of climate change on the mental health and wellbeing of Tasmanians, with a focus on children and young people.	ReCFIT

1.5. We will be continuing to collaborate and consult with key stakeholders to improve our understanding of climate change impacts, risks and opportunities

Action		Approach	Lead agency
Improving climate change governance in Tasmania	 New initiative	Consult with the Climate Change Reference Group on the government's strategic priorities and emerging opportunities in climate change mitigation and adaptation.	ReCFIT
		Review climate change governance arrangements in Tasmania.	ReCFIT
Incorporating Tasmanian Aboriginal knowledge	 New initiative	Explore options for incorporating Aboriginal knowledge into action on climate change.	ReCFIT



Priority Area 2: Transition and Innovation

We will reduce our emissions and increase our carbon sequestration by making the most of opportunities using existing and emerging technologies, and support business, industry and the community through the transition to a low emissions economy.

Tasmania's net zero emissions profile is not guaranteed into the future, due to factors such as population growth, global market forces, and the uptake of new technologies. The carbon sink from our managed forest estate is not fixed and could be impacted by external factors, such as bushfires, which are projected to increase in both frequency and intensity under a changing climate.

It is important that we play our part in reducing global emissions in line with the Paris Agreement aim to keep global warming to well below 2°C compared to pre-industrial levels, and pursue efforts to limit warming to 1.5°C.

Climate change is a global issue, but many risks and opportunities are unique to Tasmania due to our emissions profile, expertise in marine and climate science, natural resources, size and location. We are committed to reducing emissions by driving the uptake of opportunities for our transport, agriculture, industry, waste, forestry and energy sectors that suit the Tasmanian context. We are also committed to supporting business, industry and the community in the transition to a low emissions economy.

Many opportunities to reduce emissions will have co-benefits that will increase the resilience of our businesses, industries and communities, such as increased energy efficiency, improved productivity, employment in new industries, attracting trade and investment, and improved health and wellbeing of our communities.

Detailed Emissions Reduction and Resilience Plans will be developed in partnership with key sectors of the Tasmanian economy, but action will also be taken on identified emissions reduction opportunities that are already technically and economically achievable.

Our actions to reduce emissions and support the transition to a low emissions economy mean that in 2030:

2.1. We will have plans in place to support our key sectors to transition to a low emissions future

Action	Approach	Lead agency
Developing and implementing Emissions Reduction and Resilience Plans 	Develop sector-based Emissions Reduction and Resilience Plans, in consultation with business, industry and the community, to ensure that a practical and balanced approach is taken to reduce emissions and build resilience to the impacts of a changing climate.	ReCFIT
	Support research into climate change risks and opportunities for our key sectors, to inform the development of sector-based Emissions and Reduction and Resilience Plans.	ReCFIT
	Establish a fund to implement priority actions identified in the Emissions Reduction and Resilience Plans, with an initial focus on the transport sector.	ReCFIT

2.2. Our communities and businesses will be supported to innovate and reduce emissions

Action		Approach	Lead agency
Delivering a Community Climate Action Grants Program	 New initiative	Deliver an open grants program to support community-level actions to improve information and knowledge about climate change, reduce emissions and build resilience.	ReCFIT
Supporting electrification and energy efficiency in homes and businesses	 Already underway	Continue the Energy Saver Loan Scheme to support households, small businesses and community organisations by providing interest-free loans of up to \$10,000 for eligible applicants to invest in energy efficient products to help lower their electricity bills. Supported products include solar panels and battery storage systems, heating and cooling systems, electric and solar hot water systems, insulation, window glazing and energy efficient appliances.	ReCFIT
		Help natural gas users in Tasmania make informed choices and investment decisions through the development of the Future Gas Strategy for Tasmania.	ReCFIT
		Develop a Tasmanian Housing Strategy which considers the impacts of climate change and energy efficiency on housing sustainability and ongoing standards of liveability.	Homes Tasmania
Reducing emissions from tourism and hospitality	 Already underway	Deliver a program to support tourism and hospitality operators to undertake carbon audits, implement measures to reduce their emissions, promote the stories of tourism and hospitality businesses who have actively reduced their emissions, and develop a business case to consider how visitors to Tasmania may voluntarily contribute to local offset projects.	State Growth, Tourism Tasmania
Providing energy price relief	 Already underway	Work with the Australian Government to deliver the jointly funded National Energy Price Relief Plan to provide temporary financial support to vulnerable customer groups and small businesses.	Treasury
Supporting community solar power installation	 Already underway	Continue to roll out solar panels for schools. The energy savings from the \$5 million Renewable Energy Schools Program will be reinvested to fund further solar installations and sustainability improvements in our schools.	DECYP
		Continue to support Tasmanian sporting clubs with their broader infrastructure needs including installation of solar power systems.	State Growth
Improving business resource efficiency	 Already underway	Continue to deliver the second Business Resource Efficiency Program to improve productivity, and reduce waste and emissions of Tasmania's small- to medium-sized businesses.	ReCFIT
Supporting innovation	 Already underway	Maximise opportunities through existing programs such as Enterprize to support establishment of innovative, high growth startups in renewable energy.	State Growth

2.3. We will have reduced emissions from our transport sector by increasing the uptake of electric vehicles and public and active transport

Action		Approach	Lead agency
Supporting the uptake of electric vehicles		Provide financial incentives to support the uptake of electric vehicles in Tasmania.	ReCFIT
Supporting the uptake of active transport		Deliver a grant program to support Tasmanians to purchase an e-bike or e-scooter.	ReCFIT
	 Already underway	Update the Tasmanian Walking and Cycling for Active Transport Strategy to capture the contemporary policy and infrastructure context regarding active transport across all levels of government.	State Growth
		Work with local government to improve active transport and micro-mobility infrastructure and facilities.	State Growth
Trialling zero emissions public transport	 Already underway	Continue to work with Metro Tasmania to trial zero emissions buses. An electric bus trial is due to commence in the north of the state in 2023 and work is underway to commence a hydrogen bus trial in the south.	ReCFIT, State Growth
Supporting the uptake of public transport	 Already underway	Continue exploring ways to improve Tasmania's public transport network. For example, the introduction of a statewide fare structure in mid-2023 will deliver fare reductions to a majority of passengers travelling to and from non-urban localities to urban interchanges. This will help to encourage people living in regional areas to use public transport.	State Growth
Transitioning the Tasmanian Government vehicle fleet	 Already underway	Continue to progress the commitment to transition the fleet to 100 per cent electric vehicles by 2030, including consideration of infrastructure, procurement, education and policies. This will reduce emissions from the government fleet and increase the number of electric vehicles available in the secondhand market.	ReCFIT
Planning for electric vehicles	 Already underway	Embed consideration of electric vehicle charging infrastructure into the Tasmanian Planning Scheme and develop a whole-of-government master plan for electric vehicle charging infrastructure.	DPAC, ReCFIT
Chairing the EV Working Group	 Already underway	Continue bringing together key partners to develop a coordinated approach to support the uptake of electric vehicles in Tasmania.	ReCFIT

2.4. We will be implementing emissions reduction opportunities for the agriculture sector, including new livestock feed supplements and precision agriculture

Action	Approach	Lead agency
Supporting research and development to reduce emissions from livestock	Support a large-scale trial of <i>Asparagopsis</i> or other feed supplements to reduce emissions from livestock.	ReCFIT
Supporting the transition to low carbon agriculture	Continue to encourage farmers and other businesses to understand the growing carbon market, through the Carbon Farming Advice Rebate Pilot Program.	NRE Tas
	Expand the Landcare Action Grants program of practical on-ground works for sustainable agriculture to support carbon farming initiatives.	NRE Tas
	Encourage dairy farmers to participate in the DairyTas 'The 10 Steps' program, which provides information to reduce the carbon footprint of Tasmanian dairy farms.	NRE Tas
	Support the adoption of precision agriculture through the Strategic Industry Partnership Program, including a pilot program to develop and test a grower-led agtech adoption framework in Tasmanian agriculture.	NRE Tas
Supporting seaweed production	Support emerging seaweed production activities, including <i>Asparagopsis</i> , to support decarbonisation in other sectors and expand ocean carbon sequestration.	NRE Tas

2.5. We will have increased the carbon stored in our forests by increasing new timber plantations, expanding the adoption of agroforestry and reducing the conversion of plantations to other land uses

Action	Approach	Lead agency
Supporting landowners to sequester carbon on their properties	Support Private Forests Tasmania to deliver grants for landowners to plant more trees on their properties, building on its successful Integrated Farm Forestry Program. This will increase Tasmania's carbon sequestration and has additional benefits including improved farm productivity, water quality and biodiversity and reduction in soil erosion.	ReCFIT
	Support Private Forests Tasmania and the Tasmanian Forestry Hub to deliver the Farm Forestry Carbon Tool. The tool will enable landowners to estimate their carbon emissions and sequestration and potential tree offset opportunities, with the goal of encouraging landowners to plant more trees on their properties.	NRE Tas
Supporting a sustainable forestry sector	Work with the forestry sector to develop a policy framework that identifies barriers to agroforestry and plantation forestry, promotes plantations and wood products, promotes using locally-sourced timber instead of more emissions-intensive building materials, and explores opportunities for bioenergy and biofuels to reduce fossil fuel use.	NRE Tas

2.6. We will have reduced the volume of organic waste sent to landfill by 50 per cent and be moving towards a circular economy

Action		Approach	Lead agency
Increasing organic waste reprocessing capacity in Tasmania	 Already underway	Partner with the Australian Government and industry to deliver two state-of-the-art composting facilities, reducing the volume of organic material sent to landfill and reducing emissions.	NRE Tas
Growing the circular economy	 Already underway	Phase out single use plastics by 2025 and continue to improve plastic recycling in Tasmania.	NRE Tas
		Partner with the Australian Government to support improved recycling in remote communities.	NRE Tas
		Continue to support the use of recycled materials such as crumbed rubber from waste tyres in the construction and maintenance of the state road network, and research the use of other recycled products and the feasibility of increasing their use in state road construction in Tasmania.	State Growth

2.7. We will be supporting our industries to improve their energy efficiency and reduce emissions

Action		Approach	Lead agency
Providing financial support for businesses and industry to reduce emissions and improve energy efficiency	 Already underway	Continue the \$50 million Business Energy Efficiency Scheme (BEES) to support electricity customers with annual consumption of more than 150 MWh to invest in energy efficiency and electrification opportunities.	ReCFIT
		Support large Tasmanian greenhouse gas emitting businesses and industries to trial existing clean technologies, or test new innovative production processes, that will lead to reduced emissions. Ensure the program scope and design complement relevant state and national programs.	ReCFIT
Advocating to the Australian Government	 Already underway	Continue to advocate for the best outcomes for Tasmanian business and industry under the Australian Government's initiatives to reduce industrial emissions, including reforms to the Safeguard Mechanism and establishing the Powering the Regions Fund.	ReCFIT

2.8. We will have achieved our target to generate 150 per cent of our 2020 electricity generation capacity from renewable energy sources, and be continuing to increase our renewable electricity generation to reach 200 per cent in 2040

Action	Approach	Lead agency
Increasing renewable energy generation 	Continue to implement the Tasmanian Renewable Energy Action Plan and Renewable Energy Coordination Framework.	ReCFIT
	Continue to implement the Tasmanian Renewable Hydrogen Action Plan to become a significant producer of renewable hydrogen for local use and export by 2030.	ReCFIT
	Update the Renewable Energy Action Plan to develop the Powered by Tasmania Plan, focusing on accelerating renewable energy developments.	ReCFIT
	Continue to invest in hydro-electricity assets, considering the findings of relevant studies to further Tasmania's renewable electricity generation and progressing opportunities for further renewable energy development.	ReCFIT
Attracting renewable energy investment 	Continue to progress national-scale renewable energy projects such as Marinus Link and the Battery of the Nation.	ReCFIT
	Continue to work with and support a wide variety of proponents across renewable energy projects.	ReCFIT

2.9. The government will be leading by example

Action	Approach	Lead agency
Reducing emissions from government operations  	Develop an Emissions Reduction and Resilience Plan for Government Operations in conjunction with the whole-of-government policy framework, which will incorporate emissions reduction, transition to a low emissions economy, and resilience to climate-related risks.	ReCFIT
	Continue to monitor the government's energy use and the associated greenhouse gas emissions from its operations.	ReCFIT
	Develop a boiler replacement action plan to guide the replacement of fossil fuels used in government boilers with renewable alternatives, with a focus on bioenergy solutions.	ReCFIT
	Implement renewable energy alternatives for government-owned fossil fuel boilers, with a focus on bioenergy solutions.	ReCFIT



Priority Area 3: Adaptation and Resilience

We will manage the risks and take advantage of the potential opportunities from climate change, support planning and decision making, and build the resilience of our communities, environments, industries and infrastructure.

Under a changing climate, Tasmania is projected to experience a rise in annual average temperatures, significant changes in seasonal and regional rainfall patterns, increased windspeed, an increase in rainfall intensity and associated flooding, and longer, more intense fire seasons. Our coastal and marine environments will be impacted by rising sea levels, an increase in storm events and associated coastal erosion and inundation, increasing sea surface temperatures, ocean acidification, changing nutrient levels, and changes in species distribution. Extreme weather events are projected to increase in frequency and intensity over time.

The IPCC's *AR6 Synthesis Report: Climate Change 2023* confirms that we are already seeing the impacts in weather and climate extremes around the world, with widespread loss and damage to both nature and people. In the past decade in Tasmania, we have seen extreme flooding, fires, drought, biosecurity concerns and marine heatwaves.

These climate-related events have environmental, economic and social impacts on our state, including on our health and wellbeing, housing and infrastructure, food security, natural values and many more.

Managing the risks of a changing climate and making the most of opportunities that may arise will help to minimise disruptions to our economy and damage to our environments and help communities to adapt and recover. Although we cannot remove the risks entirely, we will be more resilient if we understand them and plan appropriately to lessen their impacts.

Our actions to support adaptation and build resilience mean that in 2030:

3.1. Our response to climate change will be informed by an improved understanding of its economic, social and environmental implications

Action	Approach	Lead agency
Preparing Tasmania's first Statewide Climate Change Risk Assessment  New initiative	Develop a statewide climate change risk assessment by November 2024. The Risk Assessment will assist the government to prioritise actions that support adaptation to the impacts of climate change.	ReCFIT
Analysing Tasmania's strategic disaster risks  Already underway	Pilot a horizon scanning framework that will analyse and prioritise Tasmania's strategic disaster risks across a range of threats and hazards (including climate change). This action includes developing an implementation plan to embed an ongoing horizon scanning process into Tasmania's whole-of-government disaster prevention and preparedness arrangements.	DPAC

3.2. We will have plans in place to support our key sectors to adapt and build resilience

Action	Approach	Lead agency
Developing and implementing Emissions Reduction and Resilience Plans  New initiative	Develop sector-based Emissions Reduction and Resilience Plans (ERRPs) in consultation with business, industry and the community, to ensure that a practical and balanced approach is taken to reduce emissions and build resilience to the impacts of a changing climate. ERRPs will be developed for the Energy, Transport, Waste, Agriculture, IPPU, LULUCF and government sectors. All ERRPs are due to be completed by late 2024, with the exception of the transport ERRP, due for completion by November 2023.	ReCFIT

3.3. We will continue to collaborate with local government to prepare for the impacts of climate change

Action	Approach	Lead agency
Building climate change action capability in local government 	Work with local government to co-design and implement a program of statewide climate change action in local government that builds the sector's capacity to respond to the impacts of a changing climate and reduce greenhouse gas emissions.	ReCFIT
Managing coastal hazards 	Work with coastal managers across the state and local government to develop a consistent statewide approach to managing the impacts of coastal hazards under a changing climate.	ReCFIT
Developing a Risk Information Portal  Already underway	Explore the development of a Risk Information Portal for Tasmania that spatially enables municipal emergency risk assessments. The risk assessments will seek to identify and utilise hazard models (for example: flood, fire, coastal hazards, drought) that incorporate climate projections.	DPAC

3.4. We will have improved our preparedness for natural disasters

Action	Approach	Lead agency
Improving bushfire preparedness  Already underway	Deliver a six-week program in Spring 2023 to empower Tasmanians to improve their bushfire preparedness. The program will support Tasmanians to understand their bushfire risk, create a bushfire plan and prepare their properties.	Tasmania Fire Service
	Continue delivering the Statewide Fuel Reduction Program to reduce the risk of bushfires impacting on communities.	NRE Tas, Tasmania Fire Service
	Continue to work with Tasmania Fire Service to mitigate the risk of ignition on the road verge and undertake vegetation management in accordance with Machinery Operating Guidelines.	State Growth
Improving Tasmania's disaster resilience  Already underway	Develop Tasmania's Disaster Resilience Strategy 2026-2030 that will outline the government's vision, goals and priority actions to improve Tasmanians' resilience to disasters.	DPAC

3.5. We will have increased the resilience of our natural environments and unique biodiversity

Action		Approach	Lead agency
Managing the risk of fire in the TWWHA		Undertake planned burning in the Tasmanian Wilderness World Heritage Area to reduce the risk of bushfire and protect natural and cultural values.	NRE Tas
Mitigating biosecurity risks		Assess the increased risks of temperate and sub-tropical pests and diseases establishing in Tasmanian marine and terrestrial environments. Prioritise those pests and diseases of highest risk and impact and develop mitigation strategies to address the highest risk species.	NRE Tas

3.6. We will have increased the resilience of our communities and built environments

Action		Approach	Lead agency
Addressing the impacts of climate change on the physical health and wellbeing of Tasmanians		Support actions that protect vulnerable Tasmanians from the impacts of climate change, such as bushfires, extreme heat and cold weather events.	Health
		Support community action on climate change and health through the Healthy Tasmania Fund - Healthy Focus Grants.	Health
		Create more liveable communities that improve health and wellbeing and address climate change. This includes active living strategies and supporting local food production, as well as actions to support good water and air quality.	Health
Improving the resilience of Tasmanian businesses		Promote information and capability-building opportunities for small- and medium-sized businesses and not-for-profit organisations to improve continuity planning and build resilience to the physical and transitional impacts of climate change.	State Growth
		Promote and support cross-sectoral opportunities for businesses to work together to improve their capacity and capability to respond to climate change.	State Growth
Embedding climate change in planning		Ensure the impacts of climate change are considered in Tasmania's planning policies and regional land use strategies and planning regulations.	DPAC
		Ensure climate change modelling is incorporated into strategic planning and decision making at state and local level to inform land release and the location of future housing. This action aims to mitigate the impacts of climate change on future residents and housing developments.	DPAC
Delivering sustainable and resilient infrastructure		Work across state agencies to establish sustainability and resilience best practice principles in the planning and delivery of infrastructure.	State Growth
		Identify opportunities for improving resilience as part of the upfront planning work when developing corridor strategies for state roads.	State Growth

3.7. We will have increased the resilience of our agriculture and fisheries sectors

Action	Approach	Lead agency
Supporting the agriculture industry to prepare for the impacts of climate change 	Deliver the joint Australian and Tasmanian Government Farm Business Resilience Program from mid-2023 to 2025, designed to give farmers the tools they need to prepare for and adapt to a changing climate and build business resilience through business planning.	NRE Tas
	Partner with regional development authorities, local government, industry, businesses and community stakeholders to develop Regional Drought Resilience Plans for the north, north west and south that prioritise and guide local actions to build Tasmania's resilience to future droughts.	DPAC
	Partner with DairyTas to deliver a climate adaptation and environmental sustainability program for the dairy industry.	NRE Tas
Extending irrigation infrastructure 	Roll out Tranche III of Pipeline to Prosperity to meet increased demand for irrigation schemes and support Tasmanian Irrigation to develop a business case for the south east extension scheme.	NRE Tas
Improving the resilience of our fisheries 	Improve the design of Harvest Strategies for commercial and recreational fisheries to better incorporate climate resilience.	NRE Tas
	Reduce the impacts of range-extended urchins on Tasmania's marine ecosystems caused by warming waters on Tasmania's east coast.	NRE Tas
	Work with CSIRO on integration of new national climate adaptation guidelines into fishery management approaches.	NRE Tas
	Work with Blue Economy CRC on a range of approaches that will promote greater resilience and adaptation by aquaculture and energy industries working in offshore marine environments (for example, co-production of finfish and seaweed).	NRE Tas



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Engaging with the community

Recognising the need for statewide action on climate change from all levels of society, many actions use a partnership approach with government, business, industry and the community. We will continue to engage with stakeholders and the community on specific actions.

Under the Act, the government has a legislative requirement to consult with relevant business, industry, scientific, environmental and community bodies, children and young people, local government, relevant unions, the peak body representing trade unions, and the Tasmanian community.

Our consultation requirements will be met through meetings, targeted workshops, public forums, written submissions, the Premier's Youth Advisory Council and the Climate Change Reference Group.

The Climate Change Reference Group was established in 2023 to provide advice and feedback on the government's strategic priorities and emerging opportunities in mitigation and adaptation.

Advice from the Reference Group will support the government to work towards Tasmania's 2030 net zero emissions target and increase community resilience to the impacts of climate change. The government has committed to reviewing climate change governance arrangements in Tasmania by mid-2024.

Keep up to date with our progress

The Climate Change Office will keep stakeholders and the community informed on the implementation of the Action Plan through our website, newsletter and social media.

We encourage you to sign up for our newsletter through our website: www.recfit.tas.gov.au/climate and follow the Tasmanian Climate Change Office on Facebook to stay informed about opportunities to have your say in the development of actions and participate in programs as they are implemented.

You can also contact the Climate Change Office by email at climatechange@recfit.tas.gov.au

Keeping track

Implementation

The Climate Change Office will develop an implementation plan that clearly outlines timelines, outputs and performance indicators for each action in the Action Plan.

Reporting

The Act includes a legislative requirement to prepare an annual climate change activity statement, showing the status of the actions in the action plan, and the Emissions Reduction and Resilience Plans. The Act also includes a requirement to prepare an annual greenhouse gas emissions report detailing Tasmania's emissions for each sector.

These reports will be prepared each year and are required to be tabled in Parliament.

Wherever possible, estimates of emissions reduction for actions and projects will be included in our reporting. Calculating emissions from specific projects is complex and based on a range of variable assumptions. Emissions estimates require a comprehensive assessment of all inputs into the project, and there are many factors that can influence the energy use and emissions reductions from projects (such as weather and climate variability, technologies deployed, production levels, occupancy of buildings and use of vehicles).

Monitoring and evaluation

We will determine whether actions in the Action Plan have been effective by monitoring and evaluating individual actions. Monitoring will be based on the approach identified for each of the actions. Evaluation methods will vary, as they will be tailored for each action.

Lead government agencies, working with partner organisations, will be responsible for monitoring and evaluating the actions they deliver. The Climate Change Office will coordinate reporting on whole-of-government actions.

An adaptive management approach will be used to ensure we are continuously improving our programs and processes. Implementation of actions will be adjusted based on what we learn from our monitoring and evaluation activities.

Learning from our experiences and sharing this information with others is a priority, as we implement the Action Plan and build our capacity for effective action on climate change.

Glossary and acronyms

The Act	<i>Climate Change (State Action) Act 2008</i>
Climate projections	Description of likely changes to the Earth's climate in future decades, based on scenarios describing plausible concentrations of greenhouse gas emissions in the atmosphere
CMIP	Coupled Model Intercomparison Project
CO ₂ -e	Carbon dioxide equivalent
DECYP	Department for Education, Children and Young People
DPAC	Department of Premier and Cabinet
Emissions	Unless otherwise stated, "emissions" refers to Tasmania's net greenhouse gas emissions, which means the greenhouse gases that are emitted from our activities minus the carbon sequestered (for example in our forests).
ERRPS	Emissions Reduction and Resilience Plans
Health	Department of Health
IPCC	Intergovernmental Panel on Climate Change
IPPU	Industrial Processes and Product Use
Low emissions economy	An economy based on energy sources that produce low levels of greenhouse gas emissions
LULUCF	Land Use, Land Use Change and Forestry
Mt CO ₂ -e	Megatonnes of carbon dioxide equivalent
Net zero emissions	The greenhouse gases that are emitted (for example through the burning of fossil fuels) and removed from the atmosphere (for example through restoration of forests) balance to an overall result of zero
NRE Tas	Department of Natural Resources and Environment Tasmania
ReCFIT	Renewables, Climate and Future Industries Tasmania (Department of State Growth)
State Growth	Department of State Growth
Treasury	Department of Treasury and Finance

Released under RTI

Department of State Growth

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Climate Change Office



Tasmania's Climate Change Action Plan 2023-25 - Implementation Plan

October 2023

Tasmania's Climate Change Action Plan 2023-25

Our vision

By 2030 we will have met our target by reducing our emissions and increasing our carbon storage

We will have increased the resilience of our communities, environments, industries and infrastructure to the impacts of a changing climate.



Principles

Principle	Description
1. Sustainable development and social equity	Climate change action, and any government action that has a direct impact on climate change mitigation or adaptation efforts, should benefit both current and future generations of Tasmanians. In particular, vulnerable communities and First Nations practices should be considered.
2. Transparency and reporting	Reporting on climate change action should be timely, transparent and accurate, and made available to the public.
3. Science-based approach	Climate change action should be scientifically substantiated and align with limiting global warming to no more than 1.5°C above pre-industrial levels.
4. Integrated decision making	Decision making on climate change action is integrated, addressing environmental, social and economic considerations over short-, medium-, and long-term timeframes.
5. Risk management	Climate change action adequately reflects assessed risks, and risks of action and inaction are addressed.
6. Community engagement	Proposed climate change action takes into account the views of interested and relevant members of the community, through appropriate engagement.
7. Complementarity	Climate change action should reflect an appropriate level of cohesion with relevant state, national, and international climate change developments.

Targets

- Net zero emissions, or lower, from 2030.
- Reduce food waste by 50 per cent by 2030 and reduce the volume of organic waste sent to landfill by 25 per cent by 2025 and 50 per cent by 2030.
- 100 per cent electric government fleet vehicles by 2030.
- Double Tasmania's renewable electricity production (from 2020 levels) by 2040, with an interim target of 150 per cent by 2030.
- Maintain the lowest, or among the lowest, regulated prices in the National Electricity Market.
- Become a significant producer of renewable hydrogen by 2030.
- No loss of fire-sensitive vegetation and other high conservation natural, cultural and historic values in the Tasmanian Wilderness World Heritage Area.



Priority Areas

1. Information and knowledge

We will ensure our businesses, industries, governments and communities can make informed decisions by providing up-to-date, high quality and user-friendly information about Tasmania's emissions, our future climate, and emissions reduction, sequestration and adaptation opportunities.

2. Transition and innovation

We will reduce our emissions and increase our carbon sequestration by making the most of opportunities using existing and emerging technologies, and support business, industry and the community through the transition to a low emissions economy.

3. Adaptation and resilience

We will manage the risks and take advantage of the potential opportunities from climate change, support planning and decision making, and build the resilience of our communities, environments, industries and infrastructure.

Implementation Plan

The purpose of this Implementation Plan is to guide the delivery of actions and activities, under the three priority areas of *Tasmania's Climate Change Action Plan 2023-25* (action plan) over the next two years.

The Implementation Plan outlines broad timeframes for the delivery of each action across government and identifies the key outcomes that will be achieved by taking action.

Timelines, outputs and measures of success will be identified for strategic priorities undertaken in the climate change portfolio.

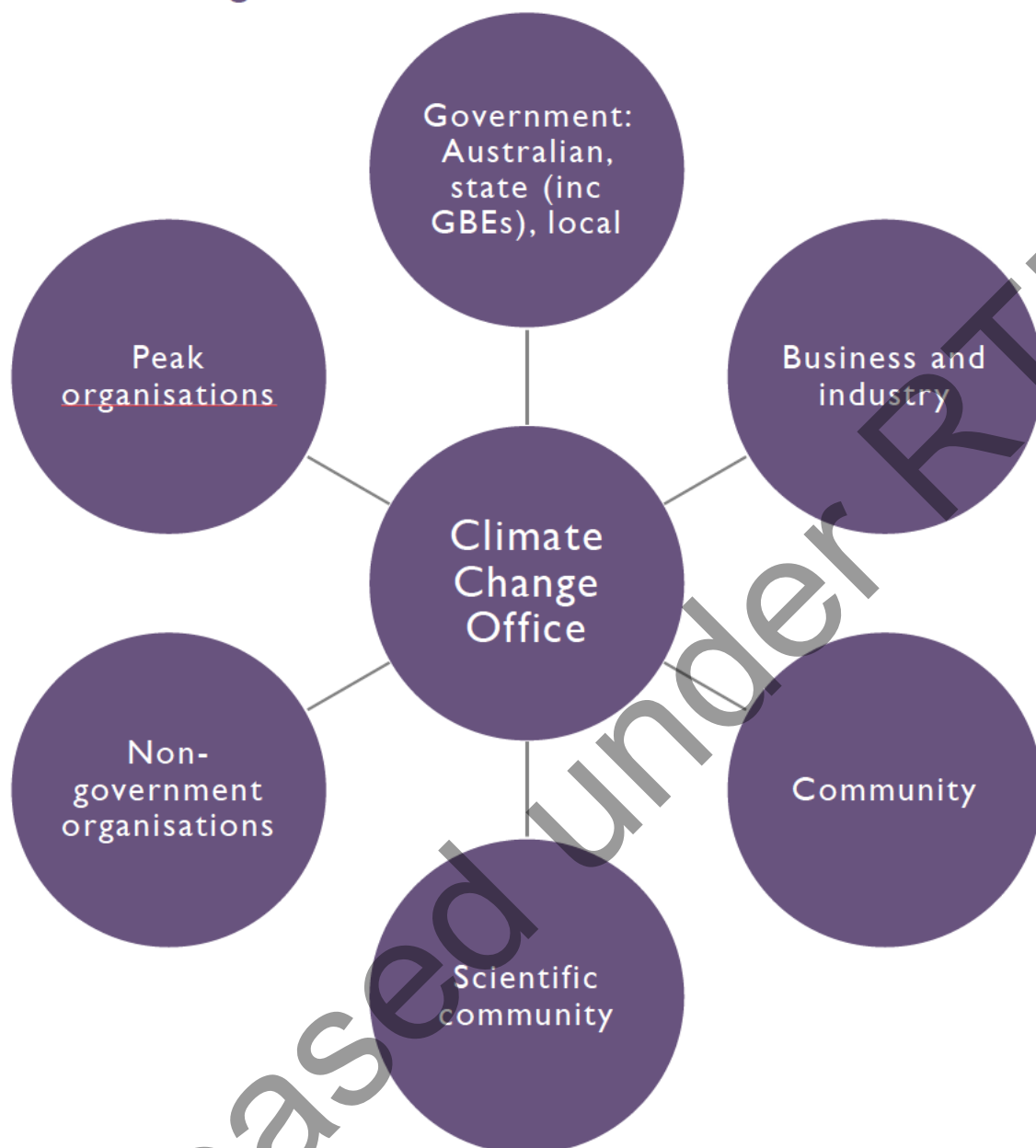
Partnership approach

The Climate Change Office (CCO) will implement the action plan using a consultative partnership approach with relevant business, industry, scientific, environmental and community bodies, children and young people, local government, relevant unions and the Tasmanian community.

This will be achieved by:

- seeking the views of others to inform the scope and delivery of projects
- monitoring and reporting publicly on progress through the annual climate change activity statement and greenhouse gas emission report
- sharing information and learnings with others.

Climate Change Office stakeholders



Monitoring and evaluation

We will determine whether actions in the action plan have been effective by monitoring and evaluating individual actions. Monitoring will be based on the approach identified for each of the actions. Evaluation methods will vary, as they will be tailored for each action.

Lead government agencies, working with partner organisations, will be responsible for monitoring and evaluating the actions they deliver. The CCO will coordinate reporting on whole-of-government actions through the annual climate change activity statement.

Strategic priorities

Climate change is a whole-of-government issue. In addition to over 80 targeted actions to support different parts of Tasmania's communities, businesses, industries and environments, the action plan includes eight strategic priorities that will inform policy and decision making across multiple portfolios. These strategic priorities include the requirements under the *Climate Change (State Action) Act 2008* and other major policy commitments. Delivery of each of these priorities will be led by CCO in consultation with relevant stakeholders from government, business, industry and the community.

Project	Key outputs	Measures of success	Timeframes
Sectoral Emissions Reduction and Resilience Plans	• State of Play Reports to inform industry consultation • Draft Plan for public consultation • Final Plan • The above outputs are to be delivered for: ○ Transport ○ Waste ○ Energy ○ Industrial Processes and Product Use ○ Agriculture ○ Land Use, Land Use Change and Forestry ○ Government Operations	• High levels of industry engagement and commitment. • Industry and government support to progress strategies in the Plans. • The Plans attract funding and investment.	Two years to complete, from 2023-25

Project	Key outputs	Measures of success	Timeframes
Statewide Climate Change Risk Assessment	• First pass risk and opportunity assessment • Detailed risk and opportunity assessment • Evaluation of adaptation actions • Final report	• Identification of the economic, social and environmental implications of climate change and assessment of the associated risks to Tasmanian communities, natural environments, ecosystems and economic activity. • Identification of the risks associated with the energy transition, including social and economic impacts. • Assessment of the impact of climate change on the health and wellbeing of Tasmanians and future generations.	One year to complete, by late 2024
Tasmania's fine-scale climate projections	• User needs analysis • Fine-scale climate projections • Impact reports and resources	• Fit for purpose, accessible, interoperable, reusable products that can be used in a wide variety of settings including: ○ government policy settings ○ business and industry investment and planning ○ local government planning.	Three years to complete, from 2023-26

Project	Key outputs	Measures of success	Timeframes
Climate change consideration in government policy	• Framework • Ministerial guidelines • Guidance material • Information • Training	• High uptake of resources and training. • Consistent reporting on climate change activity. • Climate consideration embedded in business-as-usual processes, key strategies and policy advice.	Two years to complete, from 2023-25. The framework will be completed by the end of 2023 and the remaining products will roll out periodically until 2025
Climate Change Governance Review	• Options paper	• Implementation of the recommendations of the review.	Twelve months to complete, due to commence mid-2023
Climate Change Activity Statement	• Activity statement	• Progress towards implementing the initiatives, projects and actions in the action plan and Emissions Reduction and Resilience Plans.	Delivered annually following the launch of the action plan
Tasmania's Greenhouse Gas Emissions Report	• Analysis • Final report	• Delivered within the required legislative time frame of 60 days after the release of the data by the Australian Government.	Delivered annually following publication of data by the Australian Government
Independent Review of the <i>Climate Change (State Action) Act 2008</i>	• Develop terms of reference • Approach for review • Develop government response to the review	• Completion of the review in accordance with the requirements of the Act.	Six months to complete, due to commence in mid-2024

All actions



Priority Area 1: Information and Knowledge

We will ensure our businesses, industries, governments and communities can make informed decisions by providing up-to-date, high quality and user-friendly information about Tasmania's emissions, our future climate, and emissions reduction, sequestration and adaptation opportunities.

1.1 Tasmanians will have up-to-date information about our changing climate

Action	No.	Approach	Lead agency	Jul-Dec 2023	Jan-Jun 2024	Jul-Dec 2024	Jan-Jun 2025
Updating the fine-scale climate projections for Tasmania	1.1.1.	Develop new fine-scale or “downscaled” climate projections for Tasmania, using the latest global climate models (CMIP6). The updated projections will support business, industry, community and government to understand the projected future climate for Tasmania, and plan for and build resilience to the impacts of a variable and changing climate.	ReCFIT (CCO)	●	●	●	●
Updating our information on the impacts of climate change on Tasmania's natural environments and resources	1.1.2.	Prepare a State of the Environment Report that documents baseline environmental data, trends and risks across Tasmania to inform strategic priorities and land use planning, including in relation to environmental management and sustainability issues.	Tasmanian Planning Commission	●	●		
	1.1.3.	Explore options for updating hydrological estimates of water catchment yields using contemporary climate change projections through the Water Catchment Yield Science Update.	NRE Tas	●	●	●	●

Action	No.	Approach	Lead agency	Jul-Dec 2023	Jan-Jun 2024	Jul-Dec 2024	Jan-Jun 2025
	1.1.4.	Work with the University of Tasmania under the Sustainable Marine Research Collaborative Agreement (SMRCA) to better understand the effects of climate change on marine ecosystems, marine industries and cultural practices, and develop options for adaptation.	NRE Tas	○	○	○	○

1.2 Tasmanians will have improved access to resources about climate change and skills training in key industries

Action	No.	Approach	Lead agency	Jul-Dec 2023	Jan-Jun 2024	Jul-Dec 2024	Jan-Jun 2025
Improving accessibility and useability of information about climate change	1.2.1.	Deliver a public education program on climate change impacts and opportunities.	ReCFIT (CCO)		○		
	1.2.2.	Develop a suite of resources that meet user needs to support state and local government, industry and the community make informed decisions about managing climate risks and opportunities.	ReCFIT (CCO)	○	○	○	○
	1.2.3.	Raise awareness about the links between climate change and health, and the ways communities can take action and respond to climate change.	Health	○	○	○	○
Updating Tasmania's enterprise suitability mapping	1.2.4.	Update Tasmania's enterprise suitability maps to incorporate the latest climate projections and extend the maps out to 2100 to support decision making in our agriculture sector.	NRE Tas		○	○	

Action	No.	Approach	Lead agency	Jul-Dec 2023	Jan-Jun 2024	Jul-Dec 2024	Jan-Jun 2025
Promoting science engagement	1.2.5.	Participate in and promote citizen science engagement in the Range Extension Database and Mapping Project (Redmap) in partnership with the Centre for Marine Socioecology at the University of Tasmania.	NRE Tas	○	○	○	○
Investing in skills	1.2.6.	Continue to provide subsidised training in key transition industries, agriculture, aquaculture and primary industries.	State Growth	○	○	○	○
	1.2.7.	Build the skills and capacity of the energy sector workforce to deliver Battery of the Nation, Marinus Link, major renewable energy and other projects, including hydrogen and transport electrification.	State Growth	○	○	○	○

1.3 Climate change considerations will be embedded in government decision making

Action	No.	Approach	Lead agency	Jul-Dec 2023	Jan-Jun 2024	Jul-Dec 2024	Jan-Jun 2025
Ensuring government entities consider climate change	1.3.1.	Develop a whole-of-government policy framework to embed climate change consideration into government decision making by late 2024. The framework will consider Ministerial guidelines, guidance material and decision support tools, information on scientific, legal and market developments, and training opportunities. It will be informed by the principles recommended by the independent review of the Act.	ReCFIT (CCO)	○	○	○	

Action	No.	Approach	Lead agency	Jul-Dec 2023	Jan-Jun 2024	Jul-Dec 2024	Jan-Jun 2025
	1.3.2.	Develop a whole-of-state sustainability vision and strategy for Tasmania, which includes the social, environmental and economic objectives of the UN Sustainable Development Goals.	DPAC	○	○	○	
	1.3.3.	Work with Government Business Enterprises and State-owned Companies to continue to improve their understanding of the impact of climate-related risks and the provision of information on those risks.	Treasury	○	○		

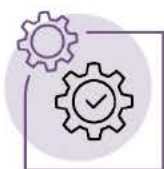
I.4 Our children and young people will be empowered to shape their future

Action	No.	Approach	Lead agency	Jul-Dec 2023	Jan-Jun 2024	Jul-Dec 2024	Jan-Jun 2025
Developing climate change resources for schools	1.4.1.	Develop climate change resources for Tasmanian schools. The resources will aim to build a generation of young Tasmanians who are critical thinkers, involved in exploring and understanding the science of climate change, its causes and solutions, and how society and our economy will need to build resilience and adapt to its impacts.	ReCFIT (CCO), DECYP	○	○	○	
Supporting the delivery of Youth Climate Leaders	1.4.2.	Support a tailored program for Tasmanian high school students to inspire, educate and empower young leaders. The program will include a climate change initiative, sustainability solutions for local communities, potential national and international collaborative opportunities, mentoring and support, and presentations from keynote speakers, as well as conferences in each region.	ReCFIT (CCO)	○	○	○	

Action	No.	Approach	Lead agency	Jul-Dec 2023	Jan-Jun 2024	Jul-Dec 2024	Jan-Jun 2025
Consulting with children and young people	1.4.3.	Work with key partners to develop appropriate mechanisms and resources for consulting with children and young people, in accordance with the Act.	ReCFIT (CCO), DECYP	○	○	○	○
Addressing the impacts of climate change on mental health and wellbeing of children and young people	1.4.4.	Work with key partners to explore additional options to address the impacts of climate change on the mental health and wellbeing of Tasmanians, with a focus on children and young people.	ReCFIT (CCO)	○	○		

1.5 We will be continuing to collaborate and consult with key stakeholders to improve our understanding of climate change impacts, risks and opportunities

Action	No.	Approach	Lead agency	Jul-Dec 2023	Jan-Jun 2024	Jul-Dec 2024	Jan-Jun 2025
Improving climate change governance in Tasmania	1.5.1.	Consult with the Climate Change Reference Group on the government's strategic priorities and emerging opportunities in climate change mitigation and adaptation.	ReCFIT (CCO)	○	○	○	
	1.5.2.	Review climate change governance arrangements in Tasmania.	ReCFIT (CCO)	○	○		
Incorporating Tasmanian Aboriginal knowledge	1.5.3.	Explore options for incorporating Aboriginal knowledge into action on climate change.	ReCFIT (CCO), DPAC	○	○	○	○



Priority Area 2: Transition and Innovation

We will reduce our emissions and increase our carbon sequestration by making the most of opportunities using existing and emerging technologies, and support business, industry and the community through the transition to a low emissions economy.

2.1. We will have plans in place to support our key sectors to transition to a low emissions future

Action	No.	Approach	Lead agency	Jul-Dec 2023	Jan-Jun 2024	Jul-Dec 2024	Jan-Jun 2025
Developing and implementing Emissions Reduction and Resilience Plans	2.1.1.	Develop sector-based Emissions Reduction and Resilience Plans, in consultation with business, industry and the community, to ensure that a practical and balanced approach is taken to reduce emissions and build resilience to the impacts of a changing climate.	ReCFIT (CCO)	●	●	●	
	2.1.2.	Support research into climate change risks and opportunities for our key sectors, to inform the development of sector-based Emissions and Reduction and Resilience Plans.	ReCFIT (CCO)	●	●	●	
	2.1.3.	Establish a fund to implement priority actions identified in the Emissions Reduction and Resilience Plans, with an initial focus on the transport sector.	ReCFIT (CCO)	●	●	●	●

2.2 Our communities and businesses will be supported to innovate and reduce emissions

Action	No.	Approach	Lead agency	Jul-Dec 2023	Jan-Jun 2024	Jul-Dec 2024	Jan-Jun 2025
Delivering a Community Climate Action Grants Program	2.2.1.	Deliver an open grants program to support community-level actions to improve information and knowledge about climate change, reduce emissions and build resilience.	ReCFIT (CCO)			○	○
Supporting electrification and energy efficiency in homes and businesses	2.2.2.	Continue the Energy Saver Loan Scheme to support households, small businesses and community organisations, by providing interest-free loans of up to \$10,000 for eligible applicants to invest in energy efficient products to help lower their electricity bills. Supported products include solar panels and battery storage systems, heating and cooling systems, electric and solar hot water systems, insulation, window glazing and energy efficient appliances.	ReCFIT	○	○	○	
	2.2.3.	Help natural gas users in Tasmania make informed choices and investment decisions.	ReCFIT	○	○		
	2.2.4.	Develop a Tasmanian Housing Strategy which considers the impacts of climate change and energy efficiency on housing sustainability and ongoing standards of liveability.	Homes Tasmania	○			
Reducing emissions from tourism and hospitality	2.2.5.	Deliver a program to support tourism and hospitality operators to undertake carbon audits, implement measures to reduce their emissions, promote the stories of tourism and hospitality businesses who have actively reduced their emissions, and develop a business case to consider how visitors to Tasmania may voluntarily contribute to local offset projects.	State Growth, Tourism Tasmania	○	○		

Action	No.	Approach	Lead agency	Jul-Dec 2023	Jan-Jun 2024	Jul-Dec 2024	Jan-Jun 2025
Providing energy price relief	2.2.6.	Work with the Australian Government to deliver the jointly funded National Energy Price Relief Plan to provide temporary financial support to vulnerable customer groups and small businesses.	Treasury	○	○	○	○
Supporting community solar power installation	2.2.7.	Continue to roll out solar panels for schools. The energy savings from the \$5 million Renewable Energy Schools Program will be reinvested to fund further solar installations and sustainability improvements in our schools.	DECYP	○	○	○	○
	2.2.8.	Continue to support Tasmanian sporting clubs with their broader infrastructure needs, including installation of solar power systems.	State Growth	○	○		
Improving business resource efficiency	2.2.9.	Continue to deliver the second Business Resource Efficiency Program to improve productivity, and reduce waste and emissions of Tasmania's small- to medium-sized businesses.	ReCFIT (CCO)	○			
Supporting innovation	2.2.10.	Maximise opportunities through existing programs such as Enterprize to support establishment of innovative, high growth startups in renewable energy.	State Growth	○	○		

2.3 We will have reduced emissions from our transport sector by increasing the uptake of electric vehicles and public and active transport

Action	No.	Approach	Lead agency	Jul-Dec 2023	Jan-Jun 2024	Jul-Dec 2024	Jan-Jun 2025
Supporting the uptake of electric vehicles	2.3.1.	Provide financial incentives to support the uptake of electric vehicles in Tasmania.	ReCFIT (CCO)	○			
	2.3.2.	Deliver a grant program to support Tasmanians to purchase an e-bike or e-scooter.	ReCFIT (CCO)	○			
Supporting the uptake of active transport	2.3.3.	Update the Tasmanian Walking and Cycling for Active Transport Strategy to capture the contemporary policy and infrastructure context regarding active transport across all levels of government.	State Growth	○			
	2.3.4.	Work with local government to improve active transport and micro-mobility infrastructure and facilities.	State Growth	○			
Trialling zero emissions public transport	2.3.5.	Continue to work with Metro Tasmania to trial zero emissions buses. An electric bus trial is due to commence in the north of the state in 2023 and work is underway to commence a hydrogen bus trial in the south.	ReCFIT, State Growth	○	○	○	○
Supporting the uptake of public transport	2.3.6.	Continue exploring ways to improve Tasmania's public transport network. For example, the introduction of a statewide fare structure in mid-2023 will deliver fare reductions to a majority of passengers travelling to and from non-urban localities to urban interchanges. This will help to encourage people living in regional areas to use public transport.	State Growth	○	○	○	○

Action	No.	Approach	Lead agency	Jul-Dec 2023	Jan-Jun 2024	Jul-Dec 2024	Jan-Jun 2025
Transitioning the Tasmanian Government vehicle fleet	2.3.7.	Continue to progress the commitment to transition the fleet to 100 per cent electric vehicles by 2030, including consideration of infrastructure, procurement, education and policies. This will reduce emissions from the government fleet and increase the number of electric vehicles available in the secondhand market.	ReCFIT (CCO), Treasury	○	○	○	○
Planning for electric vehicles	2.3.8.	Embed consideration of electric vehicle charging infrastructure into the Tasmanian Planning Scheme and develop a whole-of-government master plan for electric vehicle charging infrastructure.	DPAC, ReCFIT (CCO)	○	○		
Chairing the EV Working Group	2.3.9.	Continue bringing together key partners to develop a coordinated approach to support the uptake of electric vehicles in Tasmania.	ReCFIT (CCO)	○			

2.4 We will be implementing emissions reduction opportunities for the agriculture sector, including new livestock feed supplements and precision agriculture

Action	No.	Approach	Lead agency	Jul-Dec 2023	Jan-Jun 2024	Jul-Dec 2024	Jan-Jun 2025
Supporting research and development to reduce emissions from livestock	2.4.1.	Support a large-scale trial of <i>Asparagopsis</i> (seaweed) or other feed supplements to reduce emissions from livestock.	ReCFIT (CCO)	○	○		

Action	No.	Approach	Lead agency	Jul-Dec 2023	Jan-Jun 2024	Jul-Dec 2024	Jan-Jun 2025
Supporting the transition to low carbon agriculture	2.4.2.	Continue to encourage farmers and other businesses to understand the growing carbon market, through the Carbon Farming Advice Rebate Pilot Program.	NRE Tas	○	○		
	2.4.3.	Expand the Landcare Action Grants program of practical on-ground works for sustainable agriculture to support carbon farming initiatives.	NRE Tas	○			
	2.4.4.	Encourage dairy farmers to participate in the DairyTas 'The 10 Steps' program, which provides information to reduce the carbon footprint of Tasmanian dairy farms.	NRE Tas	○	○	○	○
	2.4.5.	Support the adoption of precision agriculture through the Strategic Industry Partnership Program, including a pilot program to develop and test a grower-led agtech adoption framework in Tasmanian agriculture.	NRE Tas	○	○	○	○
Supporting seaweed production	2.4.6.	Support emerging seaweed production activities, including <i>Asparagopsis</i> , to support decarbonisation in other sectors and expand ocean carbon sequestration.	NRE Tas	○	○	○	○

2.5 We will have increased the carbon stored in our forests by increasing new timber plantations, expanding the adoption of agroforestry and reducing the conversion of plantations to other land uses

Action	No.	Approach	Lead agency	Jul-Dec 2023	Jan-Jun 2024	Jul-Dec 2024	Jan-Jun 2025
Supporting landowners to sequester carbon on their properties	2.5.1.	Support Private Forests Tasmania to deliver grants for landowners to plant more trees on their properties, building on its successful Integrated Farm Forestry Program. This will increase Tasmania's carbon sequestration and has additional benefits, including improved farm productivity, water quality and biodiversity, and reduction in soil erosion.	ReCFIT (CCO)	○	○	○	○
	2.5.2.	Support Private Forests Tasmania and the Tasmanian Forestry Hub to deliver the Farm Forestry Carbon Tool. The tool will enable landowners to estimate their carbon emissions and sequestration and potential tree offset opportunities, with the goal of encouraging landowners to plant more trees on their properties.	NRE Tas	○			
Supporting a sustainable forestry sector	2.5.3.	Work with the forestry sector to develop a policy framework that identifies barriers to agroforestry and plantation forestry, promotes plantations and wood products, promotes using locally-sourced timber instead of more emissions-intensive building materials, and explores opportunities for bioenergy and biofuels to reduce fossil fuel use.	NRE Tas	○	○	○	○

2.6 We will have reduced the volume of organic waste sent to landfill by 50 per cent and be moving towards a circular economy

Action	No.	Approach	Lead agency	Jul-Dec 2023	Jan-Jun 2024	Jul-Dec 2024	Jan-Jun 2025
Increasing organic waste reprocessing capacity in Tasmania	2.6.1.	Partner with the Australian Government and industry to deliver two state-of-the-art composting facilities, reducing the volume of organic material sent to landfill and reducing emissions.	NRE Tas	○	○	○	○
Growing the circular economy	2.6.2.	Phase out single use plastics by 2025 and continue to improve plastic recycling in Tasmania.	NRE Tas	○	○	○	○
	2.6.3.	Partner with the Australian Government to support improved recycling in remote communities.	NRE Tas	○	○	○	○
	2.6.4.	Continue to support the use of recycled materials such as crumbed rubber from waste tyres in the construction and maintenance of the state road network, and research the use of other recycled products and the feasibility of increasing their use in state road construction in Tasmania.	State Growth	○	○	○	○

2.7 We will be supporting our industries to improve their energy efficiency and reduce emissions

Action	No.	Approach	Lead agency	Jul-Dec 2023	Jan-Jun 2024	Jul-Dec 2024	Jan-Jun 2025
Providing financial support for businesses and industry to reduce	2.7.1.	Continue the \$50 million Business Energy Efficiency Scheme (BEES) to support electricity customers with annual consumption of more than 150 MWh to invest in energy efficiency and electrification opportunities.	ReCFIT	○	○	○	○

Action	No.	Approach	Lead agency	Jul-Dec 2023	Jan-Jun 2024	Jul-Dec 2024	Jan-Jun 2025
emissions and improve energy efficiency	2.7.2.	Support large Tasmanian greenhouse gas-emitting businesses and industries to trial existing clean technologies, or test new innovative production processes, that will lead to reduced emissions. Ensure the program scope and design complement relevant state and national programs.	ReCFIT (CCO)	○	○	○	○
Advocating to the Australian Government	2.7.3.	Continue to advocate for the best outcomes for Tasmanian business and industry under the Australian Government's initiatives to reduce industrial emissions, including reforms to the Safeguard Mechanism and establishing the Powering the Regions Fund.	ReCFIT (CCO)	○	○	○	○

2.8 We will have achieved our target to generate 150 per cent of our 2020 electricity generation capacity from renewable energy sources, and be continuing to increase our renewable electricity generation to reach 200 per cent in 2040

Action	No.	Approach	Lead agency	Jul-Dec 2023	Jan-Jun 2024	Jul-Dec 2024	Jan-Jun 2025
Increasing renewable energy generation	2.8.1.	Continue to implement the Tasmanian Renewable Energy Action Plan and Renewable Energy Coordination Framework.	ReCFIT	○	○	○	○
	2.8.2.	Continue to implement the Tasmanian Renewable Hydrogen Action Plan to become a significant producer of renewable hydrogen for local use and export by 2030.	ReCFIT	○	○	○	○
	2.8.3.	Update the Renewable Energy Action Plan to develop the Powered by Tasmania Plan, focusing on accelerating renewable energy developments.	ReCFIT	○			

Action	No.	Approach	Lead agency	Jul-Dec 2023	Jan-Jun 2024	Jul-Dec 2024	Jan-Jun 2025
	2.8.4.	Continue to invest in hydro-electricity assets, considering the findings of relevant studies to further Tasmania's renewable electricity generation, and progressing opportunities for further renewable energy development.	ReCFIT	○	○	○	○
Attracting renewable energy investment	2.8.5.	Continue to progress national-scale renewable energy projects such as Marinus Link and the Battery of the Nation.	ReCFIT	○	○	○	○
	2.8.6.	Continue to work with and support a wide variety of proponents across renewable energy projects.	ReCFIT	○	○	○	○

2.9 The government will be leading by example

Action	No.	Approach	Lead agency	Jul-Dec 2023	Jan-Jun 2024	Jul-Dec 2024	Jan-Jun 2025
Reducing emissions from government operations	2.9.1.	Develop an Emissions Reduction and Resilience Plan for Government Operations in conjunction with the whole-of-government policy framework, which will incorporate emissions reduction, transition to a low emissions economy, and resilience to climate-related risks.	ReCFIT (CCO)	○	○		
	2.9.2.	Continue to monitor the government's energy use and the associated greenhouse gas emissions from its operations.	ReCFIT (CCO)	○	○	○	○
	2.9.3.	Develop a boiler replacement action plan to guide the replacement of fossil fuels used in government boilers with renewable alternatives, with a focus on bioenergy solutions.	ReCFIT	○			

Action	No.	Approach	Lead agency	Jul-Dec 2023	Jan-Jun 2024	Jul-Dec 2024	Jan-Jun 2025
	2.9.4.	Implement renewable energy alternatives for government-owned fossil fuel boilers, with a focus on bioenergy solutions.	ReCFT	○	○	○	○

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Priority Area 3: Adaptation and Resilience

We will manage the risks and take advantage of the potential opportunities from climate change, support planning and decision making, and build the resilience of our communities, environments, industries and infrastructure.

3.1 Our response to climate change will be informed by an improved understanding of its economic, social and environmental implications

Action	No.	Approach	Lead agency	Jul-Dec 2023	Jan-Jun 2024	Jul-Dec 2024	Jan-Jun 2025
Preparing Tasmania's first statewide climate change risk assessment	3.1.1.	Develop a statewide climate change risk assessment by November 2024. The Risk Assessment will assist the government to prioritise actions that support adaptation to the impacts of climate change.	ReCFIT (CCO)	●	●	●	●
Analysing Tasmania's strategic disaster risks	3.1.2.	Pilot a horizon scanning framework that will analyse and prioritise Tasmania's strategic disaster risks across a range of threats and hazards (including climate change). This action includes developing an implementation plan to embed an ongoing horizon scanning process into Tasmania's whole-of-government disaster prevention and preparedness arrangements.	DPAC	●	●	●	●

3.2 We will have plans in place to support our key sectors to adapt and build resilience

Action	No.	Approach	Lead agency	Jul-Dec 2023	Jan-Jun 2024	Jul-Dec 2024	Jan-Jun 2025
Developing and implementing Emissions Reduction and Resilience Plans	3.2.1.	Develop sector-based Emissions Reduction and Resilience Plans (Plans) in consultation with business, industry and the community, to ensure that a practical and balanced approach is taken to reduce emissions and build resilience to the impacts of a changing climate. Plans will be developed for the Energy; Transport; Waste; Agriculture; Industrial Processes and Product Use; Land Use, Land Use Change and Forestry; and government sectors. All Plans are due to be completed by late 2024, with the exception of the transport Plan, due for completion by November 2023.	ReCFIT (CCO)	○	○	○	○

3.3 We will continue to collaborate with local government to prepare for the impacts of climate change

Action	No.	Approach	Lead agency	Jul-Dec 2023	Jan-Jun 2024	Jul-Dec 2024	Jan-Jun 2025
Building climate change action capability in local government	3.3.1.	Work with local government to co-design and implement a program of statewide climate change action in local government that builds the sector's capacity to respond to the impacts of a changing climate and reduce greenhouse gas emissions.	ReCFIT (CCO)	○	○	○	
Managing coastal hazards	3.3.2.	Work with coastal managers across the state and local government to develop a consistent statewide approach to managing the impacts of coastal hazards under a changing climate.	ReCFIT (CCO)			○	○

Action	No.	Approach	Lead agency	Jul-Dec 2023	Jan-Jun 2024	Jul-Dec 2024	Jan-Jun 2025
Developing a Risk Information Portal	3.3.3.	Explore the development of a Risk Information Portal for Tasmania that spatially enables municipal emergency risk assessments. The risk assessments will identify and utilise hazard models (for example: flood, fire, coastal hazards, drought) that incorporate climate projections.	DPAC	○	○	○	○

3.4 We will have improved our preparedness for natural disasters

Action	No.	Approach	Lead agency	Jul-Dec 2023	Jan-Jun 2024	Jul-Dec 2024	Jan-Jun 2025
Improving bushfire preparedness	3.4.1.	Deliver a six-week program in spring 2023 to empower Tasmanians to improve their bushfire preparedness. The program will support Tasmanians to understand their bushfire risk, create a bushfire plan and prepare their properties.	Tasmania Fire Service	○			
	3.4.2.	Continue delivering the Statewide Fuel Reduction Program to reduce the risk of bushfires impacting on communities.	NRE Tas, Tasmania Fire Service	○	○	○	○
	3.4.3.	Continue to work with Tasmania Fire Service to mitigate the risk of ignition on the road verge and undertake vegetation management in accordance with Machinery Operating Guidelines.	State Growth	○	○	○	○
Improving Tasmania's disaster resilience	3.4.4.	Develop Tasmania's Disaster Resilience Strategy 2026-2030 that will outline the government's vision, goals and priority actions to improve Tasmanians' resilience to disasters.	DPAC	○	○	○	○

3.5 We will have increased the resilience of our natural environments and unique biodiversity

Action	No.	Approach	Lead agency	Jul-Dec 2023	Jan-Jun 2024	Jul-Dec 2024	Jan-Jun 2025
Managing the risk of fire in the TWWHA	3.5.1.	Undertake planned burning in the Tasmanian Wilderness World Heritage Area to reduce the risk of bushfire and protect natural and cultural values.	NRE Tas	○	○	○	○
Mitigating biosecurity risks	3.5.2.	Assess the increased risks of temperate and sub-tropical pests and diseases establishing in Tasmanian marine and terrestrial environments. Prioritise those pests and diseases of highest risk and impact and develop mitigation strategies to address the highest risk species.	NRE Tas	○	○	○	○

3.6 We will have increased the resilience of our communities and built environments

Action	No.	Approach	Lead agency	Jul-Dec 2023	Jan-Jun 2024	Jul-Dec 2024	Jan-Jun 2025
Addressing the impacts of climate change on the physical health and wellbeing of Tasmanians	3.6.1.	Support actions that protect vulnerable Tasmanians from the impacts of climate change, such as bushfires, extreme heat and cold weather events.	Health	○	○	○	○
	3.6.2.	Support community action on climate change and health through the Healthy Tasmania Fund - Healthy Focus Grants.	Health	○	○	○	○
	3.6.3.	Create more liveable communities that improve health and wellbeing and address climate change. This includes active living strategies and supporting local food production, as well as actions to support good water and air quality.	Health	○	○	○	○

Action	No.	Approach	Lead agency	Jul-Dec 2023	Jan-Jun 2024	Jul-Dec 2024	Jan-Jun 2025
Improving the resilience of Tasmanian businesses	3.6.4.	Promote information and capability-building opportunities for small- and medium-sized businesses and not-for-profit organisations to improve continuity planning and build resilience to the physical and transitional impacts of climate change.	State Growth	○	○		
	3.6.5.	Promote and support cross-sectoral opportunities for businesses to work together to improve their capacity and capability to respond to climate change.	State Growth	○	○	○	○
Embedding climate change in planning	3.6.6.	Ensure the impacts of climate change are considered in Tasmania's planning policies and regional land use strategies, and planning regulations.	DPAC	○	○	○	○
	3.6.7.	Ensure climate change modelling is incorporated into strategic planning and decision making at state and local level to inform land release and the location of future housing. This action aims to mitigate the impacts of climate change on future residents and housing developments.	DPAC	○	○	○	○
Delivering sustainable and resilient infrastructure	3.6.8.	Work across state agencies to establish sustainability and resilience best practice principles in the planning and delivery of infrastructure.	State Growth	○	○	○	○
	3.6.9.	Identify opportunities for improving resilience as part of the upfront planning work when developing corridor strategies for state roads.	State Growth	○	○	○	○

3.7 We will have increased the resilience of our agriculture and fisheries sectors

Action	No.	Approach	Lead agency	Jul-Dec 2023	Jan-Jun 2024	Jul-Dec 2024	Jan-Jun 2025
Supporting the agriculture industry to prepare for the impacts of climate change	3.7.1.	Deliver the joint Australian and Tasmanian Government Farm Business Resilience Program from mid-2023 to 2025, designed to give farmers the tools they need to prepare for and adapt to a changing climate and build business resilience through business planning.	NRE Tas	○	○	○	○
	3.7.2.	Partner with regional development authorities, local government, industry, businesses and community stakeholders to develop Regional Drought Resilience Plans for the north, north west and south that prioritise and guide local actions to build Tasmania's resilience to future droughts.	DPAC	○	○	○	○
	3.7.3.	Partner with DairyTas to deliver a climate adaptation and environmental sustainability program for the dairy industry.	NRE Tas	○	○	○	○
Extending irrigation infrastructure	3.7.4.	Roll out Tranche III of Pipeline to Prosperity to meet increased demand for irrigation schemes and support Tasmanian Irrigation to develop a business case for the south east extension scheme.	NRE Tas	○	○	○	○
Improving the resilience of our fisheries	3.7.5.	Improve the design of Harvest Strategies for commercial and recreational fisheries to better incorporate climate resilience.	NRE Tas	○	○	○	○
	3.7.6.	Reduce the impacts of range-extended urchins on Tasmania's marine ecosystems caused by warming waters on Tasmania's east coast.	NRE Tas	○	○	○	○
	3.7.7.	Work with CSIRO on integration of new national climate adaptation guidelines into fishery management approaches.	NRE Tas	○	○	○	○

Action	No.	Approach	Lead agency	Jul-Dec 2023	Jan-Jun 2024	Jul-Dec 2024	Jan-Jun 2025
	3.7.8.	Work with Blue Economy CRC on a range of approaches that will promote greater resilience and adaptation by aquaculture and energy industries working in offshore marine environments (for example, co-production of finfish and seaweed).	NRE Tas	○	○	○	○

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Climate Change Office



Climate Change Activity Statement 2024

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Cover images: Chris Crerar

The Climate Change Office acknowledges the traditional owners of this Country and recognises Aboriginal people’s continuing connection to Land, Sea, Waterways, Sky and Culture. We pay our respects to Elders, past and present.

Climate Change Activity Statement 2024
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Author: Climate Change Office | Renewables Climate and Future Industries Tasmania
Publisher: Department of State Growth
Date: September 2024
ISBN: 978-1-921527-84-5

Minister's message

I am proud to present Tasmania's first Climate Change Activity Statement, which provides a summary of our action on climate change over the past financial year.

The statement summarises how we have delivered on the actions in *Tasmania's Climate Change Action Plan 2023-25*.

Since the launch of the action plan, 11 of the plan's 98 actions have been completed, eight are nearing completion, 49 actions are in progress and 29 are ongoing.

Some of our key achievements over the past financial year are:

- providing financial support to help Tasmanians transition to electric transport. The e-mobility program provided \$200,000 to 501 Tasmanians with rebates for their electric bikes, cargo e-bikes and personal mobility devices, such as e-scooters. Nearly 200 rebates of \$2,000 have also been provided for Tasmanians to purchase battery electric vehicles
- developing Tasmania's first climate change risk assessment, which will help us prioritise actions that support Tasmania to adapt to the impacts of a changing climate
- awarding TasFarmers a grant of \$4 million to reduce emissions from livestock. TasFarmers will work with the Tasmanian Institute of Agriculture (TIA), Fonterra, Annandale Dairy Farm, Sea Forest and AEON Tasmanian feedlot to trial seaweed feed supplements to reduce an estimated 16,350 tonnes of carbon dioxide equivalent over the next three years
- supporting 14 small to medium-sized businesses to reduce their waste, through the Business Resource Efficiency Program.



Across other areas of government, we are also taking action on climate change, for example we have:

- provided half price fares for buses and the River Derwent Ferry until 30 June 2025 and \$20 million to expand the River Derwent Ferry Service with three new ferry terminals
- provided \$4.5 million to councils to improve active transport infrastructure
- committed \$900,000 over three years support Tasmanian landholders to enter carbon markets through the Landcare Action Grants Program
- invested in the new Dulverton Organics Treatment facility to reduce the organic waste sent to landfill, and opened consultation on an approach for phasing out single use plastics
- launched the \$300 million Tasmanian Green Hydrogen Hub project at Bell Bay, with funding from both the Tasmanian and Australian governments
- provided over 4,100 no-interest loans since to help fund the purchase and installation of energy efficient products and upgrades in Tasmanian households, not-for-profits and businesses.

In line with our legislation, the government is currently preparing Emissions Reduction and Resilience Plans for six Tasmanian sectors. The plans will help Tasmania reduce emissions, as well as support our businesses and industries in the transition to a low emissions economy and build resilience to climate-related risks.

The transport sector plan is due to be published in mid-2024. Draft plans for the energy, industrial processes and product use, agriculture, and land use, land use change and forestry sectors are currently open for public consultation. The final plans for these sectors, and the waste sector, are expected to be released in late 2024.

The Tasmanian Greenhouse Gas Report, released in August 2024, showed that our state has achieved net negative emissions for the ninth reported year in a row. However, our net negative status is not guaranteed and there is more we can do to reduce our emissions and prepare for a changing climate. We will continue to implement the actions in our action plan over the next financial year.

Nick Duigan MLC

Minister for Energy and Renewables



Image: Chris Crerar

Our plans

Action Plan

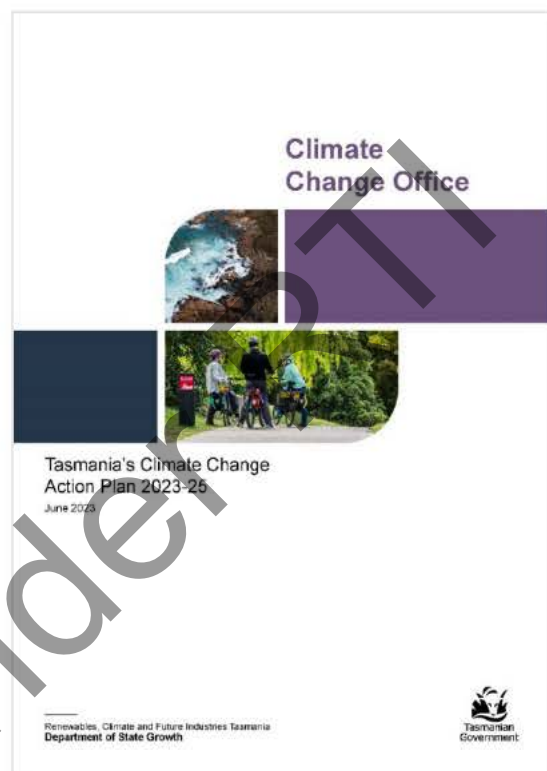
In June 2023, the Tasmanian Government released *Tasmania's Climate Change Action Plan 2023-25* (the Action Plan) and *Tasmania's Climate Change Action Plan 2023-25 – Implementation Plan*. These documents detail the Tasmanian Government's plans for action on climate change.

The action plan has three priority areas:

1. Information and knowledge
2. Transition and innovation
3. Adaptation and resilience

The Climate Change Office (CCO), in Renewables, Climate and Future Industries Tasmania (ReCFIT) is implementing the action plan, along with other agencies across the Tasmanian Government. The Plan was prepared in collaboration with relevant business, industry, scientific, environmental and community bodies, children and young people, local government, relevant unions, and the broader Tasmanian community. ReCFIT is a division of the Department of State Growth.

This activity statement provides an update on the progress of the actions and is a requirement under the *Climate Change (State Action) Act 2008* (the Act).



Emissions Reduction and Resilience Plans

To help us achieve our legislated target of net zero greenhouse gas emissions, or lower, from 2030, the Act requires the government to develop sector-based emissions reduction and resilience plans every five years, in consultation with business and industry. The plans will support a practical and balanced approach for our key sectors to reduce greenhouse gas emissions and build resilience to climate change.

The Act requires that this Activity Statement will report on progress against the plans.

Progress on the plans:

- targeted consultation has been completed for all sectors
- public consultation has been completed for the transport and waste plans
- the draft plans for the remaining sectors were released for public consultation in September 2024
- the final transport plan is expected to be released in mid-2024, and the final waste plan is expected to be released with the other final plans in November 2024.

The next Climate Change Activity Statement will report on progress against the sector-based plans, as required under the Act.

Our greenhouse gas emissions target



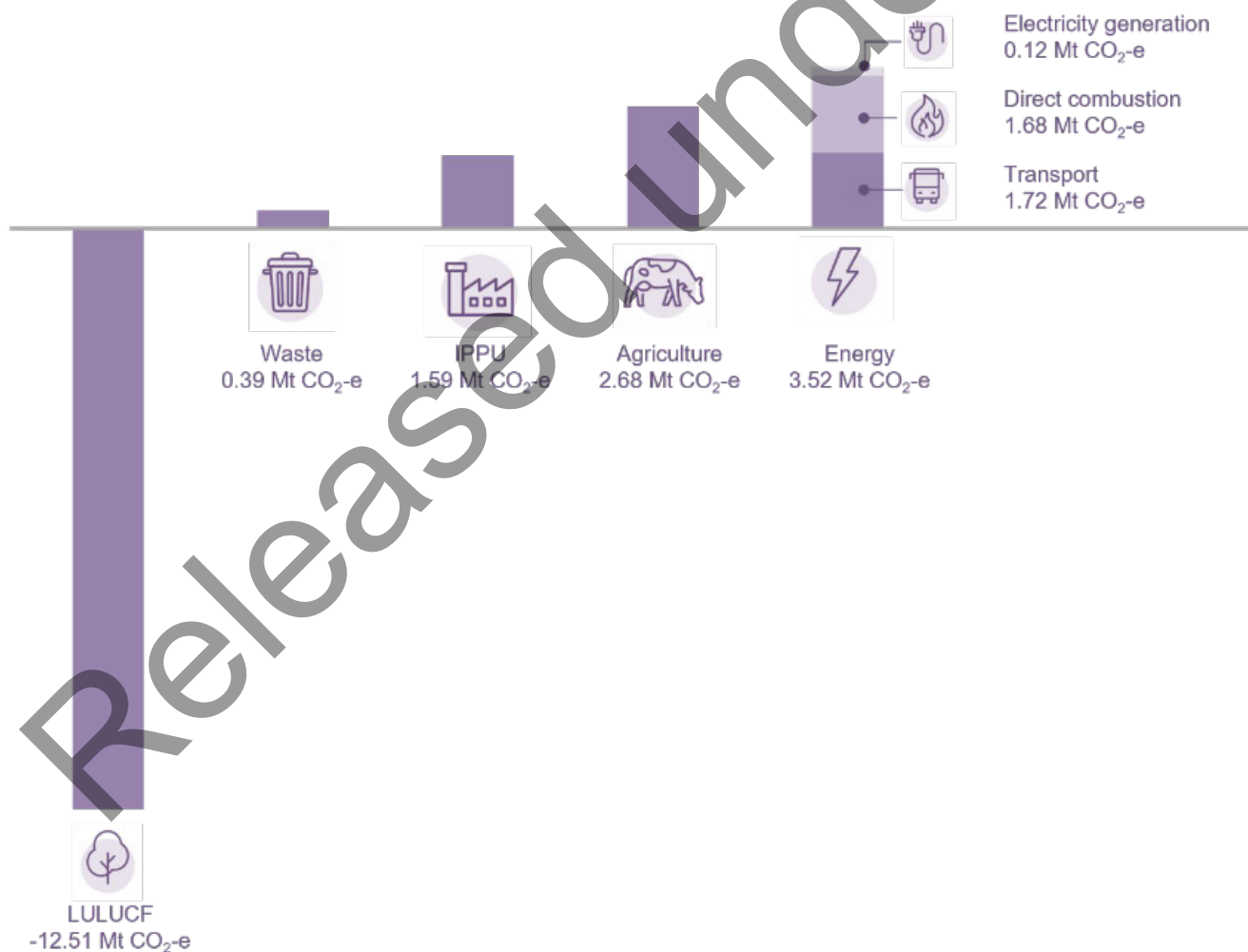
The Tasmanian Government has committed to net zero emissions, or lower, from 2030 – the most ambitious legislated emissions reduction target in Australia.

Each year, the Australian Government releases its annual State and Territory Greenhouse Gas Inventories. The latest figures, for the 2022 reporting period, were released in April 2024.

In 2022, Tasmania's net emissions were **minus 4.34 megatonnes** (Mt) of carbon dioxide equivalent (CO₂e). This is a **reduction of 122.2 per cent** from 1990 levels.

Tasmania has achieved its legislated target of net zero emissions, or lower, by 2030 for the past nine reported years.

Tasmania has the lowest net emissions, and the lowest emissions per person, of all Australian states and territories.



Our key achievements

Over the past year, the Tasmanian Government has delivered a range of programs to help reduce our greenhouse gas emissions and adapt to a changing climate.

Low Emissions Livestock Grant Program

TasFarmers was recently awarded the \$4 million Low Emissions Livestock Grant funding.

The funding will support a commercial-scale trial of feed supplements to reduce emissions from livestock, and demonstrate the feasibility and benefits of these technologies, to encourage broader uptake.

TasFarmers will be working with the Tasmanian Institute of Agriculture (TIA), Fonterra, Annandale Dairy Farm, Sea Forest and AEON as key partners.

The TasFarmers proposal will introduce Sea Forest's *Asparagopsis* seaweed feed supplements to approximately 24,000 head of livestock, across both dairy and beef, to reduce an estimated 16,350 tonnes of carbon dioxide equivalent over the next three years.

The project will also include education and awareness activities and the development of tools and resources for livestock producers to support them to adopt low emissions technologies on their farms. The data and learnings from the trial will be used to develop the resources.



Image: Chris Crerar

E-mobility rebates



Image: Pixabay

Between November 2023 and March 2024, the government offered incentives to help reduce Tasmania's transport emissions, by encouraging people to swap their daily commute for an electric alternative, such as an e-bike.

The program distributed \$200,000 in rebates for purchases of e-bikes, cargo e-bikes and personal mobility devices, such as e-scooters. A total of 501 rebates were provided: 110 in the state's north, 171 in the north west and 220 in the south.

Electric vehicle rebates

In November 2023, the government launched a \$750,000 rebate program to support the purchase of battery electric vehicles. There was a total of 375 rebates available, at \$2,000 each.

As of the end of June 2024, 181 rebates were approved and paid, totaling \$362,000. One hundred and forty were to applicants in the south of the state, 28 to applicants in the north and 13 to applicants in the north west.

Business Resource Efficiency Program

The \$200,000 Business Resource Efficiency Program (BREP) aimed to help small to medium-sized Tasmanian businesses reduce their waste and use of resources, through waste audits, working groups, and online resources.

There have been two rounds of BREP, both delivered by Business Action Learning Tasmania and funded by the Tasmanian Government.

The most recent round was completed in early 2024. Fourteen businesses, made up of 19 individual participants, took part. Seven businesses were located in the north of the state, six in the south and one in the north west.

Resources from the program are publicly available on the ReCFIT and BALT websites.



Image: BALT

Youth Climate Leadership Program

The Youth Climate Leadership program aims to develop students' understanding of climate change and actions that can contribute to the global effort to address climate change and build sustainability.

In March 2023, Sustainable Living Tasmania was awarded a Tasmanian Government grant of \$180,000 to deliver the Youth Climate Leadership program, over two years, in partnership with the University of Tasmania.

There were over 200 participants across 22 schools and homeschool students from around Tasmania, delivering 23 climate action projects in their region.

Two sets of conferences are held each year. The first set aims to build participants' knowledge in climate science, skills to engage with others to take climate action, and hope and resilience for the future. The second set of conferences focus on students sharing the outcomes of climate action projects implemented in their schools.

The project outcomes and learnings were shared by students at the second set of conferences in September 2024.

Energy Saver Loan Scheme



Image: Chris Crerar

The Energy Saver Loan Scheme provides no-interest loans to help fund the purchase and installation of energy efficient products and upgrades.

The Scheme supports households, small businesses and community organisations, by providing interest-free loans of up to \$10,000 for eligible applicants to invest in energy efficient products to help lower their electricity bills. Supported products include solar panels and battery storage systems, heating and cooling systems, electric and solar hot water systems, insulation, window glazing and energy efficient appliances.

The Scheme has been extremely popular. Over 4,100 loans have been provided since the scheme launched, valued at \$34.6 million.

Summary of our progress

Our progress against *Tasmania's Climate Change Action Plan 2023-25*

Tasmania's climate change action plan has 98 actions across three priority areas. This activity statement shows progress against each of the actions in the action plan.

The following table summarises the status of the actions in the action plan. Actions are shown as in progress, nearing completion, complete, or ongoing.¹



In progress



Nearing completion



Complete



Ongoing

	In progress	Nearing completion	Complete	Ongoing
Priority Area 1: Information and Knowledge	13	3	1	4
Priority Area 2: Transition and Innovation	24	2	9	12
Priority Area 3: Adaptation and Resilience	12	3	1	13
Total	49	8	11	29

¹ One action has been discontinued. The Emissions Reduction Loan Support Scheme (action 2.7.2) did not commence as expected in 2024. The funding has been reallocated to the implementation of the sectoral emissions reduction and resilience plans.

1 – Information and knowledge



We will ensure our businesses, industries, governments and communities can make informed decisions by providing up-to-date, high quality and user-friendly information about Tasmania's emissions, our future climate, and emissions reduction, sequestration and adaptation opportunities.

1.1 Tasmanians will have up-to-date information about our changing climate

Action	Description	Lead agency	Commentary	Status
1.1.1 Updating the fine-scale climate projections for Tasmania	Develop new fine-scale or "down-scaled" projections for Tasmania using the latest global climate models (CMIP6). The updated projections will support business, industry, community and government to understand the projected future climate for Tasmania, and plan for and build resilience to the impacts of a variable and changing climate.	ReCFIT (CCO)	Stakeholder consultation and user needs analysis is underway. Consultation is expected to commence in mid to late 2024.	●●●● In progress
1.1.2 Updating our information on the impacts of climate change on Tasmania's natural environments and resources	Prepare a State of the Environment report that documents baseline environmental data, trends and risks across Tasmania to inform strategic priorities and land use planning, including in relation to environmental management and sustainability issues.	Tasmanian Planning Commission	Drafting of the Tasmanian 2024 State of the Environment Report is well advanced and is due for release in mid to late 2024.	●●●●● Nearing completion
1.1.3 Updating our information on the impacts of climate change on Tasmania's natural environments and resources	Explore options for updating hydrological estimates of water catchment yields using contemporary climate change projections, through the Water Catchment Yield Science Update.	NRE Tas	The research phase has been completed and a pathway developed. Funding has been obtained via the National Water Grid Authority to implement the program. New catchment yield estimates are expected by June 2027.	●●●● In progress
1.1.4 Updating our information on the impacts of climate change on Tasmania's natural environments and resources	Work with the University of Tasmania under the Sustainable Marine Research Collaborative Agreement (SMRCA) to better understand the effects of climate change on marine ecosystems, marine industries and cultural practices, and develop options for adaptation.	NRE Tas	The climate-related research undertaken through the SMRCA will inform future fisheries and aquaculture management by government. Core funding is set at \$2.6 million a year and the Tasmanian Government has recently committed to an additional \$2 million over four years. The SMRCA has a target to leverage funding from external organisations. Additional Department of Natural Resources and Environment Tasmania (NRE Tas) funding can be provided for supplementary projects.	●●●● Ongoing

1.2 Tasmanians will have improved access to resources about climate change and skills training in key industries

Action	Description	Lead agency	Commentary	Status
1.2.1 Improving accessibility and useability of information about climate change	Deliver a public education program on climate change impacts and opportunities	ReCFIT (CCO)	This program of work is currently being scoped and has strong links to the climate change resources for schools program. The program will focus on empowering and educating children and young people, and the Tasmanian community, to understand the causes and consequences of climate change on the Tasmanian environment, and ways to take action and adapt.	●●●● In progress
1.2.2 Improving accessibility and useability of information about climate change	Develop a suite of resources that meet user needs to support state and local government, industry and the community make informed decisions about managing climate risks and opportunities.	ReCFIT (CCO)	After the statewide climate change risk assessment is complete, decision support tools and resources will be developed to support stakeholders to apply the findings from the risk assessment in a practical way. This project is funded under the Australian Government's Disaster Ready Fund.	●●●● In progress
1.2.3 Improving accessibility and useability of information about climate change	Raise awareness about the links between climate change and health, and the ways communities can take action and respond to climate change.	Health	A range of activities have been delivered to raise awareness about the links between climate change and health, including: • Presentations at the Annual Climate Change Symposium, Statewide Health Environmental Steering Committee and Regional Mental Health Council Tasmania meetings. • Ongoing engagement with local government. • A webinar on sustainable healthcare projects in partnership with WA Health Sustainable Development Unit. There is also a commitment to the Monash Consortium on Transitions to Sustainable Health Systems – an initiative to develop a roadmap to decarbonise the health system.	●●●● Ongoing
1.2.4 Updating Tasmania's enterprise suitability mapping	Update Tasmania's enterprise suitability maps to incorporate the latest climate projections and extend the maps out to 2100 to support decision making in our agriculture sector.	NRE Tas	The 2022 baseline climate layers for the Digital Climate Map Dataset Repository are complete (76 datasets). The project is now awaiting the new Global Climate Models (GCMs) to extend these maps to the year 2100 using the enterprise suitability mapping downscaling workflow.	●●●● In progress
1.2.5 Promoting science engagement	Participate in and promote citizen science engagement in the Range Extension Database and Mapping Project (Redmap) in partnership with the Centre for Marine Socioecology at the University of Tasmania.	NRE Tas	Support has been provided to RedMap to undertake an assessment of marine species moving location in Tasmania because of climatic changes. The overall objective of this project is to enable RedMap Tasmania to track the next ten years of marine species moving into new locations.	●●●● In progress

Action	Description	Lead agency	Commentary	Status
1.2.6 Investing in skills	Continue to provide subsidised training in key transition industries, agriculture, aquaculture and primary industries.	State Growth	Skills Tasmania administers a range of competitive funding programs for delivery of nationally recognised training to address the government's current workforce development and training priorities. Key transition industries are supported through these programs.	 Ongoing
1.2.7 Investing in skills	Build the skills and capacity of the energy sector workforce to deliver Battery of the Nation, Marinus Link, major renewable energy and other projects, including hydrogen and transport electrification.	State Growth	Industry Skills Compacts for the Energy and Building and Construction centres have both been signed. (Industry Skills Compacts are agreements between industry bodies and the Tasmanian Government to progress training and workforce development.) A demand and supply study has been completed for electrotechnology skills and training. The north west training facility is in the scoping stage.	 In progress

1.3 Climate change considerations will be embedded in government decision making

Action	Description	Lead agency	Commentary	Status
1.3.1 Ensuring government entities consider climate change	Develop a whole-of-government policy framework to embed climate change consideration into government decision making by late 2024. The framework will consider Ministerial guidelines, guidance material and decision support tools, information on scientific, legal and market developments, and training opportunities. It will be informed by the principles recommended by the independent review of the Act.	ReCFIT (CCO)	The government is progressing a framework to build capability and embed climate change consideration in whole-of-government policy. The next steps involve analysing agency baseline information to understand the current consideration of climate change in decision making (plans, policies and strategies) and introducing educational material to enable agencies to include climate change considerations in risk assessments.	 In progress
1.3.2 Ensuring government entities consider climate change	Develop a whole-of-state sustainability vision and strategy for Tasmania, which includes the social, environmental and economic objectives of the UN Sustainable Development Goals.	DPAC	In the second half of 2023, a discussion paper was released for public and targeted consultation, inviting Tasmanians help create Tasmania's sustainability vision and goals. The consultation website attracted 173 contributions, and 38 written submissions were also received. A draft sustainability strategy is being finalised with agencies before release for public consultation.	 In progress

Action	Description	Lead agency	Commentary	Status
1.3.3 Ensuring government entities consider climate change	Work with Government Business Enterprises and State-owned Companies to continue to improve their understanding of the impact of climate-related risks and the provision of information on those risks.	Treasury	Treasury has embedded the requirement to consider and provide information on climate-related risks into the annual corporate planning process for Government Business Enterprises and State-owned Companies. The emphasis is on the businesses understanding the risks, potential impacts, and mitigation strategies in relation to these risks.	 Complete

1.4 Our children and young people will be empowered to shape their future

Action	Description	Lead agency	Commentary	Status
1.4.1 Developing climate change resources for schools	Develop climate change resources for Tasmanian schools. The resources will aim to build a generation of young Tasmanians who are critical thinkers, involved in exploring and understanding the science of climate change, its causes and solutions, and how society and our economy will need to build resilience and adapt to its impacts.	ReCFIT (CCO), DECYP	CCO is working with the Department for Education, Children and Young People to incorporate climate change into the school curriculum. Work is underway to develop the curriculum and resources for teachers to implement the new materials.	 In progress
1.4.2 Supporting the delivery of Youth Climate Leaders	Support a tailored program for Tasmanian high school students to inspire, educate and empower young leaders. The program will include a climate change initiative, sustainability solutions for local communities, potential national and international collaborative opportunities, mentoring and support, and presentations from keynote speakers, as well as conferences in each region.	ReCFIT (CCO)	Sustainable Living Tasmania was awarded a Tasmanian Government grant of \$180,000 to deliver the Youth Climate Leaders program over 2023-24. The first set of conferences in March were a great success. There were over 200 participants across 22 schools and homeschool students from around Tasmania, delivering 23 climate action projects in their region. The second set of conferences will be held in September 2024.	 Nearing completion
1.4.3 Consulting with children and young people	Work with key partners to develop appropriate mechanisms and resources for consulting with children and young people, in accordance with the Act.	ReCFIT (CCO), DECYP	CCO has drafted an Engagement Strategy for Children and Young People, aimed at improving the ways in which we engage and consult with Tasmania's youth. The Engagement Strategy is expected to be published and available on the ReCFIT website in late 2024.	 Nearing completion

Action	Description	Lead agency	Commentary	Status
1.4.4 Addressing the impacts of climate change on mental health and wellbeing of children and young people	Work with key partners to explore additional options to address the impacts of climate change on the mental health and wellbeing of Tasmanians, with a focus on children and young people.	ReCFIT (CCO)	Work is underway, in collaboration with the Department of Health, to consider options to address the impacts of climate change on mental health, with a focus on children and young people. There are already various projects being undertaken or scoped for delivery by the Department of Health that address the impacts of climate change on mental health. CCO is planning to share information and resources to support children and young people on the ReCFIT website.	 In progress

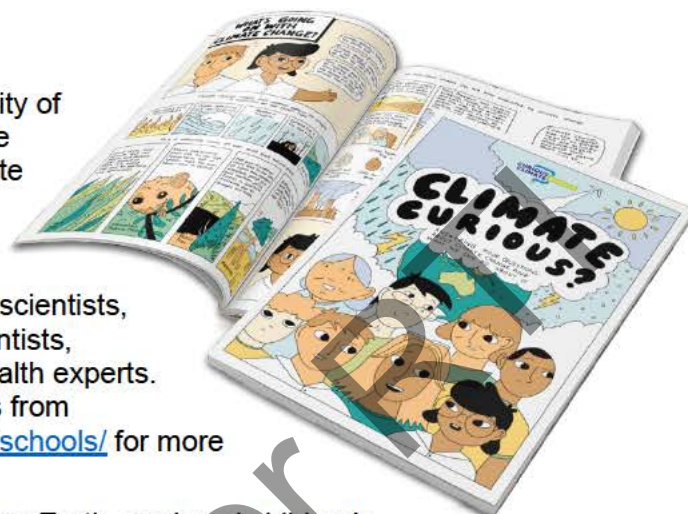
1.5 We will be continuing to collaborate and consult with key stakeholders to improve our understanding of climate change impacts, risks and opportunities

Action	Description	Lead agency	Commentary	Status
1.5.1 Improving climate change governance in Tasmania	Consult with the Climate Change Reference Group on the government's strategic priorities and emerging opportunities in climate change mitigation and adaptation.	ReCFIT (CCO)	The Climate Change Reference Group provides strategic advice and feedback to the Minister for Energy and Renewables and ReCFIT and held its first meeting in 2023. The Reference Group supports the achievement of Tasmania's net zero emissions target and is consulted on the government's priorities and emerging opportunities in climate change mitigation and adaptation.	 Ongoing
1.5.2 Improving climate change governance in Tasmania	Review climate change governance arrangements in Tasmania.	ReCFIT (CCO)	The governance review will be considered as part of the next independent review of the <i>Climate Change (State Action) Act 2008</i> , due to commence in late 2024.	 In progress
1.5.3 Incorporating Tasmanian Aboriginal knowledge	Explore options for incorporating Aboriginal knowledge into action on climate change.	ReCFIT (CCO), DPAC	CCO is continuing work to build relationships with Aboriginal people and organisations. This work will consider the perspectives and needs of palawa people in current work programs where possible, as well as in future policies and programs from the design phase onwards.	 In progress

Information and knowledge case studies

Curious Climate Schools

The Tasmanian Government has supported the University of Tasmania to deliver their award-winning Curious Climate Schools program. Students from schools around the state send in their climate change questions, which are answered online and in person at school visits. Questions are answered by a broad team of experts, including climate scientists, conservation biologists, fire scientists, chemists, lawyers, engineers, psychologists, social scientists, oceanographers, Indigenous knowledge holders and health experts. The team has so far answered more than 600 questions from Tasmanian school students. Visit curiousclimate.org.au/schools/ for more information about the program.



A recent research paper, published in science journal One Earth, analysed children's questions submitted to Curious Climate Schools in 2021-22 and found that children are most concerned about how to take action on climate change. Other major themes in children's questions were the impacts of climate change, and worries about the future of the planet. As well as a scientific paper, Curious Climate Schools has teamed up with local cartoonist Rosie Murrell to answer these 'most asked' questions in a new illustrated guide for children.

"Our new Climate Curious? cartoon guide responds to the questions we know children are asking about climate change, and offers some great ideas for students and teachers about how to cope with climate distress, and ways to take action yourself or with friends. We're looking forward to getting it out to schools around Tasmania"

Dr Chloe Lucas

Coordinator, Curious Climate Schools, University of Tasmania

Youth Climate Leaders Conference

The most recent Youth Climate Leaders Conferences were held in March 2024 at schools, community spaces and at the University of Tasmania in the north, north west and south of Tasmania. Supported by the Tasmanian Government, the program has been delivered by Sustainable Living Tasmania since 2023.

Over 200 participants from 22 schools and homeschool students participated in the conferences, which aimed to build participants' knowledge and understanding in three key areas: climate science, climate feelings and climate action.

Thirty three mentors and five support team volunteers, with a range of backgrounds, participated in the conferences. Mentors and volunteers included staff from the university, the agricultural institute, CSIRO and not-for-profits. They focused on bringing a variety of topics of interest to each conference. Students were able to engage and interact in meaningful conversations with mentors.

The second set of conferences were held in September 2024. Between the first and the second sets of conferences, students work on delivering climate action projects in their schools. Youth Program Officers work with students to develop their projects and explore meaningful ways to report back on their projects at the second conferences.



Image: Sustainable Living Tasmania

"Given the importance of climate action to Tasmanian young people in their communities, their identified climate anxiety and the vibrancy of this year's projects, this project is the key support for the Climate Change Action Plan: Priority 1 supporting the empowerment of our children and young people to shape their future."

Margaret Steadman
President, Sustainable Living Tasmania

"The youth climate leaders program is an incredible way to engage youth in their local community. It encourages students to question their actions and to consider how best they can take climate action as we move into the future."

Iola Fleming
Youth Program Officer, Sustainable Living Tasmania

2 – Transition and innovation



We will reduce our emissions by making the most of opportunities using existing and emerging technologies, and support businesses, industry and the community through the transition to a low emissions economy.

2.1 We will have plans in place to support our key sectors to transition to a low emissions future

Action	Description	Lead agency	Commentary	Status
2.1.1 Developing and implementing Emissions Reduction and Resilience Plans	Develop sector-based Emissions Reduction and Resilience Plans, in consultation with business, industry and the community, to ensure that a practical and balanced approach is taken to reduce emissions and build resilience to the impacts of a changing climate.	ReCFIT (CCO)	The plan for the transport sector will be released in mid-2024, and the remaining plans are on track to be prepared by November 2024. Public consultation opened in mid-2024. Further information on the plans is available on the ReCFIT website.	●●●● In progress
2.1.2 Developing and implementing Emissions Reduction and Resilience Plans	Support research into climate change risks and opportunities for our key sectors, to inform the development of sector-based Emissions and Reduction and Resilience Plans.	ReCFIT (CCO)	CCO is using existing research and data, as well preliminary findings from the statewide climate change risk assessment and feedback from consultation, to prepare the plans. Further research into climate change risks and opportunities for the transport, waste, energy, IPPU, agriculture and LULUCF sectors will be a considered in the plans.	●●●● In progress
2.1.3 Developing and implementing Emissions Reduction and Resilience Plans	Establish a fund to implement priority actions identified in the Emissions Reduction and Resilience Plans, with an initial focus on the transport sector.	ReCFIT (CCO)	All plans are on track to be delivered by November 2024, when the government will detail its approach to funding priority initiatives in all six Emissions Reduction and Resilience Plans.	●●●● In progress

2.2 Our communities and businesses will be supported to innovate and reduce emissions

Action	Description	Lead agency	Commentary	Status
2.2.1 Delivering a community climate action grants program	Deliver an open grants program to support community-level actions to improve information and knowledge about climate change, reduce emissions and build resilience.	ReCFIT (CCO)	A Community Climate Change Action Grants Program launched in mid-August 2024. The grants will support a wide range of community-level actions and projects of varying scales throughout the state. Successful applicants are expected to be notified in November 2024.	●●●● In progress

Action	Description	Lead agency	Commentary	Status
2.2.2 Supporting electrification and energy efficiency in homes and businesses	Continue the Energy Saver Loan Scheme to support households, small businesses and community organisations, by providing interest-free loans of up to \$10,000 for eligible applicants to invest in energy efficient products to help lower their electricity bills. Supported products include solar panels and battery storage systems, heating and cooling systems, electric and solar hot water systems, insulation, window glazing and energy efficient appliances.	ReCFIT	The Energy Saver Loan Scheme has been an extremely popular initiative. Over 4,100 loans have been provided since the scheme launched (value \$34.6 million).	●●●● In progress
2.2.3 Supporting electrification and energy efficiency in homes and businesses	Help natural gas users in Tasmania make informed choices and investment decisions.	ReCFIT	The Tasmanian Future Gas Strategy was released in November 2023, setting out the government's vision for the role of natural gas in Tasmania and the pathways available to reduce emissions. The government's strategy supports consumer choice, while noting the longer-term challenges expected for gas price and availability. Government programs, including the Energy Saver Loan Scheme and the Business Energy Efficiency Scheme, are available to support households and businesses interested in switching to efficient electric appliances.	✓ Complete
2.2.4 Supporting electrification and energy efficiency in homes and businesses	Develop a Tasmanian Housing Strategy which considers the impacts of climate change and energy efficiency on housing sustainability and ongoing standards of liveability.	Homes Tasmania	The <i>Tasmanian Housing Strategy 2023-2043</i> and accompanying Action Plan 2023-27 were released on 16 November 2023. The Action Plan includes: - Action 1.2.6 – Improve energy efficiency of Tasmanian homes and provide assistance to further reduce household energy costs with the Energy Saver Loan Scheme and No Interest Loans Scheme (ReCFIT and DPAC). - Action 1.2.7 – Develop a policy to improve sustainability of the design, construction and occupation of the Homes Tasmania portfolio, including the renovation and maintenance of existing homes (Homes Tasmania).	✓ Complete

Action	Description	Lead agency	Commentary	Status
2.2.5 Reducing emissions from tourism and hospitality	Deliver a program to support tourism and hospitality operators to undertake carbon audits, implement measures to reduce their emissions, promote the stories of tourism and hospitality businesses who have actively reduced their emissions, and develop a business case to consider how visitors to Tasmania may voluntarily contribute to local offset projects.	State Growth, Tourism Tasmania	A Tourism Emissions Reduction Grant Program was developed. Round 1 is complete and 14 tourism and hospitality businesses are currently undertaking emissions reduction projects. Round 2 is planned for 2024-25. A funding agreement has been developed with the Tourism Industry Council Tasmania to support 150 tourism and hospitality businesses to undertake emissions audits and develop emissions reduction plans. The program will be completed and evaluated by February 2025.	 In progress
2.2.6 Providing energy price relief	Work with the Australian Government to deliver the jointly funded National Energy Price Relief Plan to provide temporary financial support to vulnerable customer groups and small businesses.	Treasury	Eligible households received \$250 in bill relief in 2023-24 and eligible small businesses received \$650 in bill relief in 2023-24. Eligible households will receive a further \$250 in bill relief in 2024-25.	 In progress
2.2.7 Supporting community solar power installation	Continue to roll out solar panels for schools. The energy savings from the \$5 million Renewable Energy Schools Program will be reinvested to fund further solar installations and sustainability improvements in our schools.	DECYP	Twenty one solar installations have been completed. Ten solar installations are currently under construction.	 In progress
2.2.8 Supporting community solar power installation	Continue to support Tasmanian sporting clubs with their broader infrastructure needs, including installation of solar power systems.	State Growth	The 2023-24 Tasmanian Active Infrastructure Grants Program provided \$5 million to sport and active recreation infrastructure programs. Items such as the installation of solar panel systems were eligible projects under the program guidelines. No applications were received seeking funding to install solar panels. The program will run again in 2024-25.	 Ongoing
2.2.9 Improving business resource efficiency	Continue to deliver the second Business Resource Efficiency Program to improve productivity, and reduce waste and emissions of Tasmania's small- to medium-sized businesses.	ReCFIT (CCO)	Funding of \$200,00 was provided to Business Action Learning Tasmania to deliver the program. Fourteen businesses took part. A final program forum was held in Launceston in September 2023, where participants shared their project outcomes. Resources, including fact sheets and case studies, are available on the ReCFIT and Business Action Learning Tasmania websites.	 Complete

Action	Description	Lead agency	Commentary	Status
2.2.10 Supporting innovation	Maximise opportunities through existing programs such as Enterprize to support establishment of innovative, high growth startups in renewable energy.	State Growth	The office continues to work with Enterprize to support startups, through programs such as Enterprize Elevate, Enterprize Spark and Enterprize Activate.	 Ongoing

2.3 We will have reduced emissions from our transport sector by increasing the uptake of electric vehicles and public and active transport

Action	Description	Lead agency	Commentary	Status
2.3.1 Supporting the uptake of electric vehicles	Provide financial incentives to support the uptake of electric vehicles in Tasmania.	ReCFIT (CCO)	The \$750,000 Electric Vehicle Rebate Program was launched in November 2023. The program provides rebates of \$2,000 each to support the purchase of eligible battery electric vehicles. As of the end of June 2024, 181 rebates had been approved and paid. Of the 181 paid, 140 were to applicants located in the south, 28 to applicants in the north and 13 to applicants in the north west.	 Nearing completion
2.3.2 Supporting the uptake of active transport	Deliver a grant program to support Tasmanians to purchase an e-bike or e-scooter.	ReCFIT (CCO)	A \$200,000 e-mobility support program was delivered between November 2023 and March 2024. The program provided rebates on e-bikes, cargo e-bikes and personal mobility devices, such as e-scooters, and supported the purchase of a total of 501 e-mobility devices.	 Complete
2.3.3 Supporting the uptake of active transport	Update the Tasmanian Walking and Cycling for Active Transport Strategy to capture the contemporary policy and infrastructure context regarding active transport across all levels of government.	State Growth	A draft updated strategy has been developed, which is expected to be finalised in 2024-25.	 In progress
2.3.4 Supporting the uptake of active transport	Work with local government to improve active transport and micro-mobility infrastructure and facilities.	State Growth	Round 1 of the Better Active Transport Grant Programs distributed \$4.5 million to local governments across the state in 2023-24 to improve active transport infrastructure.	 In progress
2.3.5 Trialling zero emissions public transport	Continue to work with Metro Tasmania to trial zero emissions buses. An electric bus trial is due to commence in the north of the state in 2023 and work is underway to commence a hydrogen bus trial in the south.	ReCFIT, State Growth	The Battery Electric Bus trial has commenced in the north. The Hydrogen Electric Bus (HEB) trial is expected to start with three HEBs by the end of 2024 and will run for three years. The HEBs are currently going through user acceptance testing.	 In progress

Action	Description	Lead agency	Commentary	Status
2.3.6 Supporting the uptake of public transport	Continue exploring ways to improve Tasmania's public transport network. For example, the introduction of a statewide fare structure in mid-2023 will deliver fare reductions to a majority of passengers travelling to and from non-urban localities to urban interchanges. This will help to encourage people living in regional areas to use public transport.	State Growth	Implementation of a statewide fare structure was completed on 10 July 2023. Half Price fares for a 12 month period were introduced on 1 June 2024.	 Complete
2.3.7 Transitioning the Tasmanian Government vehicle fleet	Continue to progress the commitment to transition the fleet to 100 per cent electric vehicles by 2030, including consideration of infrastructure, procurement, education and policies. This will reduce emissions from the government fleet and increase the number of electric vehicles available in the secondhand market.	ReCFIT (CCO), Treasury	In 2023-24, ReCFIT finalised an assessment of government parking sites and provided charging infrastructure plans to agencies. Agencies were also provided with fact sheets and educational videos to support the transition. As of 30 June 2024, there were 33 battery electric vehicles and 29 plug-in hybrid vehicles in the government fleet.	 In progress
2.3.8 Planning for electric vehicles	Embed consideration of electric vehicle charging infrastructure into the Tasmanian Planning Scheme and develop a whole-of-government master plan for electric vehicle charging infrastructure.	DPAC, ReCFIT (CCO)	All planning schemes operating in Tasmania, with the exception of Sullivans Cove, have an exemption from requiring a planning permit for electric vehicle charging infrastructure as part of a car park.	 Complete
2.3.9 Chairing the EV Working Group	Continue bringing together key partners to develop a coordinated approach to support the uptake of electric vehicles in Tasmania.	ReCFIT (CCO)	The Electric Vehicle (EV) Working Group has transitioned to an information sharing group. This change recognises the growth of the EV market in Australia, as well as the leading role taken by the Australian Government in EV policy.	 Ongoing

Tasmanian Government fleet transition

In 2021, the Tasmanian Government set a target to transition its vehicle fleet to 100 per cent electric vehicles (EVs) by 2030. ReCFIT is working with the Department of Treasury and Finance to support the transition. A range of policies and initiatives to support the fleet transition are being implemented, including:

- a new whole-of-government contract for purchasing passenger and light commercial vehicles
- education resources for staff, including fact sheets and short instructional videos
- assessing 110 government parking sites across the state for EV charging infrastructure
- providing advice to agencies about installing charging infrastructure on their sites
- updating operational fleet management policies
- a procurement process for a panel of charging infrastructure suppliers
- financial support for agencies to purchase EVs and charging infrastructure.

As of 30 June 2024, there were 33 battery electric vehicles and 29 plug-in hybrid vehicles in the government fleet.

2.4 We will be implementing emissions reduction opportunities for the agriculture sector, including new livestock feed supplements and precision agriculture

Action	Description	Lead agency	Commentary	Status
2.4.1 Supporting research and development to reduce emissions from livestock	Support a large-scale trial of <i>Asparagopsis</i> (seaweed) or other feed supplements to reduce emissions from livestock.	ReCFIT (CCO)	The \$4 million Low Emissions Livestock Grant has been awarded to TasFarmers, in collaboration with the Tasmanian Institute of Agriculture (TIA), Fonterra, Annandale Dairy Farm, Sea Forest and Tasmanian feedlot AEON. The TasFarmers proposal will introduce Sea Forest's <i>Asparagopsis</i> feed supplements to 24,000 head of livestock, across both dairy and beef, to reduce an estimated 16,350 tonnes of carbon dioxide equivalent over the next three years.	●●●● In progress

\$4 million Low Emissions Livestock Grant

"This project is world-leading, as the Sea Forest *Asparagopsis* initiative holds international significance in its efforts to go from concept to commercialisation, positioning Tasmania as a leader in agricultural innovation. With a total of 24,000 head of cattle, spanning both dairy and feedlot operations, the impact will be significant. For farmers, this translates to the ability to market environmentally sustainable beef and dairy products. Tasmanian consumers can have confidence that they will be able to eat meat and dairy which is climate friendly."

Nathan Calman, CEO TasFarmers



Action	Description	Lead agency	Commentary	Status
2.4.2 Supporting the transition to low carbon agriculture	Continue to encourage farmers and other businesses to understand the growing carbon market, through the Carbon Farming Advice Rebate Pilot Program.	NRE Tas	In the 2023-24 financial year there were four approved primary producer applications and eight approved adviser applications. The program remains open and available for applications.	●●●● Ongoing

Action	Description	Lead agency	Commentary	Status
2.4.3 Supporting the transition to low carbon agriculture	Expand the Landcare Action Grants program of practical on-ground works for sustainable agriculture to support carbon farming initiatives.	NRE Tas	The Tasmanian Government has committed an additional \$900,000 over three years to expand the Landcare Action Grants program. The expansion will enable landholders to access grant funding for on-ground works that are required to access the carbon credit market. The delivery of these grants will assist Tasmanian landholders to enter the carbon credit market, through the Australian Government's Emissions Reduction Fund.	 Ongoing
2.4.4 Supporting the transition to low carbon agriculture	Encourage dairy farmers to participate in the DairyTas 'The 10 Steps' program, which provides information to reduce the carbon footprint of Tasmanian dairy farms.	NRE Tas	'The 10 Steps for Reducing the Carbon Footprint for Tasmania Dairy' resources have been produced and are available for dairy farmers.	 Ongoing
2.4.5 Supporting the transition to low carbon agriculture	Support the adoption of precision agriculture through the Strategic Industry Partnership Program, including a pilot program to develop and test a grower-led agtech adoption framework in Tasmanian agriculture.	NRE Tas	The project is being coordinated by the Tasmanian Agricultural Productivity Group and is underway.	 Ongoing
2.4.6 Supporting seaweed production	Support emerging seaweed production activities, including <i>Asparagopsis</i> , to support decarbonisation in other sectors and expand ocean carbon sequestration.	NRE Tas	The Tasmanian Government's Agricultural Development Fund has invested \$542,000, along with additional funds with industry partners, towards the project 'Production of an <i>Asparagopsis</i> pellet that will be suitable for farmers to integrate into their feeding systems'. The project is due to be completed in May 2025. Support for research and industry development for seaweed is being implemented through the establishment of an emerging marine industries team within NRE Tas. Team activities include involvement in seaweed research being undertaken by the Marine Bioproducts Cooperative Research Centre (CRC), the Blue Economy CRC and the Institute for Marine and Antarctic Studies, through the Sustainable Marine Research Collaboration Agreement. NRE Tas is also facilitating the Tasmanian Seaweed Working Group.	 In progress

2.5 We will have increased the carbon stored in our forests by increasing new timber plantations, expanding the adoption of agroforestry and reducing the conversion of plantations to other land uses

Action	Description	Lead agency	Commentary	Status
2.5.1 Supporting landowners to sequester carbon on their properties	Support Private Forests Tasmania to deliver grants for landowners to plant more trees on their properties, building on its successful Integrated Farm Forestry Program. This will increase Tasmania's carbon sequestration and has additional benefits, including improved farm productivity, water quality and biodiversity, and reduced soil erosion.	ReCFIT (CCO)	The government has provided funding of \$600,000 to Private Forests Tasmania to deliver the Stems for CO2 program. The program is providing \$450,000 in grants to support three farmers to plant more trees on their properties. The remaining funding is to undertake modelling of the carbon sequestration from the plantings and to develop case studies and educational resources to encourage more landowners to increase tree plantings.	 Ongoing
2.5.2 Supporting landowners to sequester carbon on their properties	Support Private Forests Tasmania and the Tasmanian Forestry Hub to deliver the Farm Forestry Carbon Tool. The tool will enable landowners to estimate their carbon emissions and sequestration and potential tree offset opportunities, with the goal of encouraging landowners to plant more trees on their properties.	NRE Tas	Created by the Tasmanian Forestry Hub, in collaboration with Private Forests Tasmania, the Farm Forestry Carbon Tool was developed by Tasmanian tech company Indicium Dynamics and launched at Agfest in 2023. It is highly effective to support farmers as they start conversations and planning around carbon neutrality on their farms. In less than two minutes farmers can estimate two important factors: what their current emissions profile looks like and, if they are a net carbon emitter, how many trees would be required to bring them back to neutral. The tool is available at pft.tas.gov.au/farm-forestry-carbon-tool	 Complete
2.5.3 Supporting a sustainable forestry sector	Work with the forestry sector to develop a policy framework that identifies barriers to agroforestry and plantation forestry, promotes plantations and wood products, promotes using locally-sourced timber instead of more emissions-intensive building materials, and explores opportunities for bioenergy and biofuels to reduce fossil fuel use.	NRE Tas	NRE Tas has been developing a range of policies and legislation to support a sustainable and adaptive forestry sector, including rewriting the Sustainable Timber Tasmania (STT) Ministerial Charter to formalise STT's participation in carbon markets. The Tasmanian Government committed to a range of deliverables, including unlocking Future Potential Production Forest Land to support industry and to make available an additional 10 per cent of high-quality sawlogs. This supply will be available exclusively to existing Tasmanian customers. The government has also committed an additional \$5 million to the on-island processing program, to value add to timber products produced around the state. <i>This action was transferred to the Department of State Growth on 1 July 2024.</i>	 Ongoing

2.6 We will have reduced the volume of organic waste sent to landfill by 50 per cent and be moving towards a circular economy

Action	Description	Lead agency	Commentary	Status
2.6.1 Increasing organic waste reprocessing capacity in Tasmania	Partner with the Australian Government and industry to deliver two state-of-the-art composting facilities, reducing the volume of organic material sent to landfill and reducing emissions.	NRE Tas	Dulverton in-vessel compost facility is on track. Barwicks facility is in the approval process. The development application from the Council is expected by September 2024, and construction will begin after that. The final completion date is to be confirmed depending on revised engineering and budgets. Together, the projects will provide an additional approximately 74,000 tonnes of processing capacity.	●●●● In progress
2.6.2 Growing the circular economy	Phase out single use plastics by 2025 and continue to improve plastic recycling in Tasmania.	NRE Tas	Public consultation on a proposed approach to phasing out certain single use plastics is open until 1 October 2024. Feedback will then inform legislation development over the following 12-18 months.	●●●● In progress
2.6.3 Growing the circular economy	Support improved recycling in remote communities	NRE Tas	There have been some delays to projects due to challenges faced by remote communities. The Tasmanian Government is providing additional support through rebates of landfill levy and additional grants through the Waste and Resource Recovery Board. The revised completion date is June 2026.	●●●● In progress
2.6.4 Growing the circular economy	Continue to support the use of recycled materials such as crumb rubber from waste tyres in the construction and maintenance of the state road network, and research the use of other recycled products and the feasibility of increasing their use in state road construction in Tasmania.	State Growth	Sixty sites were completed using crumb rubber in the 2023-24 resurfacing season (nine sites were specified in contracts). Crumb rubber has now been incorporated into a number of sites for the 2024-25 resurfacing season.	●●●● In progress

2.7 We will be supporting our industries to improve their energy efficiency and reduce emissions and improve energy efficiency

Action	Description	Lead agency	Commentary	Status
2.7.1 Providing financial support for businesses and industry to reduce emissions and improve energy efficiency	Continue the \$50 million Business Energy Efficiency Scheme (BEES) to support electricity customers with annual consumption of more than 150 MWh to invest in energy efficiency and electrification opportunities.	ReCFIT	BEES offers support to businesses in the form of an interest-free loan of up to \$10,000 over three years, and a low interest loan of up to \$50,000 over three years. Business Tasmania has promoted BEES to businesses.	●●●●● Nearing completion

Action	Description	Lead agency	Commentary	Status
2.7.2 Providing financial support for businesses and industry to reduce emissions and improve energy efficiency	Support large Tasmanian greenhouse gas-emitting businesses and industries to trial existing clean technologies, or test new innovative production processes, that will lead to reduced emissions. Ensure the program scope and design complement relevant state and national programs.	ReCFIT (CCO)	This program did not commence as expected in 2024. A request has been made to reallocate the funding to the implementation of the sectoral emissions reduction and resilience plans.	 Discontinued
2.7.3 Advocating to the Australian Government	Continue to advocate for the best outcomes for Tasmanian business and industry under the Australian Government's initiatives to reduce industrial emissions, including reforms to the Safeguard Mechanism and establishing the Powering the Regions Fund.	ReCFIT (CCO)	The Tasmanian Government advocates for Tasmania at a Ministerial level, through the Energy and Climate Change Ministerial Council (ECCMC). CCO sits on a large number of officials-level intergovernmental working groups. At all levels, the government will continue to seek to maximise the opportunities for Tasmania through relevant Australian Government climate change policies and programs, including through the development of a national net zero plan and national sectoral decarbonisation plans.	 Ongoing

2.8 We will have achieved our target to generate 150 per cent of our 2020 electricity generation capacity from renewable energy sources, and be continuing to increase our renewable electricity generation to reach 200 per cent in 2040

Action	Description	Lead agency	Commentary	Status
2.8.1 Increasing renewable energy generation	Continue to implement the Tasmanian Renewable Energy Action Plan (TREAP) and Renewable Energy Coordination Framework (RECF).	ReCFIT	The government has made significant progress implementing actions under the TREAP and the RECF. Recent highlights include consultation on establishing Tasmania's first Renewable Energy Zone, and release of the Renewable Energy Approval Pathway to support new projects.	 In progress

Action	Description	Lead agency	Commentary	Status
2.8.2 Increasing renewable energy generation	Continue to implement the Tasmanian Renewable Hydrogen Action Plan to become a significant producer of renewable hydrogen for local use and export by 2030.	ReCFIT	The Blue Economy CRC's project to produce Tasmania's first green hydrogen is targeted for completion by the end of 2024, and will provide 250kg per day of green hydrogen. This will supply the hydrogen bus trail and other demonstration projects. CountryWide Hydrogen aims to produce up to 690 tonnes per annum of green hydrogen for transport and local use, at two to three sites in Tasmania by 2025-26. The \$300 million Tasmanian Green Hydrogen Hub project has commenced. This includes funding of \$70 million from the Australian Government and additional funding from the Tasmanian Government. This project will provide the common use transmission, water and port infrastructure required to support one or more export-scale hydrogen production facilities in Bell Bay. A first stage will support up to 300MW electrolyser capacity and be producing green hydrogen or a derivative in 2028.	 In progress
2.8.3 Increasing renewable energy generation	Update the Renewable Energy Action Plan to develop the Powered by Tasmania Plan, focusing on accelerating renewable energy developments.	ReCFIT	The government's updated renewable energy plan was announced at the 2024 election. The plan includes a focus on accelerating renewable energy developments by updating Hydro Tasmania's charter and removing legislative roadblocks to development.	 Complete
2.8.4 Increasing renewable energy generation	Continue to invest in hydro-electricity assets, considering the findings of relevant studies to further Tasmania's renewable electricity generation, and progressing opportunities for further renewable energy development.	ReCFIT	The Tasmanian Government has recently updated the Hydro Tasmania Ministerial Charter, which sets the Government's strategic expectations including working cooperatively on Tarraleah Redevelopment and Cethana Pumped Hydro Energy Storage Projects. The generation potential is being supported by investment in Marinus, North West Transmission Development and Renewable Energy Zones. The Australian Government's Capacity Investment Scheme also provides underwriting support. The first generation tender includes a minimum 300MW Tasmanian capacity target.	 Ongoing

Action	Description	Lead agency	Commentary	Status
2.8.5 Attracting renewable energy investment	Continue to progress national-scale renewable energy projects such as Marinus Link and the Battery of the Nation.	ReCFIT	As of March 2024, Marinus Link Pty Ltd changed ownership structure and is now owned by the Australian Government (49%), the Victorian Government (33.3%), and the Tasmanian Government (17.7%). Under the new ownership structure, the Marinus Link project continues to progress through the design and approvals phase, working towards a Final Investment Decision (FID). A commissioning date is planned for 2030. The Marinus Link is heavily interconnected with and essential to supporting the Battery of the Nation and, together with the North West Transmission Developments (NWTG), these projects are key to attracting renewable energy investment and advancing Australia's national-scale renewable energy infrastructure.	●●●● In progress
2.8.6 Attracting renewable energy investment	Continue to work with and support a wide variety of proponents across renewable energy projects.	ReCFIT	The Renewable Energy Approvals Pathway was announced in January 2024. A case management team is to be established as part of the government's 200 day commitments. The Renewable Energy Zone Bill has been released for consultation as part of the government's first 100 day commitments. A 300MW Tasmanian allocation has been provided as part of the Australian Government's first auction, as part of their Capacity Investment Scheme. Successful projects are expected to be announced by the end of 2024.	●●●● In progress



Image: Chris Crerar

2.9 The government will be leading by example

Action	Description	Lead agency	Commentary	Status
2.9.1 Reducing emissions from government operations	Develop an Emissions Reduction and Resilience Plan for Government Operations in conjunction with the whole-of-government policy framework, which will incorporate emissions reduction, transition to a low emissions economy, and resilience to climate-related risks.	ReCFIT (CCO)	A baseline emissions inventory for government operations has commenced, and key priorities developed for consultation across departments.	●●●● In progress
2.9.2 Reducing emissions from government operations	Continue to monitor the government's energy use and the associated greenhouse gas emissions from its operations.	ReCFIT (CCO)	Government agencies currently use whole-of-government software to monitor energy use and emissions. Any additional opportunities to monitor emissions identified by the Emissions Reduction and Resilience Plan for Government Operations will be considered.	●●●● Ongoing
2.9.3 Reducing emissions from government operations	Develop a boiler replacement action plan to guide the replacement of fossil fuels used in government boilers with renewable alternatives, with a focus on bioenergy solutions.	ReCFIT	Expert advice has been provided to government on the best renewable alternative for displacing fossil fuels across all 65 government-owned boilers. Based on this advice, ReCFIT identified priority sites and is working with relevant agencies to progress these projects.	●●●● Complete
2.9.4 Reducing emissions from government operations	Implement renewable energy alternatives for government-owned fossil fuel boilers, with a focus on bioenergy solutions.	ReCFIT	ReCFIT is currently working with three government agencies to progress projects to displace fossil fuels used in existing boilers. These projects include a combination of bioenergy and renewable electricity options.	●●●● In progress

Transition and innovation case studies

Business Resource Efficiency Program

The Business Resource Efficiency Program (BREP) aims to help small to medium-sized Tasmanian businesses reduce resource consumption and waste, through waste audits, working groups, and online resources.

There have been two rounds of BREP, both delivered by Business Action Learning Tasmania (BALT) and funded by the Tasmanian Government. The most recent round was completed in early 2024. Fourteen businesses took part (seven from the north, six in the south and one in the north west).

Resources from the program are publicly available on the ReCFIT and BALT websites.

"Collaboration is at the heart of the Business Resource Efficiency Program, creating relationships that advance Tasmania's circular economy. The program focuses on practical learning through the implementation of circular economy principles, regenerative design, and resource efficiency. As a result, participating businesses have achieved measurable reductions in waste and decreased their emissions. The program also brings benefits such as cost savings, improved sustainability practices, and stronger industry connections, contributing to a more resilient and sustainable economy."

Genevieve Cother
Sustainable Systems Designer, Business Action Learning Tasmania

Reducing our transport emissions

E-mobility rebates

Between November 2023 and March 2024, the government offered incentives to help reduce Tasmania's transport emissions, by encouraging people to swap their daily commute for an electric alternative, such as an electric bike (e-bike).

The program distributed \$200,000 in rebates on purchases of e-bikes, cargo e-bikes and personal mobility devices, such as e-scooters. A total of 501 rebates were provided: 110 in the state's north, 171 in the north west and 220 in the south.

"Purchase cost can be a significant barrier for some people who want to ride an e-bike, which is why the government's e-bike rebate trial was such a welcome support."

"E-bikes are a cleaner, cheaper replacement for some car trips, so we should be doing as much as possible to promote their use."

Alison Hetherington
Public Affairs Manager Tasmania, Bicycle Network



Electric Vehicle rebates

In November 2023, the government launched a rebate program to support the purchase of battery electric vehicles. There was a total of 375 rebates available, at \$2,000 each. As of June 2024, 181 rebates have been approved and paid.

Rebates have been paid to applicants in 23 local government areas around the state. Of the 181 paid, 140 were to applicants in the south, 28 to applicants in the north and 13 to applicants in the north west.

“The Australian Electric Vehicle Association (AEVA) commends the state government on the electric vehicle rebate program, and its goal of reducing Tasmania's transport emissions through electrification. We are pleased to see the government's ongoing plans for growing the share of electric vehicles on Tasmania's roads. The eMobility Rebate on electric scooters, bikes and cargo bikes was a national first, and deserves praise for such a progressive initiative other states would do well to replicate. With 100 per cent renewable electricity within reach, Tasmania's transport future is fully electric.”

Jon Ettershank, State Branch Chair, AEVA



Image: Chris Czerar

Electric bus trial

The government has allocated \$6 million over two years to Metro Tasmania to trial four battery electric buses. A further \$11.3 million from the Tasmanian Renewable Hydrogen Industry Development Fund will support a trial of three hydrogen electric buses for up to three years. The battery electric buses will be trialled in Launceston, and the hydrogen electric buses trialled in Hobart. The zero emission bus trials will provide valuable operational data and insights to help Metro explore and plan for a longer-term, future transition of its fleet to zero-emission technologies.

The battery electric buses started services in early 2024. Updates on the trials can be found on Metro's website (www.metrotas.com.au/).



Image: CCO

3 – Adaptation and resilience



We will manage the risks and take advantage of the potential opportunities from climate change, supporting planning and decision making, and build the resilience of our communities, environments, industries and infrastructure.

3.1 Our response to climate change will be informed by an improved understanding of its economic, social and environmental implications

Action	Description	Lead agency	Commentary	Status
3.1.1 Preparing Tasmania's first Statewide Climate Change Risk Assessment	Develop a statewide climate change risk assessment by November 2024. The Risk Assessment will assist the government to prioritise actions that support adaptation to the impacts of climate change.	ReCFIT (CCO)	The first-pass risk and opportunity assessment is complete. The detailed risk and opportunity assessment is nearing completion. The risk assessment is on track for delivery by November 2024.	●●●● Nearing completion
3.1.2 Analysing Tasmania's strategic disaster risks	Pilot a horizon scanning framework that will analyse and prioritise Tasmania's strategic disaster risks across a range of threats and hazards (including climate change). This action includes developing an implementation plan to embed an ongoing horizon scanning process into Tasmania's whole-of-government disaster prevention and preparedness arrangements.	DPAC	In 2023, the Department of Premier and Cabinet (DPAC) partnered with the University of Tasmania to undertake a pilot that explored and trialled strategic foresight tools (including horizon scanning). The pilot explored poly-crisis scenarios with a 10 year time horizon that considered driving forces such as climate-driven natural and environmental disasters, and climate change adaptation. An implementation plan has been developed to build systemic risk management skills across the Tasmanian Government.	✓ Complete

3.2 We will have plans in place to support our key sectors to adapt and build resilience

Action	Description	Lead agency	Commentary	Status
3.2.1 Developing and implementing Emissions Reduction and Resilience Plans	Develop sector-based Emissions Reduction and Resilience Plans (Plans) in consultation with business, industry and the community, to ensure that a practical and balanced approach is taken to reduce emissions and build resilience to the impacts of a changing climate. Plans will be developed for the Energy; Transport; Waste; Agriculture; Industrial Processes and Product Use; Land Use, Land Use Change and Forestry; and government sectors. All Plans are due to be completed by late 2024, with the exception of the transport Plan, due for completion by November 2023.	ReCFIT (CCO)	The plan for the transport sector will be released in mid-2024, and the remaining plans are on track to be prepared by November 2024. Public consultation opened in mid-2024. Further information on individual plans is available on the ReCFIT website.	●●●● In progress

3.3 We will continue to collaborate with local government to prepare for the impacts of climate change

Action	Description	Lead agency	Commentary	Status
3.3.1 Building climate change action capability in local government	Work with local government to co-design and implement a program of statewide climate change action in local government that builds the sector's capacity to respond to the impacts of a changing climate and reduce greenhouse gas emissions.	ReCFIT (CCO)	The program has been initiated and the co-design phase is underway. The program Steering Committee meets quarterly. The Project Manager, Local Government Association of Tasmania, is working closely with the local government sector and the Working Group to co-design and progress the program.	●●●● In progress
3.3.2 Managing coastal hazards	Work with coastal managers across the state and local government to develop a consistent statewide approach to managing the impacts of coastal hazards under a changing climate.	ReCFIT (CCO)	Initial scoping for this project has commenced.	●●●● In progress
3.3.3 Developing a Risk Information Portal	Explore the development of a Risk Information Portal for Tasmania that spatially enables municipal emergency risk assessments. The risk assessments will identify and utilise hazard models (for example: flood, fire, coastal hazards, drought) that incorporate climate projections.	DPAC	The Australian Government and the Tasmanian Government are funding the Risk Information Portal Tasmania project under the Australian Government's Disaster Ready Fund. The first stage of the project is the development of resources to support consultation with local government and other stakeholders to understand their user requirements.	●●●● In progress

3.4 We will have improved our preparedness for natural disasters

Action	Description	Lead agency	Commentary	Status
3.4.1 Improving bushfire preparedness	Deliver a six-week program in spring 2023 to empower Tasmanians to improve their bushfire preparedness. The program will support Tasmanians to understand their bushfire risk, create a bushfire plan and prepare their properties.	Tasmania Fire Service	Across September 2023, 1,736 individuals and 579 households received weekly bushfire planning and preparedness challenge tasks, such as getting to know their bushfire risk, creating a bushfire plan, and preparing their property. The Bushfire-Ready Challenge will run again in September 2024 using a new interactive online platform. Over 135 community members have registered.	 Ongoing
3.4.2 Improving bushfire preparedness	Continue delivering the Statewide Fuel Reduction Program to reduce the risk of bushfires impacting on communities.	NRE Tas, Tasmania Fire Service	During 2023-24, 81 fuel reduction burns (encompassing 27,680 hectares) were completed in strategic locations to protect Tasmanian communities.	 Ongoing
3.4.3 Improving bushfire preparedness	Continue to work with Tasmania Fire Service to mitigate the risk of ignition on the road verge and undertake vegetation management in accordance with Machinery Operating Guidelines.	State Growth	State Roads continues to work with Tasmania Fire Service to better understand and mitigate the risk of bushfires next to the State Road network – including consideration of risks on Coles Bay Road and on the Bass Highway near Port Latta.	 Ongoing
3.4.4 Improving Tasmania's disaster resilience	Develop Tasmania's Disaster Resilience Strategy 2026-2030 that will outline the government's vision, goals and priority actions to improve Tasmanians' resilience to disasters.	DPAC	A project has commenced to develop Tasmania's next disaster resilience strategy.	 In progress

3.5 We will have increased the resilience of our natural environments and unique biodiversity

Action	Description	Lead agency	Commentary	Status
3.5.1 Managing the risk of fire in the Tasmanian Wilderness World Heritage Area	Undertake planned burning in the Tasmanian Wilderness World Heritage Area (TWWHA) to reduce the risk of bushfire and protect natural and cultural values.	NRE Tas	As part of the Statewide Fuel Reduction Program, the Parks and Wildlife Service has undertaken nine burns in Autumn 2024 in the TWWHA. A number of reserve value protection plans have been written to assist in the protection of critical values in the TWWHA. A cache of fire equipment has been established at Melaleuca to assist with rapid response to fires. Remote cameras have been deployed to strategic locations in the TWWHA to assist with early fire detection.	 Ongoing

Action	Description	Lead agency	Commentary	Status
3.5.2 Mitigating biosecurity risks	Assess the increased risks of temperate and sub-tropical pests and diseases establishing in Tasmanian marine and terrestrial environments. Prioritise those pests and diseases of highest risk and impact and develop mitigation strategies to address the highest risk species.	NRE Tas	Biosecurity Tasmania's risk assessment methodologies and processes account for the impacts of climate change in terms of addressing future risk with a changing climate scenario. Prioritisation of pests and diseases for risk assessment and analysis is continually reviewed and considers a wide range of risk factors, including climate change.	 Ongoing

3.6 We will have increased the resilience of our communities and built environments

Action	Description	Lead agency	Commentary	Status
3.6.1 Addressing the impacts of climate change on the physical health and wellbeing of Tasmanians	Support actions that protect vulnerable Tasmanians from the impacts of climate change, such as bushfires, extreme heat and cold weather events.	Health	Engagement and scoping are underway to develop a climate distress youth mental health project. The Nature Connection Youth Mental Health project will commence in mid-2024. There is a dedicated climate change and health focus area of the Tasmanian Public Health Research and Action Collaboration. The initial focus is on air health. There is Public Health collaboration in Tasmanian emergency management liaison (for example on climate change and heatwave preparedness planning).	 Ongoing
3.6.2 Addressing the impacts of climate change on the physical health and wellbeing of Tasmanians	Support community action on climate change and health through the Healthy Tasmania Fund - Healthy Focus Grants.	Health	Healthy Tasmania currently supports six grants that enable community action on climate change and health. Projects cover flood preparedness, building community resilience, climate healthy councils, food waste, and active living.	 Ongoing

Action	Description	Lead agency	Commentary	Status
3.6.3 Addressing the impacts of climate change on the physical health and wellbeing of Tasmanians	Create more liveable communities that improve health and wellbeing and address climate change. This includes active living strategies and supporting local food production, as well as actions to support good water and air quality.	Health	The Tasmanian Government has engaged in the development and implementation of the National Health and Climate Strategy (Australian Government-led) including involvement with the Health Adaptation leads network on risk and adaptation planning. Health, in collaboration with key partners, has initiated the Sustainable Institutional Food Procurement Tasmania project to conduct research, engagement and planning to develop healthy and environmentally sustainable food procurement practices in Tasmanian Government (and government-funded) institutions. The Tasmanian Active Living Coalition works together to influence and inform policies, decisions and strategies encouraging the creation of active living environments, food security and social inclusion, benefiting health and wellbeing. Business-as-usual public health activities for water and air quality management are ongoing.	 Ongoing
3.6.4 Improving the resilience of Tasmanian businesses	Promote information and capability-building opportunities for small- and medium-sized businesses and not-for-profit organisations to improve continuity planning and build resilience to the physical and transitional impacts of climate change.	State Growth	A grant program is planned for delivery across 2024-25 and 2025-26 to assist small businesses to design and implement continuity plans and build resilience. The program will be funded by DPAC and delivered by State Growth's Small Business Unit. The Small Business Unit has also started planning and delivery of an online business continuity planning tool, due for completion by October 2025.	 Ongoing
3.6.5 Improving the resilience of Tasmanian businesses	Promote and support cross-sectoral opportunities for businesses to work together to improve their capacity and capability to respond to climate change.	State Growth	This project is currently being scoped and will be expanded to include other challenges businesses are facing such as changing consumer behaviour and other economic conditions.	 In progress
3.6.6 Embedding climate change in planning	Ensure the impacts of climate change are considered in Tasmania's planning policies and regional land use strategies, and planning regulations.	DPAC	The Tasmanian Planning Policies (TPPs) include a climate change statement about each topic. The Tasmanian Planning Commission has reviewed the TPPs and they are close to finalisation. The TPPs are required to be implemented through the regional land use strategies that are currently being reviewed.	 Nearing completion

Action	Description	Lead agency	Commentary	Status
3.6.7 Embedding climate change in planning	Ensure climate change modelling is incorporated into strategic planning and decision making at state and local level to inform land release and the location of future housing. This action aims to mitigate the impacts of climate change on future residents and housing developments.	DPAC	The Tasmanian Planning Policies (TPPs) require consideration of the impacts of climate change when mapping hazards, such as bushfire, flooding and coastal erosion and inundation. The TPPs also require consideration of climate change impacts when assessing strategic planning processes and rezonings.	 Nearing completion
3.6.8 Delivering sustainable and resilience infrastructure	Work across state agencies to establish sustainability and resilience best practice principles in the planning and delivery of infrastructure.	State Growth	Infrastructure Tasmania is working on a whole-of-government Strategic Infrastructure Framework, including guiding principles to support better sustainability outcomes. This framework builds on the commitment of the Building Tasmania's Future Memorandum of Understanding to improve sustainability in building and construction.	 In progress
3.6.9 Delivering sustainable and resilience infrastructure	Identify opportunities for improving resilience as part of the upfront planning work when developing corridor strategies for state roads.	State Growth	Infrastructure Tasmania (ITas) has updated its corridor strategy guidance materials to highlight challenges and improvement opportunities specific to resilience and the environment. ITas will continue refining its planning materials to further incorporate resilience and sustainability into the planning process.	 In progress

3.7 We will have increased the resilience of our agriculture and fisheries sectors

Action	Description	Lead agency	Commentary	Status
3.7.1 Supporting the agriculture industry to prepare for the impacts of climate change	Deliver the joint Australian and Tasmanian Government Farm Business Resilience Program from mid-2023 to 2025, designed to give farmers the tools they need to prepare for and adapt to a changing climate and build business resilience through business planning.	NRE Tas	DairyTas and RMCG Consulting provide coaching, training and tools to farmers across the dairy and wider farming sectors, respectively. Farmers are using 'Our Farm Our Plan' (DairyTas) or the 'Farm Business Resilience Plan' process to examine the business risks and opportunities for their farm. A range of workshops is also being held across the state to engage farmers with the Program to encourage discussions about managing risk and participation in more detailed planning.	 Ongoing
3.7.2 Supporting the agriculture industry to prepare for the impacts of climate change	Partner with regional development authorities, local government, industry, businesses and community stakeholders to develop Regional Drought Resilience Plans for the north, north west and south that prioritise and guide local actions to build Tasmania's resilience to future droughts.	DPAC	Community consultation is significantly progressed in each region. Draft plans will be completed by the end of 2024 and initial implementation activities are expected to commence in 2025.	 In progress

Action	Description	Lead agency	Commentary	Status
3.7.3 Supporting the agriculture industry to prepare for the impacts of climate change	Partner with DairyTas to deliver a climate adaptation and environmental sustainability program for the dairy industry.	NRE Tas	Rollout of the project has commenced with DairyTas. The program activities will increase later in 2024.	 In progress
3.7.4 Extending irrigation infrastructure	Roll out Tranche III of Pipeline to Prosperity to meet increased demand for irrigation schemes and support Tasmanian Irrigation to develop a business case for the south east extension scheme.	NRE Tas	The first Tranche III construction project has been completed. The Don Irrigation Scheme commenced irrigation water delivery in October 2023. The business case for the Greater South East Irrigation Scheme (GSEIS) was completed in November 2023. The Tasmanian Government has committed \$75 million for construction of the GSEIS and work is underway to secure the Australian Government funding necessary to deliver this scheme. Both the Northern Midlands Irrigation Scheme project and the Sassafras-Wesley Vale Irrigation Scheme Augmentation project have funding approved and are approaching construction readiness. The construction on both projects is expected to commence in 2024-25.	 In progress
3.7.5 Improving the resilience of our fisheries	Improve the design of Harvest Strategies for commercial and recreational fisheries to better incorporate climate resilience.	NRE Tas	Harvest strategies being developed for local species will allow fisheries to adjust regulations in real time, enabling them to adapt to changes in the environment that impact fish abundance and distribution.	 Ongoing
3.7.6 Improving the resilience of our fisheries	Reduce the impacts of range-extended urchins on Tasmania's marine ecosystems caused by warming waters on Tasmania's east coast.	NRE Tas	Approximately \$600,000 has been allocated in 2023-24 to the longspined sea urchin (centro) harvest sector and centro-related research, to improve harvest and processing rates. Three hundred and sixty tonnes of centro were removed this season.	 Ongoing
3.7.7 Improving the resilience of our fisheries	Work with CSIRO on integration of new national climate adaptation guidelines into fishery management approaches.	NRE Tas	NRE Tas fisheries managers and industry representatives participated in the CSIRO fisheries climate change adaptation handbook workshop in 2023. Consideration of potential climate change impacts on fisheries will be incorporated in fishery assessments and management approaches as resources allow.	 In progress

Action	Description	Lead agency	Commentary	Status
3.7.8 Improving the resilience of our fisheries	Work with Blue Economy CRC on a range of approaches that will promote greater resilience and adaptation by aquaculture and energy industries working in offshore marine environments (for example, co-production of finfish and seaweed).	NRE Tas	NRE Tas representatives have commenced discussions with Blue Economy CRC and industry representatives who are working to decarbonise the Tasmanian salmon industry to meet the Tasmanian Government's commitment in the Tasmanian Salmon Industry Plan.	 Ongoing



Adaptation and resilience case study

Statewide climate change risk assessment

Tasmania's first assessment of risks from climate change is underway. The risk assessment will assist the government to prioritise actions that help us adapt to the impacts of a changing climate.

Types of risks

- **physical** climate-related risks and opportunities, including:
 - climate-related acute shocks, such as heatwaves, floods, bushfires, drought, coastal erosion, coastal storm surge
 - longer-term climate trends, such as temperature change, sea level rise, seasonal distribution and intensity of rainfall, incidence of frost, distribution of invasive species and diseases
- climate-related **transition** risks and opportunities, which are driven by policy, regulation, technology development, reputation, and market shift, as a result of goals to reduce greenhouse gas emissions
- climate-related **complex, compounding, and cascading** risks and opportunities, which involve multi-directional interactions between types of risk.

The risk assessment draws on leading practice climate risk frameworks, including the Intergovernmental Panel on Climate Change (IPCC)-accepted definition of climate risk, as published by Simpson et al (2021).

The first-pass risk and opportunity assessment is complete. The detailed risk and opportunity assessment is nearing completion and will explore the hazards, drivers, exposure, vulnerability, and existing adaptation responses for risks and opportunities into the future. The risk assessment is on track for delivery by November 2024.

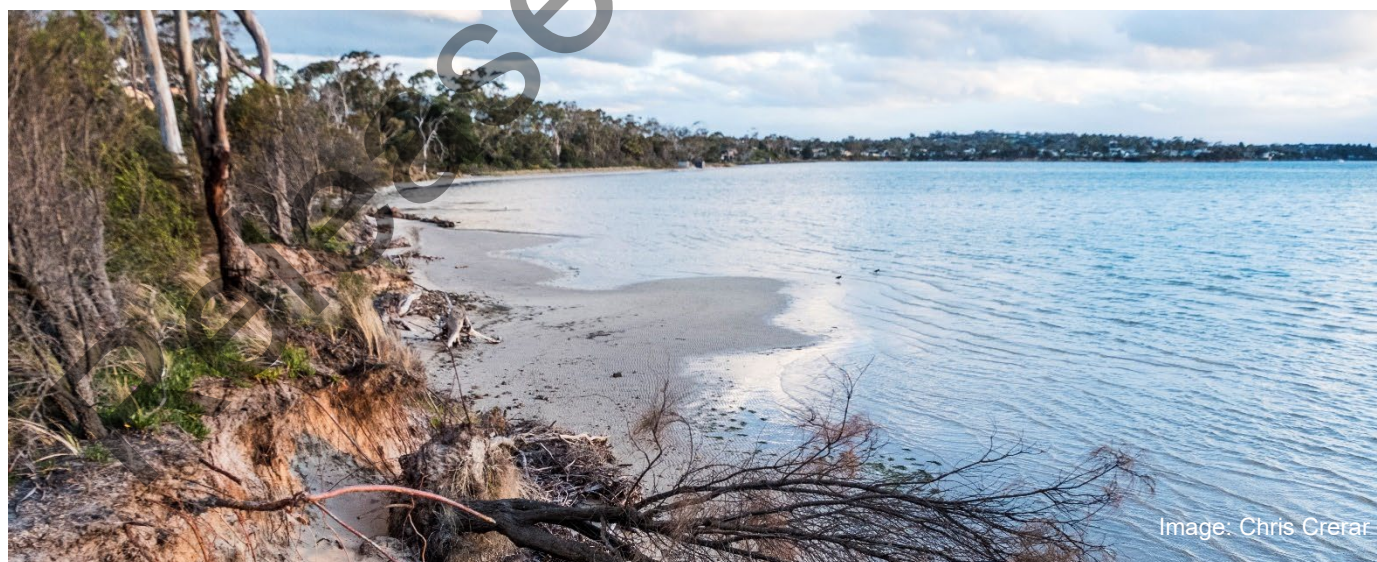


Image: Chris Grerar

Acronyms and abbreviations

Term	Description
CCO	Climate Change Office, Renewables, Climate and Future Industries Tasmania
CO₂-e	Carbon dioxide equivalent
DECYP	Department for Education, Children and Young People
DPAC	Department of Premier and Cabinet
Health	Department of Health
NRE Tas	Department of Natural Resources and Environment Tasmania
ReCFIT	Renewables, Climate and Future Industries Tasmania
SMRCA	Sustainable Marine Research Collaborative Agreement (SMRCA), University of Tasmania
State Growth	Department of State Growth
Treasury	Department of Treasury and Finance

ReCFIT

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Future Industries Tasmania

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Climate Change Office



Tasmanian Greenhouse Gas Emissions Report 2025

July 2025

We acknowledge Tasmanian Aboriginal people as the traditional owners of this Land and respect their culture and identity, which has been bound up with the Land, Sea, Waterways and Sky for generations.

Author: Climate Change Office | Renewables, Climate and Future Industries Tasmania

Publisher: Department of State Growth

ISBN: 978-1-921527-98-2

Date: July 2025

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Cover images: Chris Crerar

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Released under RTI

Introduction

This report presents an overview of Tasmania's greenhouse gas emissions (called 'emissions' in this report) sources and sinks from 1990 to 2023. The report details emissions from goods and services produced in, and exported from, Tasmania.

Emissions are reported in financial years to 30 June, so the year 2023 refers to the financial year 1 July 2022 to 30 June 2023. This report uses the most recent official data in Australia on annual emissions. The data are prepared and released by the Australian Government, in accordance with agreed international reporting frameworks and guidelines.

Under Tasmania's climate change legislation, the *Climate Change (State Action) Act 2008*, Tasmania has an emissions reduction target of net zero emissions, or lower, from 2030. The legislation requires the government to prepare a report about Tasmania's greenhouse gas emissions and our progress towards achieving our emissions reduction target.

The *Climate Change (Greenhouse Gas Emissions) Regulations 2022* require the responsible Minister to publish Tasmania's greenhouse gas emissions for the calendar year to which the Australian Government's Greenhouse Gas Inventory relates.

What are greenhouse gases?

Greenhouse gases trap heat in the atmosphere and make the earth warmer. These gases occur naturally but are also produced by human activities.

Gases with the most significant impact on global warming are water vapour, carbon dioxide (CO₂), methane, and nitrous oxide. Other common greenhouse gases include hydrofluorocarbons, perfluorocarbons, and sulphur hexafluoride.

How are emissions measured?

Each greenhouse gas varies in terms of its contribution to climate change. Global warming potentials (GWPs) are values that allow direct comparison of the impact of the different greenhouse gases in the atmosphere by comparing how much energy one tonne (t) of a gas will absorb compared to one tonne of carbon dioxide. The consistent value of carbon dioxide equivalent (CO₂-e) has the lowest GWP factor of one. All other greenhouse gases have a GWP which is a certain number of times greater than carbon dioxide, as shown in the table below.

Table 1: Global Warming Potential of greenhouse gases

Greenhouse gas	Global warming potential (number of times greater than carbon dioxide)
Carbon dioxide	1
Methane	28
Nitrous oxide	265
Perfluoromethane (tetrafluoromethane)	6,630
Perfluoroethane (hexafluoroethane)	11,100
Sulphur hexafluoride	23,500
Hydrofluorocarbons (HFCs)	Dependent on HFC type

For example, 1 tonne of methane results in the equivalent global warming of 28 tonnes of carbon dioxide, and is therefore measured as 28 t CO₂-e.

What are carbon sinks?

Plants, soils, and oceans can remove more carbon dioxide from the atmosphere than they emit. The removed carbon is stored, often in the form of growing vegetation. This process is known as sequestration. An area that stores a lot of carbon, like a forest, is called a 'carbon sink'.

How are emissions reported?

Reporting framework

Tasmania's emissions are reported in accordance with the Intergovernmental Panel on Climate Change (IPCC) reporting framework for national greenhouse gas inventories. This framework is used by the 198 members who are signed up to the international United Nations Framework Convention on Climate Change (UNFCCC) to report their greenhouse gas inventories¹.

Data source – Australia's National Greenhouse Gas Accounts

The main source of data on Tasmania's emissions is the Australian Government's State and Territory Greenhouse Gas Inventories (STGGI). The STGGI is a disaggregation of the data contained in Australia's National Greenhouse Gas Accounts and the National Inventory Report (NIR).

To meet our international greenhouse gas inventory reporting commitments, including compliance with the Paris Agreement, the Australian Government submits the NIR to the UNFCCC every year.

For the first year of the Paris Agreement reporting period, which is the financial year 2020-21, and onwards, estimates of Australia's emissions are compiled consistent with:

- procedures and guidelines in the Paris Agreement, particularly Article 13
- the Intergovernmental Panel on Climate Change (IPCC) 2006 Guidelines for National Greenhouse Gas Inventories (the Guidelines)
- the IPCC 2019 Refinement of the 2006 IPCC Guidelines
- the IPCC 2013 Wetlands Supplement
- country-specific methodologies consistent with the Guidelines and intended to improve emissions accuracy.

Australia mostly uses country-specific methodologies and emission factors to compile NIRs. The methodologies used to estimate Australia's inventory have been improved over time and will continue to be refined as new information emerges, and as international best practice evolves.

The Department of Climate Change, Energy, the Environment and Water (DCCEEW) is responsible for Australia's greenhouse gas emissions reporting. DCCEEW is responsible for all aspects of the national inventory systems, including activity data coordination, emissions estimation, quality control, and preparation of reports. DCCEEW submits the reports to the UNFCCC on behalf of the Australian Government.

The NIR runs two years behind the current date and represents the most recent official data in Australia on annual emissions. The current NIR shows estimates of Australia's emissions for the period 1990 to 2023. As historical figures are revised each year, to account for recalculations and methodology changes, the latest NIR data cannot be compared with reports from previous years.

Under the UNFCCC, the NIR must report net emissions from the following sectors:

- energy
- industrial processes and product use (IPPU)
- agriculture

¹ While the United States of America has withdrawn from the Paris Agreement, they remain a party to the UNFCCC.

- land use, land use change and forestry (LULUCF)
- waste.

For the purposes of this report, the energy sector is broken down into three sub-sectors:

- electricity generation
- the direct combustion of fuels from all other forms of stationary energy, excluding electricity generation (direct combustion)
- transport.

Within the STGGI, electricity generation is reported under the energy sub-sector 'energy industries'. In this report, 'direct combustion' for Tasmanian emissions has been aggregated to include the STGGI energy sub-sectors of 'fugitive emissions', 'manufacturing industries and construction' and 'other sectors'.

The STGGI data relate to production-based, rather than consumption-based emissions in Tasmania, which are called scope 1 emissions. This means that the data account for emissions from goods and services produced in Tasmania, rather than from goods and services that are imported and consumed.

Confidential information

As part of the National Energy and Greenhouse Reporting Scheme, the Australian Government treats some data as confidential. These data are aggregated with other sectors before publication. This happens when reporting at a sub-sector level could lead to the disclosure of commercially-sensitive emissions data reported by an organisation.

For example, there are very few industrial sites that produce fugitive emissions in Tasmania, so the Australian Government treats Tasmania's fugitive emissions as confidential to avoid identification of individual businesses.

This rule also applies to emissions from the 'metal industry', and 'other' sub-sectors, including 'pulp and paper' and 'food and beverage industry', which are reported as combined emissions in the IPPU sector.

Data source – Australian Bureau of Statistics (ABS)

This report also compares the time series of Tasmania's emissions to the state's Gross State Product (GSP) and population from 1990 to June 2023. GSP data were sourced from the ABS Australian National Accounts: State Accounts (Cat No 5220.0).

Tasmania's population data are sourced from ABS National, State and Territory Population (Cat No 3101.0).

Units of measure

Greenhouse gases are often reported in megatonnes (Mt) CO₂-e, where 1 Mt of CO₂-e is equal to 1,000 kilotonnes (kt) CO₂-e and 1 kt of CO₂-e is equal to 1,000 t.

Discrepancies in table totals

Data in the tables of this report are sourced directly from the STGGI. Any discrepancy between table totals and the sum of sectors and sub-sectors reflects rounding anomalies and/or the inclusion of confidential emissions data.

Variations in chart scaling

The sector-specific charts in this report are plotted on different scales to make them easier to read and may not be directly comparable with each other.

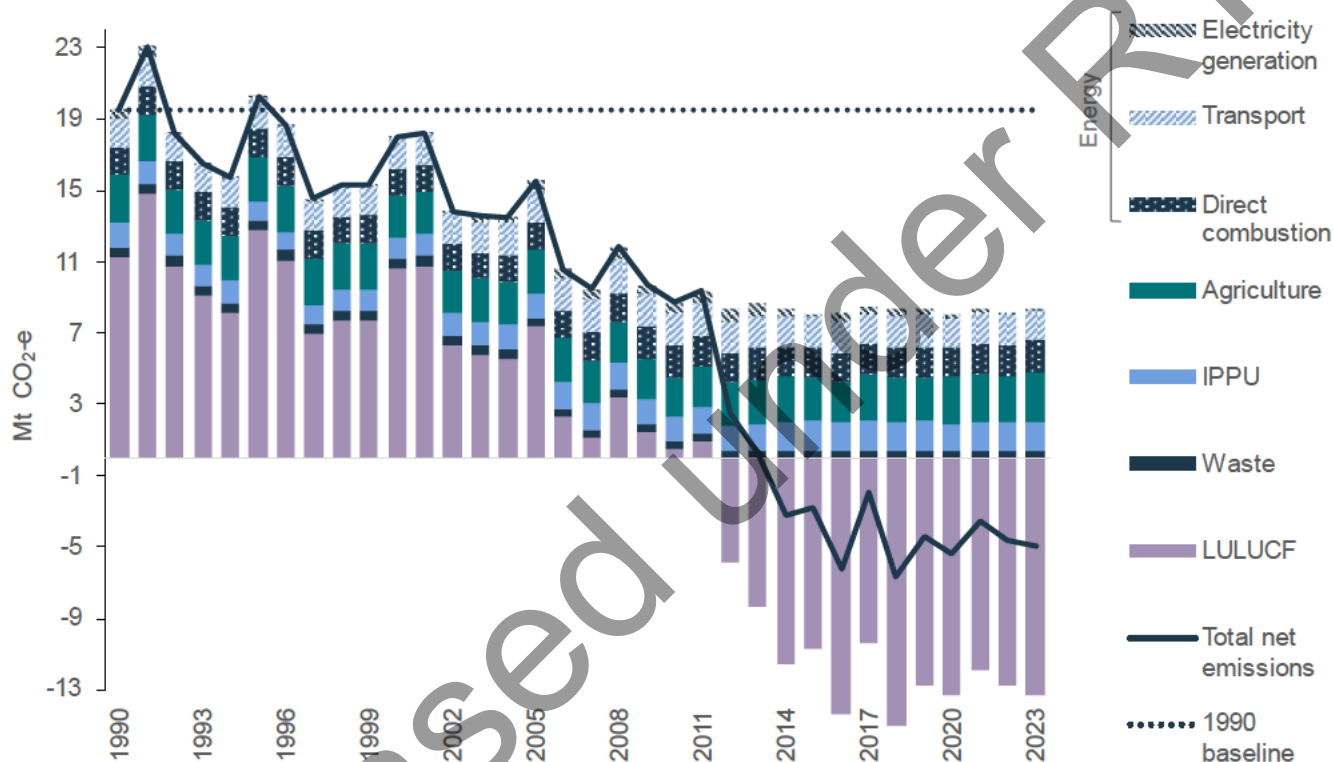
Changes in Tasmania's emissions

Tasmania's emissions – 1990 to 2023

In 2023, Tasmania's emissions were **minus 4.93 Mt CO₂-e**. Tasmania's emissions decreased by 24.48 Mt CO₂-e between 1990 and 2023, which is a **reduction of 125.2 per cent**.

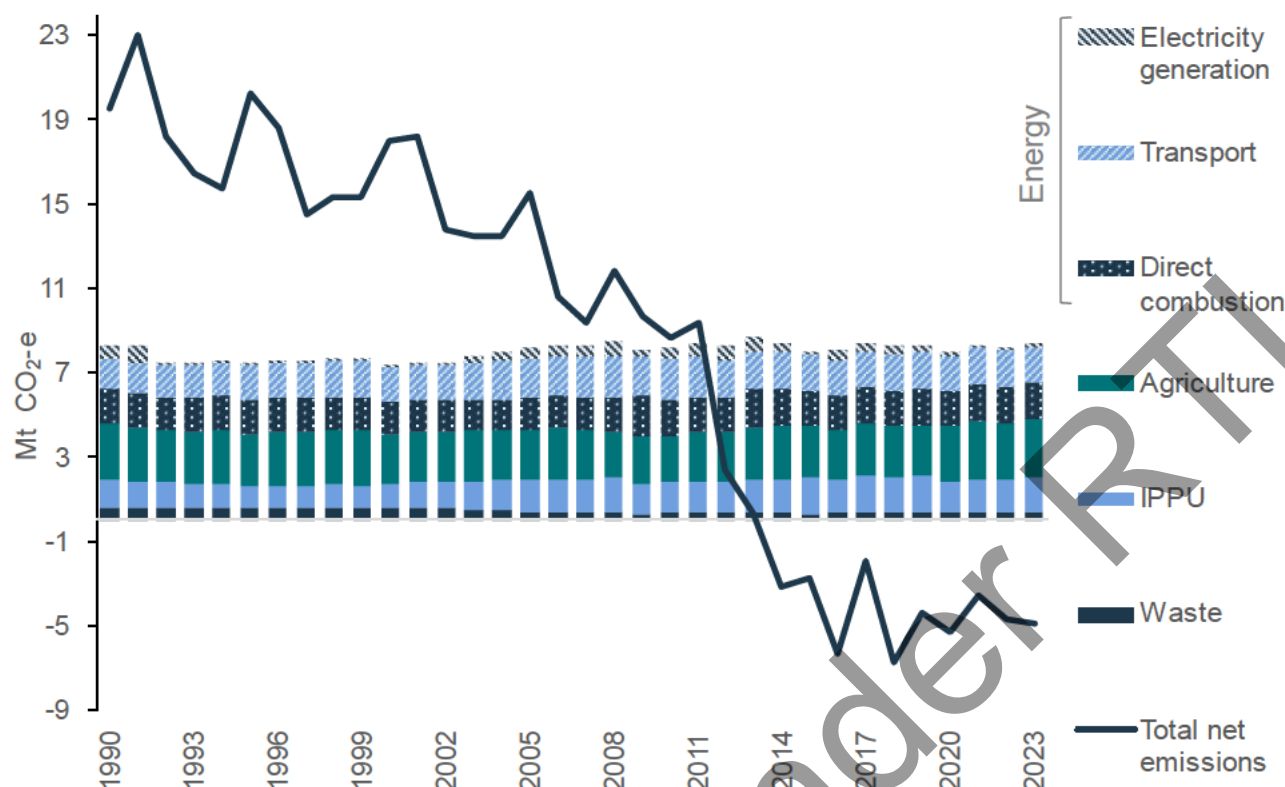
There is a clear downward trend in Tasmania's net annual emissions from 1990 to 2023 (Figure 1). Tasmania first achieved net negative emissions in 2014 and has maintained this level each year to 2023.

Figure 1: Tasmania's emissions by sector and energy sub-sector - 1990 to 2023



Changes in the Land Use, Land Use Change and Forestry (LULUCF) sector have resulted in increased carbon sequestration, which has had a major influence on reducing Tasmania's greenhouse gas emissions. LULUCF emissions were 24.54 Mt CO₂-e (Table 2), or 218.4 per cent, lower than 1990 levels.

Figure 2: Tasmania's emissions by sector and energy sub-sector, excluding LULUCF - 1990 to 2023



Excluding LULUCF, Tasmania's emissions in 2023 were 8.37 Mt CO₂-e. This is an increase of 0.06 Mt CO₂-e between 1990 and 2023.

Tasmania's emissions, excluding LULUCF, were lowest in 2000 (7.37 Mt CO₂-e), highest in 2013 (8.70 Mt CO₂-e), and averaged 8.02 Mt CO₂-e between 1990 and 2023.

Emissions reductions

Reductions in emissions from 1990 to 2023:

- energy sector (down 0.12 Mt CO₂-e)
- waste sector (down 0.14 Mt CO₂-e)
- electricity generation sub-sector (down 0.43 Mt CO₂-e).

Emissions increases

Increases in emissions over the period 1990 to 2023:

- agriculture sector (up 0.12 Mt CO₂-e)
- transport sub-sector (up 0.13 Mt CO₂-e)
- direct combustion sub-sector (up 0.18 Mt CO₂-e)
- IPPU sector (up 0.20 Mt CO₂-e).

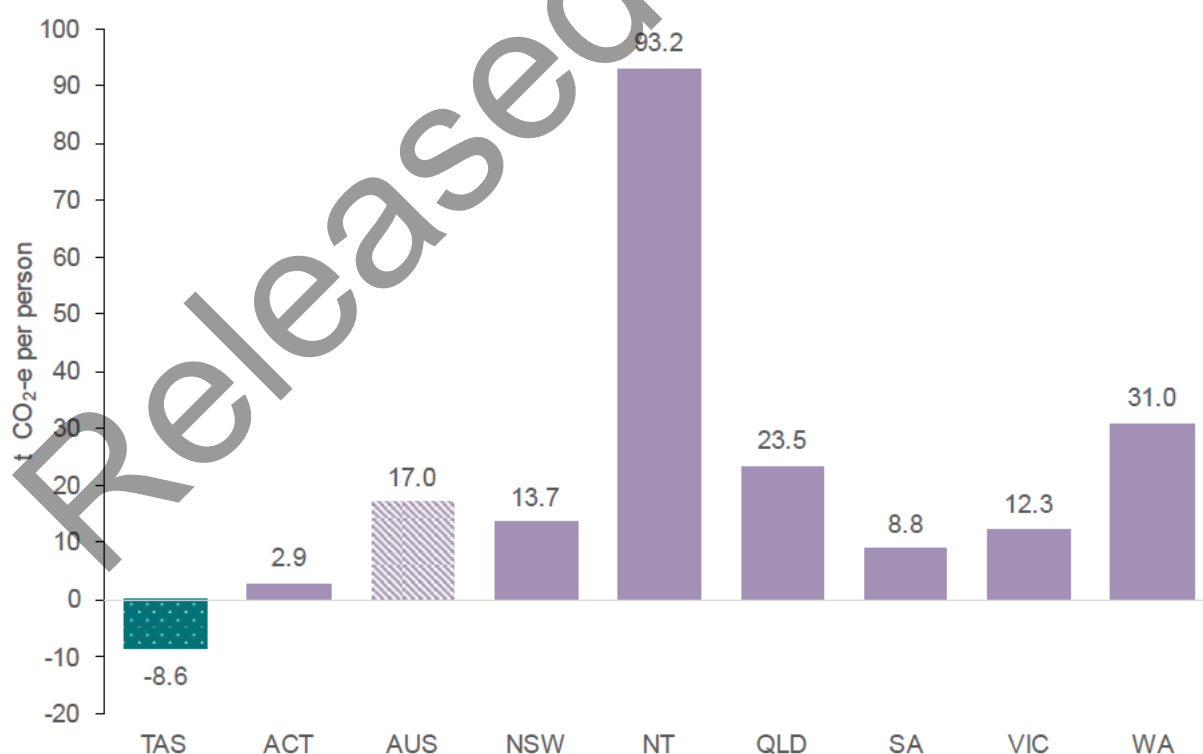
Table 2: Tasmania's emissions by sector and energy sub-sector - 1990 to 2023

Sector/Sub-sector	Emissions (Mt CO ₂ -e)		Change (Mt)	Change (%)
	1990	2023		
Energy	3.69	3.58	-0.12	-3.2
<i>Electricity generation</i>	0.57	0.14	-0.43	-75.7
<i>Transport</i>	1.53	1.66	0.13	8.8
<i>Direct combustion</i>	1.60	1.78	0.18	11.4
Agriculture	2.63	2.76	0.12	4.7
IPPU	1.42	1.61	0.20	13.8
Waste	0.57	0.43	-0.14	-25.2
LULUCF	11.23	-13.31	-24.54	-218.4
Total	19.55	-4.93	-24.48	-125.2

Tasmania's emissions per person

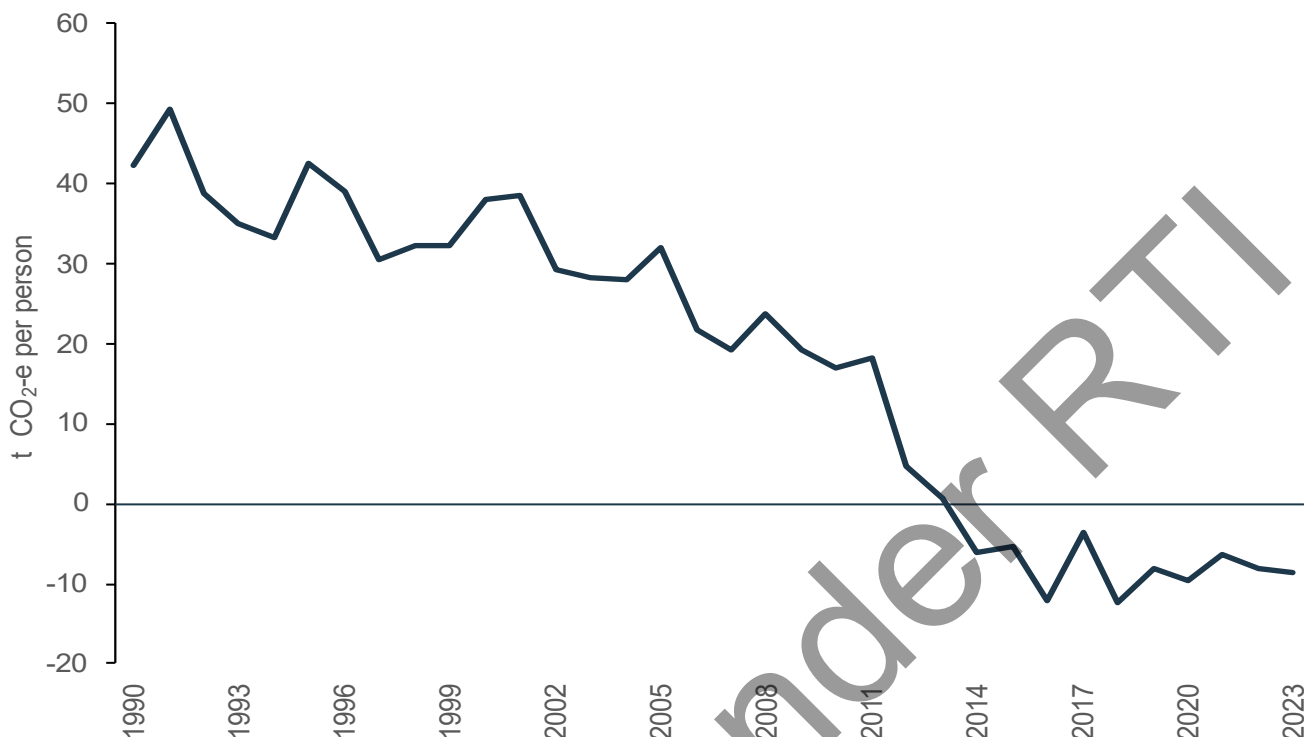
In 2023, Tasmania had the lowest emissions per person of any Australian jurisdiction, at minus 8.6 t CO₂-e per person (Figure 3). This is the only negative emissions figure per person of any Australian jurisdiction. The national average is 17.0 t CO₂-e per person.

Figure 3: Tasmania's emissions per person relative to Australia and other states and territories - 2023



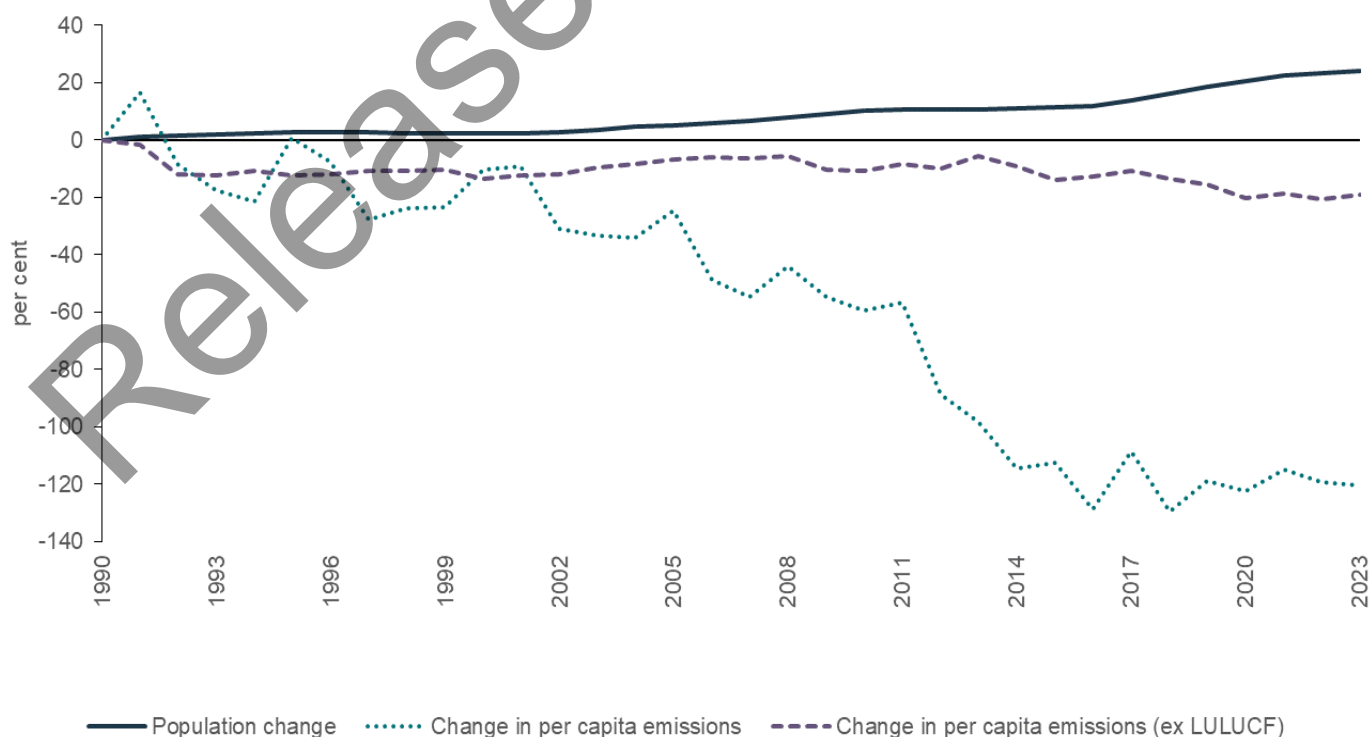
Tasmania's emissions per person have decreased from 42.3 t CO₂-e in 1990 to minus 8.6 t CO₂-e in 2023, a reduction of 120.3 per cent (-50.9 t CO₂-e) over since 1990 (Figure 4).

Figure 4: Change in Tasmania's emissions per person - 1990 to 2023



When emissions from the LULUCF sector are excluded, the percentage change in Tasmania's emissions per person relative to the baseline year of 1990 also declines, while Tasmania's population has steadily grown (Figure 5).

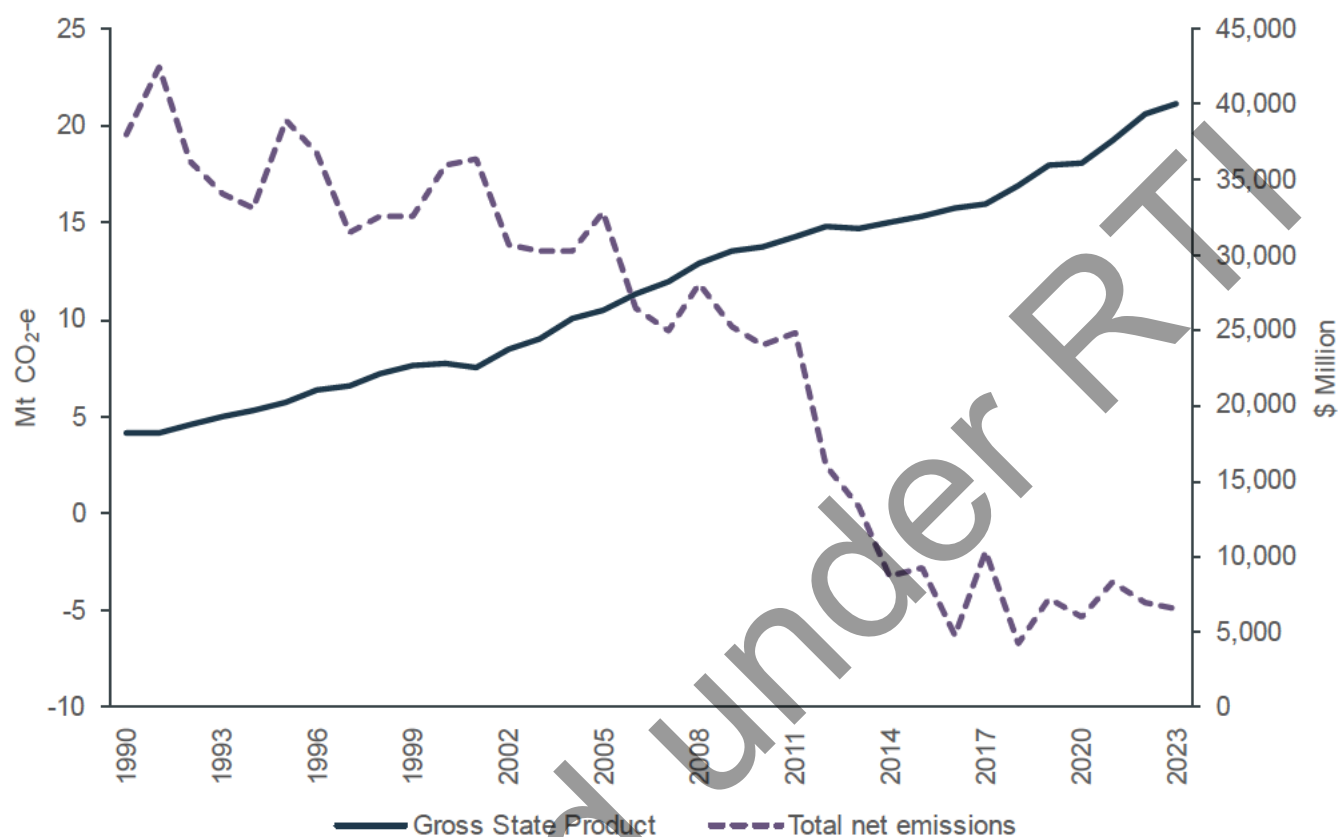
Figure 5: Percentage change in Tasmania's population and emissions per person against 1990 baseline - 1990 to 2023



Tasmania's emissions and Gross State Product

From 1990 to 2023, Tasmania's real Gross State Product (GSP) increased by 119.5 per cent (to over \$40 billion) while Tasmania's emissions decreased by 125.2 per cent (Figure 6).

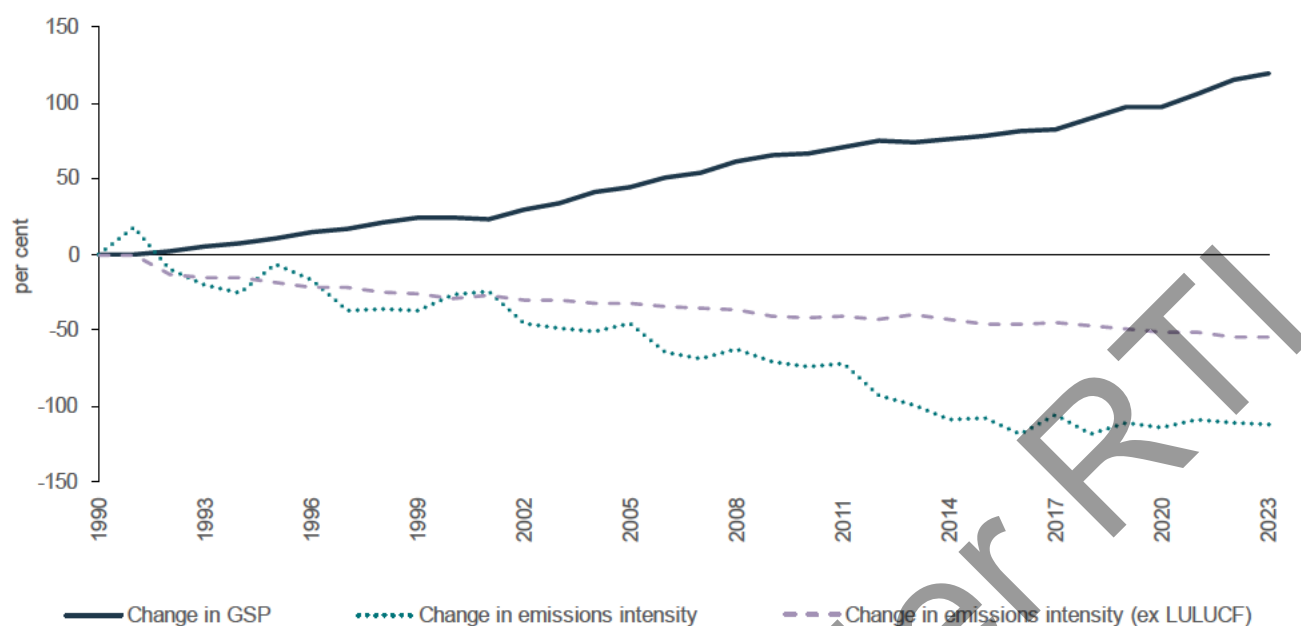
Figure 6: Change in Tasmanian emissions and real Gross State Product - 1990 to 2023



The increase in Tasmania's GSP, coupled with the decrease in Tasmania's emissions, has resulted in a reduction in the emissions intensity of the Tasmanian economy, from 1,070.8 to minus 123.1 t CO₂-e per million dollars of GSP (a reduction of 111.5 per cent) (Figure 7).

When the emissions from the LULUCF sector are excluded, the emissions intensity of Tasmania's economy demonstrates a downward trend, declining from 455.4 t CO₂-e to 209.0 t CO₂-e per million dollars of GSP between 1990 and 2023, which is a reduction of 54.1 per cent over this period.

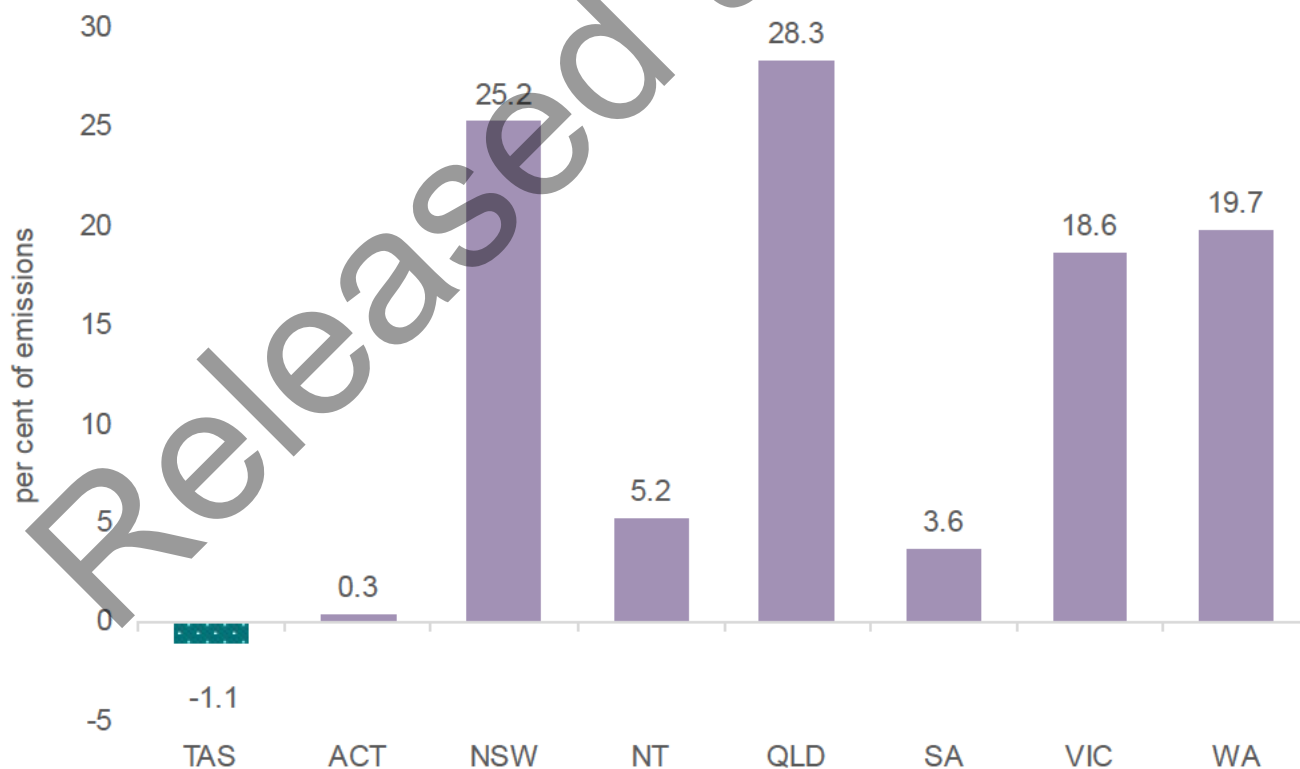
Figure 7: Percentage change in Tasmania's real GDP and emissions intensity against 1990 baseline - 1990 to 2023



Tasmania's contribution to national emissions

In 2023, Tasmania helped reduce Australia's total emissions (453.45 Mt CO₂-e) by 1.1 per cent (Figure 8).

Figure 8: Tasmania's contribution to national emissions - 2023



Tasmania's emissions by sector

This chapter details Tasmania's emissions by the IPCC sectors of energy, agriculture, industrial processes and product use (IPPU), waste, and land use, land use change and forestry (LULUCF).

The energy sector is disaggregated into three sub-sectors: electricity generation, direct combustion (of fuels for stationary energy uses), and transport.

Tasmania's emissions in 2023

Tasmania's emissions in 2023 were minus 4.93 Mt CO₂-e. Emissions by sector and energy sub-sector are shown in Figure 9.

- The LULUCF sector provided net sequestration of emissions (a carbon sink) of minus 13.31 Mt CO₂-e, offsetting emissions from all other sectors.
- Excluding LULUCF, other sectors contributed 8.37 Mt CO₂-e to Tasmania's emissions, as follows: energy (42.7 per cent), agriculture (32.9 per cent), IPPU (19.3 per cent), and waste (5.1 per cent).
- Excluding LULUCF, the energy sub-sectors accounted for the following share of total emissions: transport (19.8 per cent of emissions), direct combustion (21.2 per cent) and electricity generation (1.7 per cent).

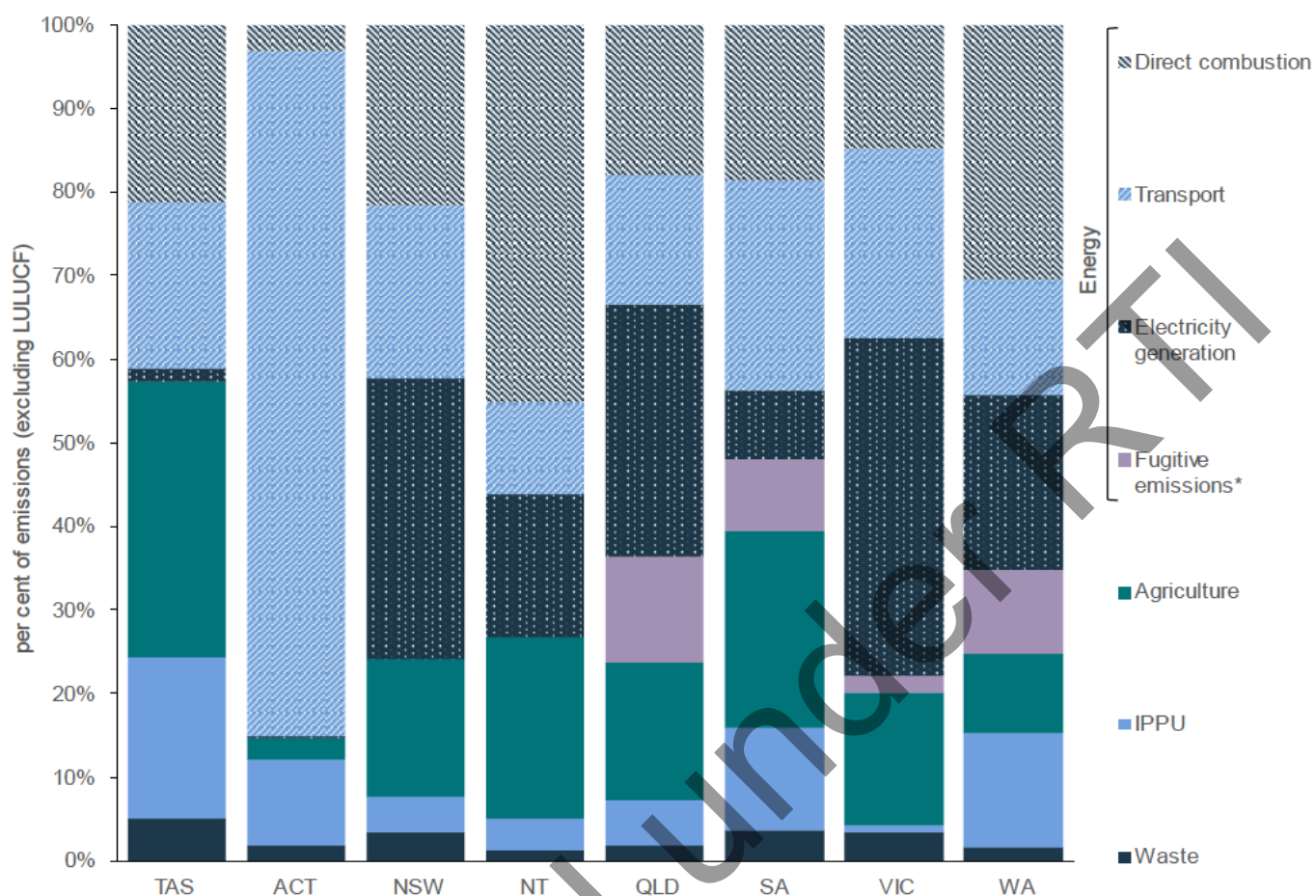
Figure 9: Tasmanian emissions by sector and energy sub-sectors - 2023



Figure 10 highlights the differences in the relative contribution of each sector and energy sub-sector for each Australian jurisdiction's emissions. The LULUCF sector has been excluded from this analysis. The Australian Capital Territory has a unique emissions profile, as most of its electricity is supplied from renewable sources in New South Wales.

Tasmania's emissions profile differs from other Australian states and territories, due to much lower contributions from the electricity generation sub-sector. Emissions from Tasmania's transport, direct combustion, IPPU and agriculture sectors make a larger relative contribution to the state's total emissions than in most other jurisdictions.

Figure 10: Relative contribution of each sector and energy sub-sector to an Australian state or territory's emissions, excluding LULUCF - 2023



* In TAS, ACT, NSW and NT, fugitive emissions are confidential. In these cases, fugitive emissions are included in the direct combustion category.

Energy

Tasmania's energy sector comprises electricity generation, direct combustion, transport, and fugitive emissions. There are very few sites that produce fugitive emissions in Tasmania, so the Australian Government treats Tasmania's fugitive emissions as confidential to avoid identification of individual organisations.

For this report, 'fugitive emissions', 'manufacturing industries and construction' and 'other' sub-sectors are included in direct combustion. Tasmania's energy sector contributed 3.58 Mt CO₂-e in 2023, accounting for 42.7 per cent of Tasmania's emissions when LULUCF is excluded.

Compared to other states and territories (Figure 10), Tasmania has high levels of renewable electricity generation. This means most of Tasmania's energy emissions are attributed to direct combustion and transport (Table 3).

Table 3: Breakdown of Tasmanian emissions by energy sub-sector (excluding LULUCF) 2023

Energy 42.7%		
Stationary energy 22.9%		Transport
Direct combustion 21.2%	Electricity generation 1.7%	19.8%

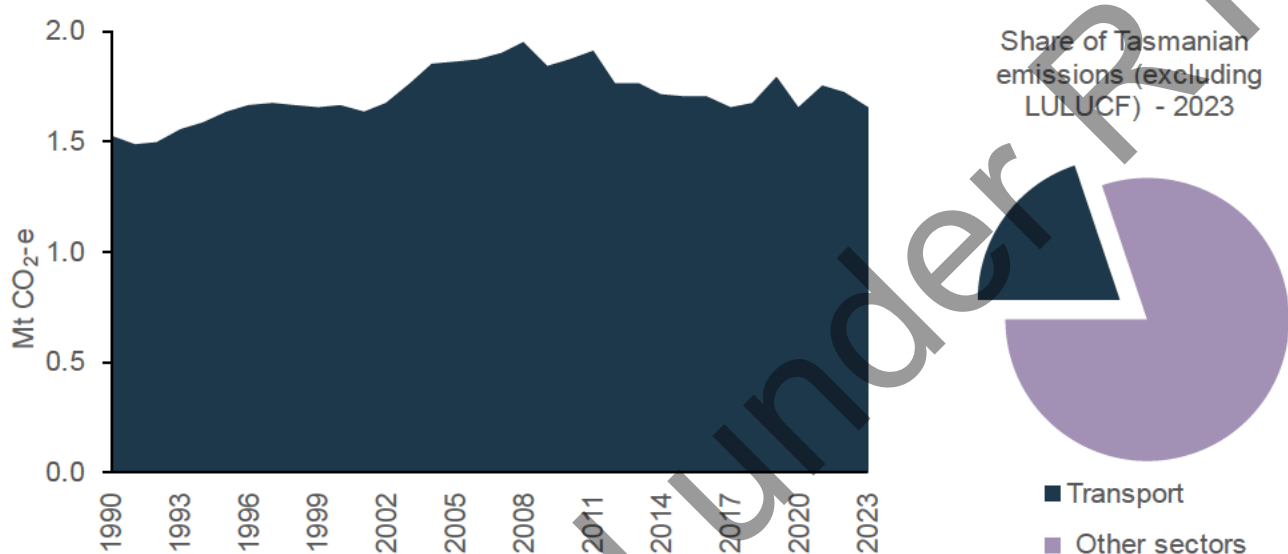
Transport

Emissions from the transport sub-sector are produced by the combustion of fuels such as petrol, diesel, and liquefied petroleum gas (LPG), in passenger, light commercial and heavy freight vehicles, railways, recreational boating and marine navigation, and aviation fuel for domestic airlines.

Emissions from electricity used to power electric vehicles, and from liquid fuels used to run logging and farming machinery such as log skidders and tractors, are accounted for in the electricity generation and direct combustion sub-sectors respectively.

Transport accounted for 1.66 Mt CO₂-e, which was 19.8 per cent of Tasmania's emissions in 2023, excluding LULUCF (Figure 11). The emissions from transport increased by 0.13 Mt CO₂-e (8.8 per cent) between 1990 and 2023.

Figure 11: Tasmanian emissions from transport - 1990 to 2023



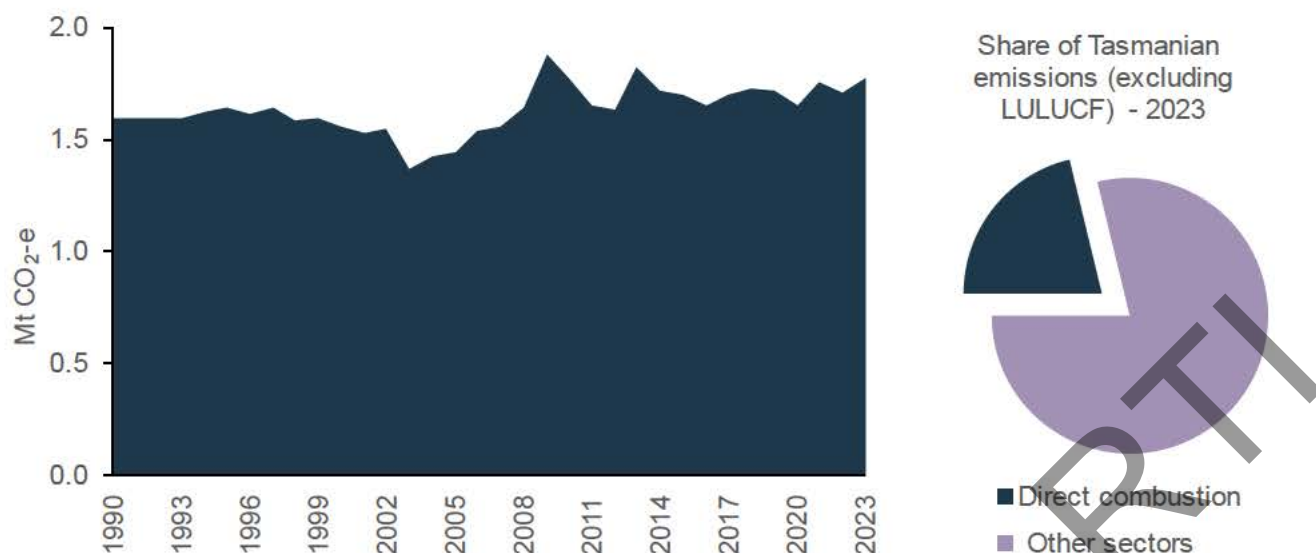
Direct Combustion

The direct combustion sub-sector is made up of emissions from the combustion of fossil fuels, for stationary energy purposes used directly on site, and fugitive emissions. Direct combustion includes burning coal, gas, agricultural waste, or forestry residue to generate heat, steam, or pressure for commercial and major industrial operations, and burning wood or gas for household heating and cooking. The activities and industries that cause these emissions include manufacturing, construction, agriculture, fisheries, residential uses, and commercial operations. There is no double counting of emissions from biomass consumption, including fuelwood, between the LULUCF and energy sectors.

Direct combustion accounted for 1.78 Mt CO₂-e, which was 21.2 per cent of Tasmania's emissions in 2023, excluding the emissions from LULUCF (Figure 12). The emissions from direct combustion increased by 0.18 Mt CO₂-e (11.4 per cent) between 1990 and 2023.

Emissions from the combustion of fossil fuels such as natural gas at the Tamar Valley Power Station, and petrol and diesel used in passenger and heavy vehicles, are accounted for in the electricity generation and transport sub-sectors respectively.

Figure 12: Tasmanian emissions from direct combustion - 1990 to 2023



Electricity generation

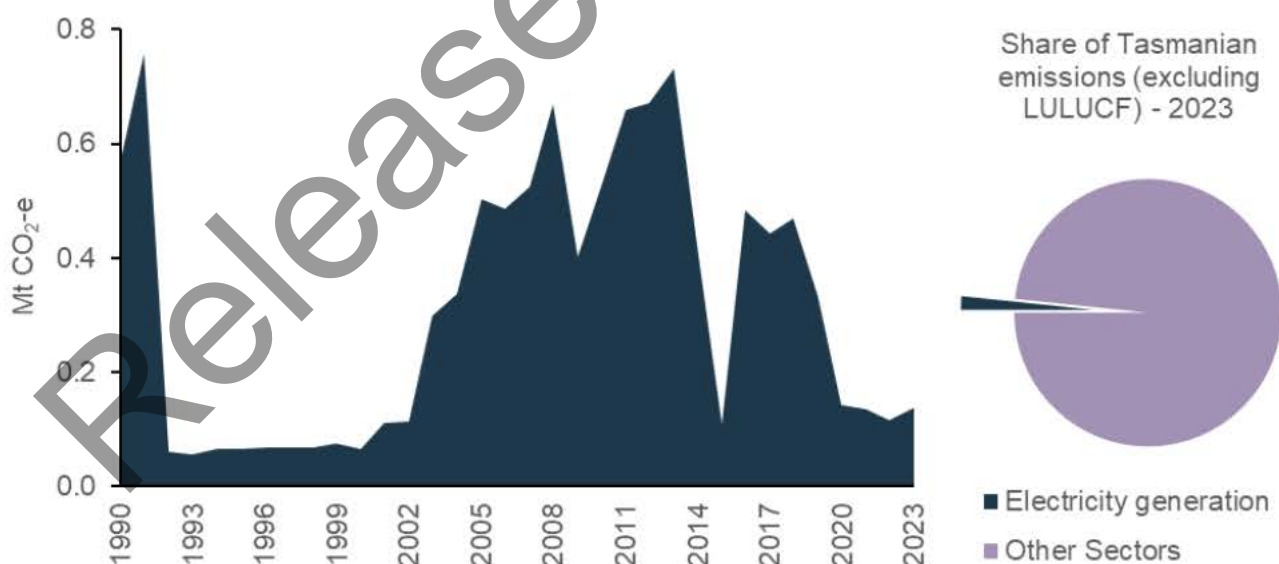
Emissions from electricity generation are produced by the combustion of fossil fuels to generate electricity that is supplied to the electricity grid for domestic and commercial use.

This sub-sector covers emissions from electricity that is generated in Tasmania, some of which is exported to the National Electricity Market via Basslink.

In 2023, emissions from electricity generation accounted for 0.14 Mt CO₂-e, which was 1.7 per cent of Tasmania's emissions, excluding LULUCF (Figure 13). The emissions from electricity generation decreased by 0.43 Mt CO₂-e (75.7 per cent) between 1990 and 2023.

Emissions from electricity imported into Tasmania via Basslink are accounted for in the greenhouse gas inventory of the state that generates the electricity.

Figure 13: Tasmanian emissions from electricity generation - 1990 to 2023



Agriculture

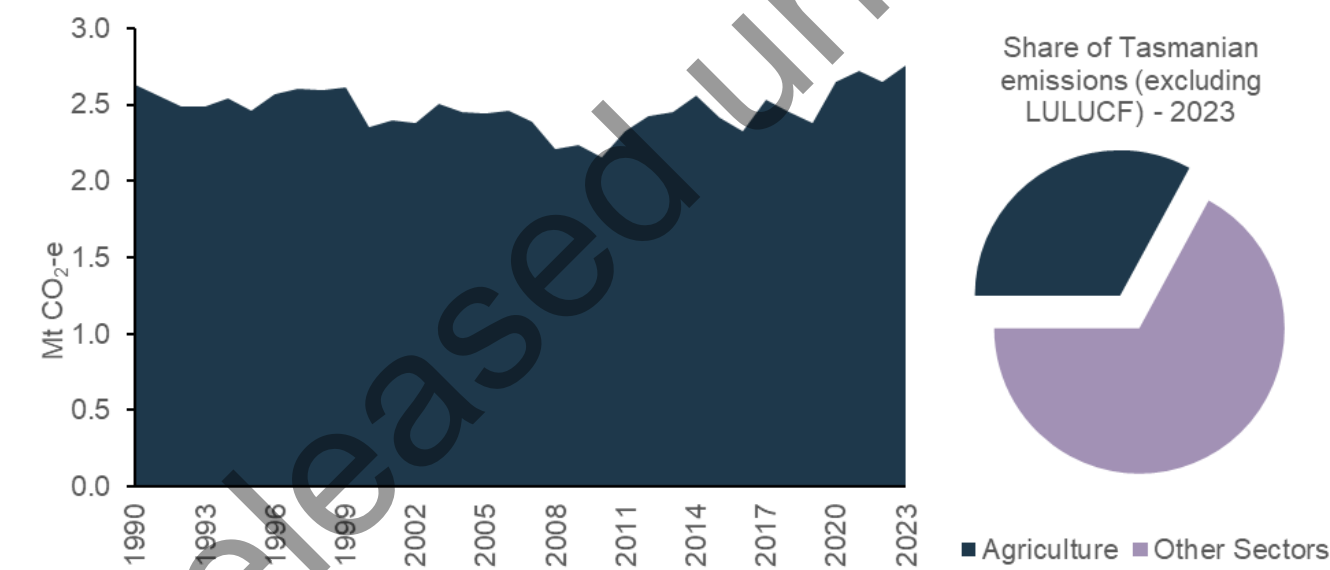
Sources of emissions from the agriculture sector include livestock digestive systems (enteric fermentation), the release of nitrous oxide from cropping and pastureland, and manure management. Agricultural emissions comprise:

- enteric fermentation of plant material that is digested by livestock (for example, cattle, sheep, and pigs) that results in methane emissions
- urine and dung deposited by grazing animals, and nitrogen leaching and run-off, resulting in emissions from microbial and chemical transformations that produce and consume nitrous oxide in the soil
- manure management practices that produce emissions through the anaerobic (without oxygen) decomposition of the organic matter contained in manure
- land management practices such as lime, fertiliser and urea applications, that produce nitrous oxide emissions.

Tasmania's agriculture sector accounted for 2.76 Mt CO₂-e, which was 32.9 per cent of Tasmania's emissions, excluding LULUCF (Figure 14). The emissions from agriculture increased by 0.12 Mt CO₂-e (4.7 per cent) between 1990 and 2023.

Emissions associated with the use of electricity and fuel consumption from operating agricultural equipment, and the fuel consumption used to transport farm products, are accounted for in the energy sector. Emissions associated with land use change, including the clearing and re-clearing of vegetation, are accounted for in the LULUCF sector.

Figure 14: Tasmanian emissions from agriculture - 1990 to 2023



Industrial processes and product use (IPPU)

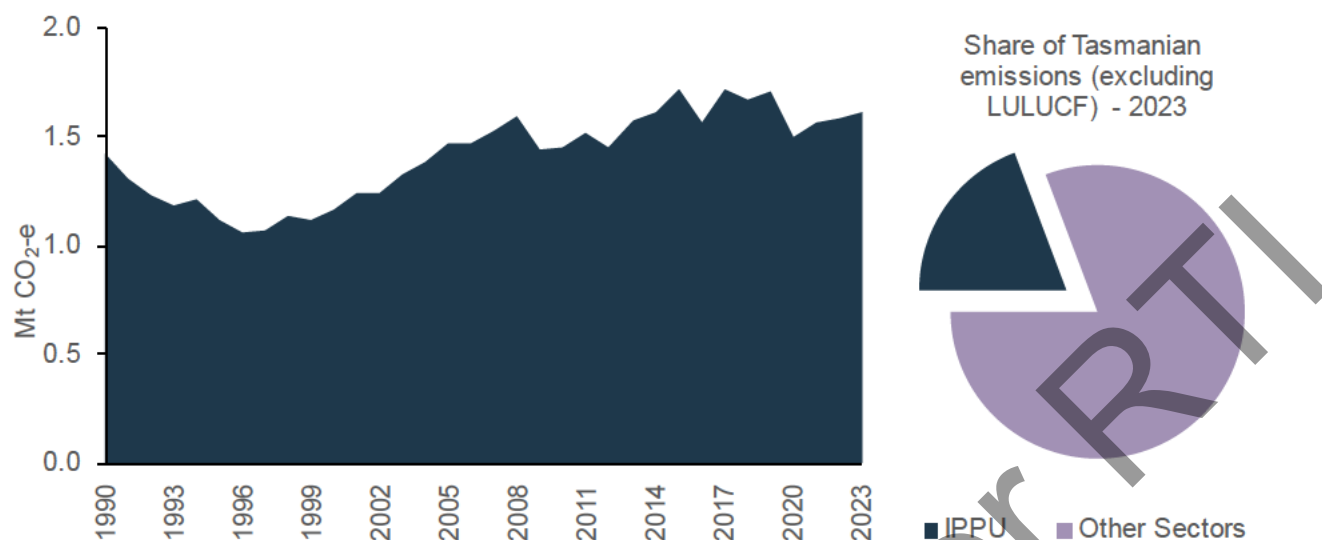
Emissions from the IPPU sector are generated from a range of production processes that include the calcination of carbonate compounds (for example, cement, lime or glass production), carbon when used as a chemical reductant (for example, iron, steel or aluminium production), and the production and use of synthetic gases such as hydrofluorocarbons (used in refrigeration and air conditioning equipment and as solvents) and sulphur hexafluoride (used in electrical equipment).

In 2023, Tasmania's IPPU sector accounted for 1.61 Mt CO₂-e, which was 19.3 per cent of the state's emissions, excluding LULUCF (Figure 15). The emissions from IPPU increased by 0.20 Mt CO₂-e (13.8 per cent) between 1990 and 2023.

Emissions associated with the energy used in industrial production processes are accounted for in the electricity generation and direct combustion sub-sectors. For example, the emissions from cement manufacture may include combustion of fuels (coal or natural gas) used to heat kilns in the manufacturing

process. However, these combustion-related emissions are reported in the energy sector (as direct combustion) and not with IPPU, which only includes the emissions from calcination.

Figure 15: Tasmanian emissions from IPPU - 1990 to 2023



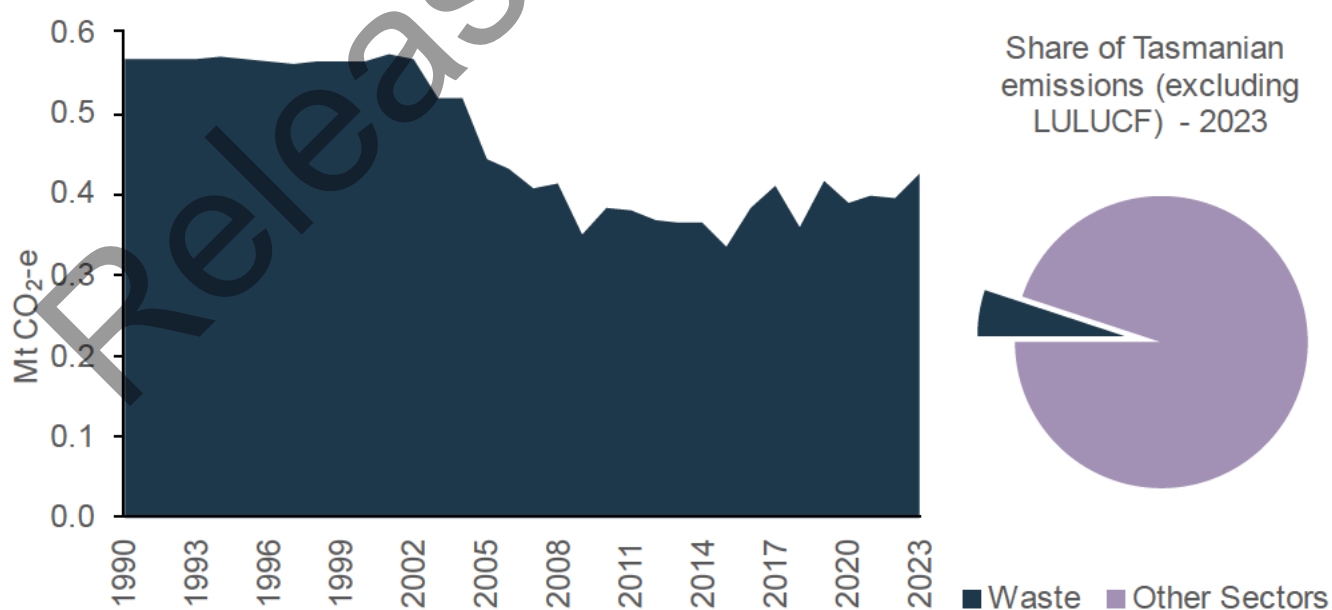
Waste

Emissions from the waste sector are produced by the anaerobic decomposition of organic matter from solid waste in landfills and during the treatment of wastewater. Methane is produced by anaerobic digestion processes in wastewater treatment plants, and the nitrification and denitrification of urea and ammonia produces nitrous oxide emissions.

Emissions associated with the energy used in the management and transportation of waste are reported in the electricity generation, direct combustion, and transport sub-sectors.

In 2023, Tasmania's waste sector accounted for 0.43 Mt CO₂-e, which was 5.1 per cent of Tasmania's emissions, excluding LULUCF (Figure 16). The emissions from waste decreased by 0.14 Mt CO₂-e (25.2 per cent) between 1990 and 2023.

Figure 16: Tasmanian emissions from the waste sector - 1990 to 2023



Land use, land use change and forestry (LULUCF)

The LULUCF sector includes emissions and sequestration (removals or carbon sinks) of greenhouse gases from direct human-induced land uses, land use changes and forestry activities. These activities include emissions and sequestration associated with:

- the clearance of forested land and plantations, and the conversion to other land uses (for example cropland, grassland, wetlands and settlements)
- the establishment of new forests and plantations planted on previously unforested land
- other practices that change emissions and sequestration, such as forest management, cropland management and grazing land management.

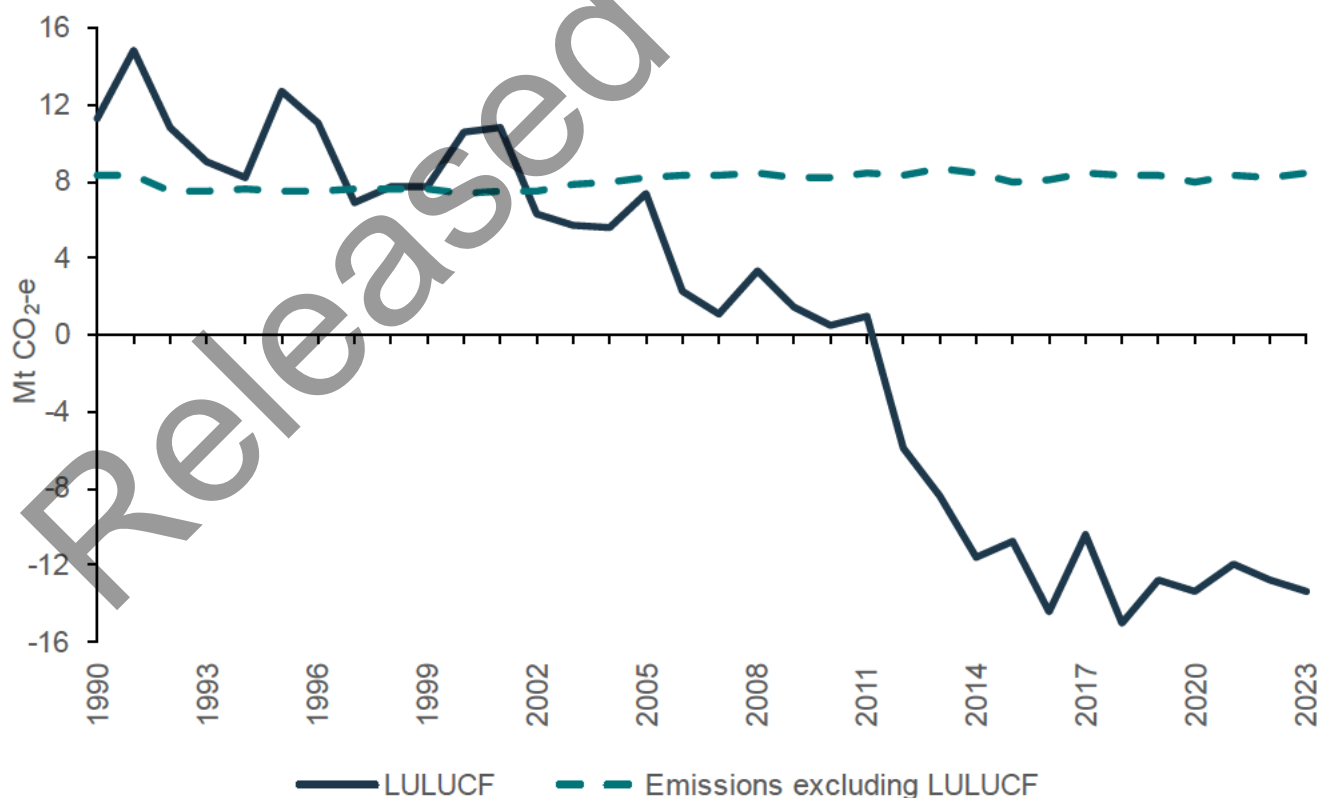
Emissions from fuelwood consumption, controlled burning, and wildfires on forest land, are also included in the LULUCF sector, as are removals associated with post-fire recovery. Carbon that is stored in harvested wood products is included as a carbon sink.

The combustion of fossil fuels associated with forestry activity and land management (for example diesel to run logging machinery and farming equipment) is accounted for in the direct combustion sub-sector of the energy sector. Non-CO₂-e emissions associated with livestock (such as methane from enteric fermentation) and cropping (such as release of nitrous oxide from agricultural soils) are accounted for in the agriculture sector.

In 2023, Tasmania's LULUCF sector was a net carbon sink, resulting in minus 13.31 Mt CO₂-e. This sink offset the emissions from other sectors that had a combined contribution of 8.37 Mt CO₂-e (Figure 17). The emissions from LULUCF decreased by 24.54 Mt CO₂-e (218.4 per cent) between 1990 and 2023. From 1990 to 2011 the sector contributed as a source of emissions but now acts as a carbon sink.

More details on the emissions and removals for the LULUCF sub-sectors and sub-categories are provided in Attachment D.

Figure 17: Tasmania's emissions from LULUCF relative to other sectors - 1990 to 2023



Attachment A

Greenhouse gas source and sink categories for Tasmania 2023

Table 4: Emissions for Tasmania's sectors and selected sub-sectors for 2023

Sector/Sub-sector	Emissions (Mt CO ₂ -e)
Energy (including fugitive emissions)	3.5779
Transport	1.6617
Direct combustion	1.7776
Electricity generation	0.1386
Industrial Processes and Product Use (IPPU)	1.6130
Mineral industry	0.6750
Chemical industry	0.0070
Metal industry	Confidential
Non-energy products from fuels and solvent use	0.0010
Products used as substitutes for ozone depleting substances	Confidential
Other product manufacture and use	Confidential
Agriculture	2.7570
Enteric fermentation	2.1250
Manure management	0.1710
Agricultural soils	0.3780
Liming	0.0510
Urea application	0.0330
Land Use, Land Use Change and Forestry (LULUCF)	-13.3050
Forest Land	-13.6600
Cropland	0.0450
Grassland	0.8760
Wetland	0.1960
Settlements	-0.0130

Sector/Sub-sector	Emissions (Mt CO ₂ -e)
Harvested Wood Products	-0.7490
Waste	0.4250
Solid waste disposal	0.2750
Biological treatment of solid waste	0.0060
Wastewater treatment and discharge	0.1430
Total	-4.9319

Attachment B

UNFCCC emissions reporting sector and descriptions

- The STGGI provides estimates of emissions sources and sinks across five sectors. The five sectors included in the STGGI are:
 - energy
 - IPPU
 - agriculture
 - LULUCF
 - waste.
- Due to the significance of the energy sector in Tasmania, this sector is disaggregated into three sub-sectors:
 - transport
 - direct combustion (of fuels for stationary energy)
 - electricity generation.

Table 5: Description of the UNFCCC sectors and selected sub-sectors

Sector Description	
Energy	
Transport	Emissions from the transport sub-sector are produced by the combustion of fuels such as petrol, diesel and LPG in passenger and commercial motor vehicles, railways, domestic aviation, and shipping. Emissions from the electricity used to power electric vehicles are accounted for in the electricity generation sub-sector.
Direct combustion	For the purposes of this report, emissions from direct combustion are covered by a number of energy sub-sectors in the STGGI ('manufacturing industries and construction', 'other sectors' and 'other'). These sub-sectors include all emissions that arise from the combustion of fuel for stationary energy used directly on site, such as: • burning coal, liquefied natural gas or forestry residue to generate heat, steam or pressure for major industrial operations • burning wood or gas for household heating and cooking. Emissions are generated from the manufacturing, construction, agriculture and fisheries industries, and residential and commercial activities. Emissions from these industries associated with the combustion of fuels to generate electricity, or fuel combustion in transport, are accounted for in the electricity generation and transport sub-sectors respectively.

Sector Description	
Electricity generation	Emissions from electricity generation are included in the energy industries sub-sector in the STGGI. Emissions are produced by the combustion of fuels to generate electricity that is supplied to the electricity grid for domestic and commercial use. This sub-sector covers emissions resulting from electricity generated in Tasmania, some of which is exported for consumption in the National Electricity Market (NEM) via Basslink. Emissions from electricity imported via Basslink from other states in the NEM are accounted for in the emissions inventory for the state where the electricity is generated.
Industrial processes and product use (IPPU)	
Emissions from the IPPU sector are generated from a range of production processes that include: - the calcination of carbonate compounds (cement, lime or glass production) - carbon when used as a chemical reductant (iron, steel or aluminium production) - the production and use of synthetic gases such as hydrofluorocarbons (refrigeration, air conditioning, solvents) and sulphur hexafluoride (electrical equipment). Emissions associated with the energy used in industrial production processes are accounted for in the electricity generation and direct combustion sub-sectors. For example, the emissions from cement manufacture include the combustion of fuels (coal) for heat used in the manufacturing process. However, these combustion-related emissions are reported as energy emissions (direct combustion sub-sector) and not with IPPU, which only includes the emissions from calcination.	
Agriculture	
Emissions from the agriculture sector include emissions from: - livestock digestion (enteric fermentation) - the impacts on soil carbon from the application of lime and urea to farm land - the release of nitrous oxide from the application of fertilisers, animal wastes, sewage sludge and crop residues to farm land - manure management. Enteric fermentation of plant material that is digested by livestock (cattle, sheep and pigs) results in methane emissions. Urine and dung deposited by grazing animals, and nitrogen leaching and run-off, results in emissions from microbial and chemical transformations that produce and consume nitrous oxide in the soil. Manure management produces emissions through the anaerobic decomposition of the organic matter contained in manure. Emissions associated with the use of electricity, fuel consumption from operating agricultural equipment, and fuel consumption in transport, are accounted for in the energy sector. Emissions from land use change (such as clearing of forest land for the purpose of creating cropping and pasture land) are accounted for under the LULUCF sector.	
Land use, land use change and forestry (LULUCF)	
The LULUCF sector includes emissions and sequestration (removals or carbon sinks) of greenhouse gases from direct human-induced land use, land use change and forestry activities. This sector includes emissions and sequestration associated with clearing forested land and conversion to other land uses (cropland, grassland, wetlands and settlements), from new forests and plantations planted on previously unforested land, and from other practices that change emissions and sequestration (forest management, cropland management and grazing land management).	

Sector Description

Emissions from fuelwood consumption, controlled burning and wildfires on forest land are also included, as are removals associated with post-fire recovery. Carbon that accumulates in harvested wood products is included as a sink.

Combustion of fossil fuels associated with forestry and land management (diesel to run logging machinery and farming equipment) is accounted for in the direct combustion sub-sector. Emissions associated with livestock (enteric fermentation) and cropping (release of nitrous oxide), are accounted for in the agriculture sector.

Waste

Emissions from the waste sector are produced by the decomposition of organic waste in landfills and from the release of greenhouse gases during the treatment of wastewater. The anaerobic decomposition of organic matter from solid waste in landfills and wastewater treatment plants produces methane. The nitrification and denitrification of urea and ammonia in wastewater treatment plants produces nitrous oxide emissions.

Emissions associated with the energy used in the management and transportation of waste are reported in the electricity generation, direct combustion and transport sub-sectors.

Attachment C

Summary of methodological changes to 2023 STGGI

Each year the Australian Government reviews how it calculates greenhouse gas emissions to ensure national and state inventories reflect the latest available data, improved modelling techniques, and any changes in sectoral classifications and estimation methodologies.

The Australian Department of Climate Change, Energy, the Environment and Water (DCCEEW) administers a quality assurance/quality control plan to maintain the integrity of the data, identify any errors and omissions, and document inventory materials and quality control activities that relate to the National Inventory Report (NIR).

The 2023 NIR was Australia's third national inventory submission under the Paris Agreement. In line with international reporting requirements, emissions for each of the major greenhouse gases are presented as carbon dioxide equivalents using the 100-year Global Warming Potentials (GWPs). In accordance with Paris Agreement requirements, the latest NIR applies 100-year GWPs contained in the 2014 Intergovernmental Panel on Climate Change (IPCC) Fifth Assessment Report. As greenhouse gases behave differently in the atmosphere over time, converting emissions into CO₂-e allows the various gases to be compared equally. Previous NIRs submitted for the years 2013 to 2020 applied 100-year GWPs from the 2007 IPCC Fourth Assessment Report.

DCCEEW develops recalculations for the Australian inventory in line with its *Inventory Improvement Plan*. This plan aims to improve transparency, accuracy, completeness, consistency and comparability, with a focus on those areas where the Australian community is introducing new emissions-reduction approaches and technologies. The improvement plan also responds to international expert reviews and changes in international practice.

This revision process includes the recalculation of historical emissions data between 1990 and 2022, nationally and for each state and territory, to ensure that the estimates of emissions are accurate, transparent, complete, consistent through time, and comparable with those produced in other countries.

Methodological changes were made across all sectors in the 2023 STGGI. A summary of these changes is provided in Table 6 below. The main method improvements were made in the energy, agriculture, and LULUCF sectors.

Revised emission factors and plant-specific activity data were used for the Manufacturing Industries and Construction, and Gas Flaring sub-sectors of Energy.

The area of Australia considered wet enough for leaching was used to estimate nitrous oxide emissions from leaching and agricultural runoff. Additionally, a new enteric methane equation has been implemented for feedlot beef cattle.

Due to delays in implementing planned improvements to the remote sensing program for forest cover change, emissions for LULUCF sub-sectors that rely on the forest monitoring system for activity data are extrapolated from 2022-23 results to ensure completeness of reporting.

As a result of these recalculations, the emissions figures in the 2023 STGGI are not directly comparable to the figures published in the STGGI reports of previous years.

Revisions in Tasmania's emissions between the 2023 STGGI and 2022 STGGI

The recalculated data on Tasmania's emissions show that:

- Tasmania's emissions figure in the baseline year of 1990 is revised up 0.003 Mt CO₂-e to 19.55 Mt CO₂-e.
- Tasmania's emissions figure in 2023 is revised down by 0.29 Mt CO₂-e to minus 4.63 Mt CO₂-e.

- Tasmania's emissions figures show that Tasmania achieved net negative emissions from 2014 onward. This is the same as in the 2022 STGGI.
- Tasmania has maintained net negative emissions for the ten reporting years from 2014 to 2023.

Table 6 presents a summary of the changes in Tasmania's 1990 emissions and Table 7 presents a summary of the changes in Tasmania's 2022 emissions by sector and energy sub-sector reported between the 2022 STGGI and 2023 STGGI.

The tables show that the recalculations have resulted in changes across most sectors.

When compared with the 2022 STGGI, changes in the 2023 STGGI have had different effects in LULUCF emissions data since 1990. The changes have resulted in a small decrease in emissions in the LULUCF sector in 1990 and an increase in the sink provided by the LULUCF sector of approximately minus 0.29 Mt CO₂e in 2022.

Table 6: Revisions to Tasmania's emissions for 1990 by sector and energy sub-sector, following calculations

Sector/Sub-sector	1990 Emissions (Mt CO ₂ e)		Change (Mt CO ₂ e)	Change (%)
	2022 STGGI	2023 STGGI		
Energy	3.70	3.69	-0.003	-0.08%
<i>Direct combustion</i>	1.60	1.60	0.000	0.00%
<i>Transport</i>	1.53	1.53	-0.003	-0.20%
<i>Electricity generation</i>	0.57	0.57	0.000	0.00%
Agriculture	2.60	2.63	0.035	1.36%
IPPU	1.42	1.42	0.000	-0.03%
Waste	0.57	0.57	0.000	0.01%
LULUCF	11.26	11.23	-0.030	-0.26%
Total	19.54	19.55	0.003	0.02%

Table 7: Revisions to Tasmania's emissions for 2022 by sector and energy sub-sector, following recalculations

Sector/Sub-sector	2022 Emissions (Mt CO ₂ -e)		Change (Mt CO ₂ -e)	Change (%)
	2022 STGGI	2023 STGGI		
Energy	3.52	3.54	0.026	0.7%
<i>Direct combustion</i>	1.68	1.71	0.026	1.5%
<i>Transport</i>	1.72	1.72	0.000	0.0%
<i>Electricity generation</i>	0.12	0.12	0.000	0.0%
Agriculture	2.68	2.65	-0.024	-0.9%
IPPU	1.59	1.58	-0.004	-0.2%
Waste	0.39	0.40	0.001	0.2%
LULUCF	-12.51	-12.81	-0.292	2.3%
Total	-4.34	-4.63	-0.295	6.8%

The main methodological changes in the sub-categories that have materially contributed to the revision in Tasmania's emissions between the 2022 STGGI and 2023 STGGI are summarised in Table 8. This information is taken from the *National Inventory Report Volume I*, Australian Government (2025), Department of Climate Change, Energy, the Environment and Water.

Table 8: Methodological changes and data revisions contributing to change in Tasmania's emissions between the 2022 STGGI and 2023 STGGI

Sector/Sub-sector	Methodological Change
Energy	
Fuel Combustion	Australia's official statistics on energy production and use receive periodic updates to support improved understanding of Australia's energy systems, including for time series consistency. These updates are reflected in the inventory.
<i>Energy Industries</i>	Australia's official statistics on energy production and use receives periodic updates to support improved understanding of Australia's energy systems, including for time series consistency. These updates are reflected in the inventory. A recalculation has been made in 2021–22 in Manufacture of Solid Fuels and Other Energy industries as a result of the inclusion of NGER data for Oil and Gas Extraction in that year
<i>Manufacturing Industries and Construction</i>	Various updates to activity data have been made to improve accuracy using the latest data sources. These include the use of NGER data for the first time in Basic Chemicals from 2021–22 onwards. Other updates have been made using analysis of NGER data. These include the removal of the historical aggregation of petroleum products in Basic Chemicals and an update to the inputs for the derivation of the CO ₂ emission factor for the combustion of coke.

Sector/Sub-sector	Methodological Change
Transport	The time series of emissions from the combustion of diesel for railway transport has been revised because of an update to the N₂O emission factor in response to expert advice from the Bureau of Infrastructure and Transport Research Economics that the previous emission factor was inaccurate and a substantial overestimate for the Australian context. The new emission factor is based on that provided in the European Monitoring and Evaluation Program/European Environment Agency air pollutant emission inventory guidebook 2023 1.A.3.c Railways. The new factor is used by several other Annex 1 Parties. There have been no changes to railway transport activity data. Minor corrections to landing and take-off data across the entire time series to accurately reflect the Bureau of Infrastructure and Transport Research Economics' Airport traffic data, resulting in minor recalculations of domestic aviation emissions across the time series. Road transport diesel consumption for 2019–20, 2020–21 and 2021–22 was revised in the latest release of the Australian Energy Statistics. Road transport LPG consumption for 2021–22 was revised in the latest release of the Australian Energy Statistics. Revisions to the distribution of aggregate road transport fuel consumption between individual vehicle types to reflect the latest data from the ABS Survey of Motor Vehicle Use and Australian Transport Facts, resulting in minor recalculations of road transport emissions from 2007 onward.
Agriculture	
Enteric Fermentation	This submission introduces a new herd time series dataset for pasture-fed beef cattle from the ABS, causing an upward recalculation throughout the time series. A new method incorporating several data sources has replaced the previous data based on annual surveys, resulting in higher herd numbers. Further details of the new method and the wider modernisation of agricultural statistics are available from the ABS. A new methane equation for feedlot beef cattle from Almeida et al. (2025) and supporting diet data are implemented for the first time in this submission. Overall, they cause a decrease in the estimated emissions from feedlot cattle throughout the inventory time series.
Manure Management	An upward recalculation throughout the time series is due to the revised beef herd numbers published in June 2024 by the ABS. For feedlot beef cattle, this submission uses new feed intake data and diet characteristics obtained from Meat and Livestock Australia, replacing the previous calculation from weight gain. Recalculations of indirect N₂O emissions are a consequence of the two other reasons above.
Agricultural Soils	An upward recalculation throughout the time series of emissions from Urine and Dung Deposited by Grazing Animals is due to the revised beef herd numbers published in June 2024 by the ABS. Indirect N₂O emissions due to leaching and runoff have been recalculated using a new analysis of the leaching area. The area of Australia that is wet enough for nitrogen leaching to occur was updated, using the method from IPCC 2019 and modern climate and soil data. The overall result is that less agricultural activity occurs in “wet” conditions than previously estimated,

Sector/Sub-sector	Methodological Change
	with a corresponding decrease in estimated emissions from a range of sources. The estimates for soil carbon are recalculated for the entire time series in every submission. This leads to small changes in the estimates of nitrogen mineralisation due to loss of soil carbon in all years.
Industrial Processes and Product Use (IPPU)	
Metal Industry	In this submission, the carbon balance used to derive the CO ₂ emission factor for coke oven coke was performed using NGER scheme data for the first time, as this data was judged more accurate than previously used data from the Australian Energy Statistics.
Non-energy Products from Fuels and Solvent Use	In this submission, emissions in this category in the year 2021–22 have been recalculated downwards, due to updated activity data on lubricant consumption.
Product Uses as Substitutes for Ozone Depleting Substances	Recalculations are made to emissions from refrigeration and air conditioning in years 2019–20, 2020–21 and 2021–22 due to revised activity data on light vehicle stocks.
Other Product Manufacture and Use (Electrical equipment)	Recalculations have been made throughout the time series due to changed assumptions regarding leakage rates of SF ₆ from electrical equipment.
Other (Food & Beverage Industry)	Minor recalculations are made in 2019–20 and 2021–22 in this submission to emissions of CO ₂ captured from ammonia production to remedy a data transcription error identified during QA/QC review.
Waste	
Solid Waste Disposal	Revisions to population data from the ABS as well as updated harvested wood products activity data, contributed to revisions of between -0.85 and 0.78 per cent between 1989–90 and 2021–22.
Wastewater Treatment and Discharge	Improved reporting of commodity production across some industrial sectors resulted in revised activity data for industrial wastewater. These improvements contributed to revisions of -0.11 and 6.12 per cent between 2014–15 and 2021–22. Minor revisions to activity data in domestic and commercial wastewater have contributed to revisions of between -0.95 and 2.31 per cent from 2009–10 to 2021–22.
Land Use, Land Use Change and Forestry (LULUCF)	
All	Emissions have been recalculated as a result of updating the climate and fire time series and adding an additional year of data. Emissions from savanna fire management have been updated to correct the carbon dynamics of mortality and post-fire recovery in the FullCAM model, which also impacts the production of heavy fuels. These updates have resulted in recalculations in forest land remaining forest land, land converted to forest land, grassland remaining grassland, land converted to grassland and wetlands remaining wetlands.

Sector/Sub-sector	Methodological Change
Wetland remaining wetland	Refinements were made to the model used to estimate farm dam emissions. The 2024 model (Malerba, et al. 2024) has had further model performance improvements made by including more training data and has now been applied to the Northern Territory.
Harvested wood products	Recalculations are due to time-series revisions to the underlying source data on forestry and wood products produced by ABARES, and revisions in the Waste sector which impact HWP in solid waste disposal sites.

Attachment D

LULUCF data sources and reporting methodology

The LULUCF sector covers greenhouse gas emissions and removals associated with land management practices that impact the carbon stored in vegetation and soils. Since vegetation can absorb carbon from the atmosphere, this sector can function as a net sink of emissions.

The emissions and removals from the LULUCF sector have a significant impact on Tasmania's net emissions, and the LULUCF sector currently offsets emissions from all other sectors.

UNFCCC framework

Under the UNFCCC reporting framework, emissions from the LULUCF sector include emissions sources and sequestration (emissions removals or carbon sinks) of greenhouse gases from direct human-induced land use, land use conversions and forestry activities, as well as the impact of bushfires. The main driver of change in carbon fluxes across the Tasmanian landscape and the associated emissions relates to losses and gains of woody vegetation.

The UNFCCC reporting framework includes many sub-sectors, categories and sub-categories used to classify and disaggregate the various sources of emissions and removals in LULUCF. To make it easier to understand the hierarchy level of a particular sub-category and the sub-sector to which it belongs, the alpha-numeric descriptors for all LULUCF classifications are included, together with the name of the reporting category.

Under the UNFCCC reporting framework, emissions and removals for the LULUCF sector are attributed to the sub-sectors of:

- forest land (4.A)
- cropland (4.B)
- grassland (4.C)
- wetland (4.D)
- settlements (4.E)
- other land (4.F)
- harvested wood products (4.G).

The first five sub-sectors are further disaggregated into two components, a 'remaining' category and a 'land converted to' category (for example, the grassland sub-sector comprises the grassland remaining grassland (4.C.1) and land converted to grassland (4.C.2) categories).

The 'remaining' categories broadly include carbon stock changes and associated emissions and removals from human-induced activities, such as timber harvesting of native forests and plantations established before 1990, biomass burning, and farming and land management practices that result in changes to woody vegetation, woody crops and soils.

The 'land converted to' categories broadly include carbon stock changes and associated emissions and removals from human-induced activities that result in a conversion of land tenure, such as planting and harvesting of hardwood and softwood plantations established after 1990, environmental plantings, and natural regeneration and regrowth on cleared lands.

Methods to estimate emissions from biomass burning, nitrous oxide emitted from nitrogen mineralisation, and nitrogen leaching and run-off are applied across all land use classifications.

Australia does not report emissions in the other land sub-sector (4.F). These land tenures typically occur in central Australia and have minimal impact on biomass, dead organic matter and soil carbon.

Australia applies the stock-change approach for the harvested wood products sub-sector (4.G), which includes solid wood, paper and paperboard products in use and in solid waste disposal sites. The

emissions from wood products that contribute to Tasmania's greenhouse gas inventory are products in service life and consumed in Tasmania, including those imported and excluding those exported.

Forest land remaining forest land

The forest land remaining forest land category (4.A.1) has a significant influence on the fluctuations in Tasmania's LULUCF emissions since 1990 and comprises emissions and removals from changes in carbon stored in:

- fuelwood for domestic use (4.A.1.i.a)
- other native forests, which includes wilderness areas and national parks not previously subjected to harvesting. The main processes affecting emissions and removals from these forests include fire management practices and wildfires (4.A.1.i.c)
- harvesting activities in private native forests (4.A.1.i.d)
- harvesting activities in multiple use public forests, including regenerative burning after harvesting events (4.A.1.i.e)
- commercial hardwood and softwood plantations established before 1990 (4.A.1.i.f).

Harvested native forests (whether on private or public lands) are those forests comprising native species subjected to harvesting practices and natural regrowth. Various silvicultural techniques may be applied to initiate and promote particular growth characteristics. The forest lands included in this category are private native forests subject to harvest or regrowing from prior harvest and multiple-use public forests, and public forest areas which have been available for harvesting at any time since 1990.

As for all forests, the harvested native forests sub-categories are monitored for forest conversions. Areas that are identified as direct human-induced forest conversions are excluded from the forest land remaining forest land category from the time of the conversion event, and any harvesting losses associated with the conversion event are also excluded and reported only under the new land use category, to avoid double-counting.

Modelling carbon stock changes

Predominantly, country-specific methodologies and Tier 3 spatially-explicit models and Tier 1 and 2 non-spatially explicit models are used to estimate LULUCF emissions and removals. Australia's land sector inventory system integrates spatially-referenced data with the Full Carbon Accounting Model (FullCAM), an empirically constrained, mass balance, carbon cycling ecosystem model, to estimate carbon stock changes and greenhouse gas emissions (including all carbon pools, gases, lands and land use activities).

FullCAM has been designed to comply with the IPCC Guidelines and to meet the Australian Government's international treaty estimation and reporting commitments. It is designed to fully integrate the estimation of carbon stock changes and related emissions across the Australian landscape. The parameters of FullCAM have been informed by the latest empirical science and are continuously updated.

A comprehensive modelling approach to the estimation of carbon stock changes was originally chosen for the Australian land sector because of the absence of extensive forest inventory or measurement systems.

Spatial datasets for key disturbance events such as land clearing, forest planting and natural regeneration are derived from LandSat satellite imagery held by the Australian Geoscience Datacube (Digital Earth Australia). These datasets are processed by CSIRO Data61 and are informed by land use and vegetation datasets provided by the Australian Bureau of Agricultural and Resource Economics and Sciences (ABARES) and DCCEEW.

Improvements to LULUCF modelling

In the 2021 NIR and STGGI, the Australian Government introduced a spatially-explicit Tier 3 FullCAM model to estimate emissions from harvesting events in Tasmania's multiple-use public forests. This approach was initially introduced to model the emissions and removals from harvesting in public forests in Victoria and New South Wales in the 2020 NIR and STGGI and was extended to public forests in Queensland for last year's inventory.

The FullCAM spatial method for harvested native forests simulates carbon stock changes due to tree growth, timber harvesting and associated management, and fire. In the spatial method for harvested native forests, the type, location and date of timber harvesting activities in Tasmania are drawn from historical harvest data provided by Sustainable Timber Tasmania.

The non-spatially explicit estate modelling capability of FullCAM is used for both public and private forests in Western Australia, and for private native forests only in Victoria, New South Wales, Queensland and Tasmania. The area of native forests harvested in each broad forest type and age class is derived from roundwood log volumes removals for each state (ABARES, 2022) using an historical relationship between roundwood removals and harvest area data collated by state agencies.

Bushfires and natural disturbance provisions

Fire (biomass burning) is the principal form of natural disturbance that impacts terrestrial carbon stocks in Australia. Most Australian eucalypt forests are adapted to fire, and fires, whether wildfires or prescribed burns, are generally not stand-replacing (when stands of trees or forests are killed by rare high-severity wildfires). The fire-adapted ecology of Australian eucalypt-dominated temperate forests leads to infrequent, extreme wildfires characterised by fire intervals on the decadal scale (occurring over a period of 10 years or longer).

All forest land is monitored for bushfires, harvesting and other land use change events. Where forest cover loss events are identified, these areas are attributed to either a direct, human-induced (anthropogenic) or a natural background (non-anthropogenic) land use change. The forest loss is monitored to determine whether this is temporary with subsequent post-event recovery or there is evidence of a permanent land use change.

Natural background emissions and removals caused by natural disturbance fires are considered to be caused by non-anthropogenic events (for example ignition from lightning strikes) and are beyond the control of, and not materially influenced by, the efforts of Australian authorities to prevent, manage and control them. These fires are considered to be part of the natural background of non-anthropogenic emissions and removals, which are assumed to average out over time and space.

Consistent with the IPCC accounting guidelines, two wildfire emissions estimates are reported. The first estimate includes the net emissions from non-anthropogenic natural disturbances and the second is the long run trend in net anthropogenic emissions from the wildfire disturbances and post-fire removals as the forest recovers and regrows.

In order to identify emissions from human activity, a statistical approach is applied to identify non-anthropogenic natural disturbances on forest land remaining forest land (4.A.1). For these fires, the carbon stock loss and subsequent recovery from non-anthropogenic natural disturbances are modelled to average out over time, leaving emissions and removals from anthropogenic fires as the dominant result in the national inventory.

The IPCC accounting guidelines allow for the national emissions inventory and natural disturbance provisions to include an annual upper threshold on the impact of major bushfires. A statistical approach is applied by comparing each year's emissions data with a national natural disturbance threshold for the calibration period 1989-90 to 2019-20. Once natural disturbance years are identified at a national level, the bushfires are spatially identified and the area burned tracked at the sub-national level. A state and territory level threshold is then applied and natural disturbance areas identified where both national and sub-national thresholds are exceeded.

This effectively means that the impact of wildfires in Tasmania can be excluded from the national inventory, provided the area burned is restored over an allocated monitoring period. If the original forest is converted to a different land use post-wildfire, the land use conversion and associated emissions are then recorded in both the national and the Tasmanian inventories.

This national definition of natural disturbances applies to wildfires on temperate forests and does not apply to fires reported as controlled burning (for example in temperate forests or in wet-dry tropical forests and woodlands). The impacts of human activities (for example salvage logging, prescribed burning, deforestation) are also excluded from the identification of natural disturbances. All fires on land converted to forest land (4.A.2) are treated as anthropogenic.

The identification of lands subject to natural disturbances and monitoring for forest recovery uses the Tier 3, Approach 3, modelling system using FullCAM, which has been designed to comply with the following safeguard mechanisms:

- the use of geo-located time series wildfire activity data
- coverage of all forest lands
- the ability to monitor if there is a permanent land use change on those lands following a wildfire event during the commitment period
- the inclusion of emissions associated with salvage logging in the accounting
- identification of lands where the natural disturbance is followed by another disturbance event, to avoid double counting.

FullCAM uses two remote sensing data sources. The Advanced Very High Resolution Radiometer is used to identify and map natural disturbance impacts due to wildfire on forest lands, whereas Landsat data is used to map forest cover changes and identify permanent land-use changes across all forest lands.

FullCAM spatially tracks areas and carbon stocks at the 25 metre x 25 metre pixel-level on lands identified as experiencing natural disturbances in a particular year, until another anthropogenic activity occurs (for example non-natural disturbance fire, salvage logging or land use change).

Constructed reservoirs

Methane emissions from constructed reservoirs and dams (as opposed to naturally occurring lakes) are included in the flooded land remaining flooded land sub-category (4.D.1.2) for existing reservoirs or dams and land converted to wetland sub-category (4.D.2) for new reservoirs or dams. These reservoirs and dams in Tasmania include those used or established by Hydro Tasmania, TasWater and Irrigation Tasmania.

Other forestry and land-related emissions

The combustion of fossil fuels associated with forestry activity and land management (such as diesel to operate logging machinery and farming equipment) is accounted for in the direct combustion (or stationary energy) sub-sector of the energy sector.

Methane emissions associated with livestock (such as enteric fermentation) and nitrous oxide emissions associated with cropping (such as the application of nitrogen fertilisers) are accounted for in the agriculture sector.

LULUCF emissions and removals

In 2023, emissions from Tasmania's LULUCF sector were a sink of minus 13.31 Mt CO₂-e, which is a reduction of 218.4 per cent on 1990 levels.

The reduction in Tasmania's LULUCF emissions since 1990 has been largely driven by:

- changes in forest land remaining forest land (4.A.1) and in particular changes in levels of timber harvesting in Tasmania's native forests on private land (4.A.1.i.d) and in public multiple use forests (4.A.1.i.e)
- a reduction in emissions from the forest land converted to grassland sub-category (4.C.2.1) largely associated with lower rates of clearing of forested lands
- an increase in the carbon sink of land converted to forest land (4.A.2) from hardwood and softwood plantations, environmental plantings and natural regeneration and regrowth.

Table 9 below provides the change in emissions for key LULUCF sub-sectors and sub-categories from 1990 to 2023.

Table 9: Tasmania's LULUCF emissions by sub-sector and sub-category from 1990 to 2023

Sub-sector/Sub-category	Emissions (Mt CO ₂ -e)		
	1990	2023	Change
Forest land (4.A)	7.11	-13.66	-20.77
Forest land remaining forest land (4.A.1)	6.67	-11.31	-17.98
<i>Fuelwood (4.A.1.i.a)</i>	0.05	-0.03	-0.08
<i>Harvested private native forests (4.A.1.i.d)</i>	13.81	-7.02	-20.83
<i>Multiple use forests (4.A.1.i.e)</i>	-6.45	-5.27	-1.18
<i>Pre 1990 plantations (4.A.1.i.f)</i>	-0.97	0.33	1.30
<i>Biomass burning (4.A.1.ii)</i>	0.19	0.66	0.47
Land converted to forest land (4.A.2)	0.44	-2.35	-2.79
<i>Grassland converted to forest land (4.A.2.2)</i>	0.44	-2.35	-2.79
<i>Post 1990 hardwood plantations (4.A.2.2.i.a)</i>	0.01	-0.29	-0.30
<i>Post 1990 softwood plantations (4.A.2.2.i.b)</i>	0.00	-0.17	-0.17
<i>Environmental plantings (4.A.2.2.i.c)</i>	0.02	-0.47	-0.49
<i>Natural regeneration (4.A.2.2.i.d)</i>	0.37	-0.98	-1.35
<i>Regrowth on cleared lands (4.A.2.2.i.e)</i>	0.01	-0.61	-0.62
Cropland (4.B)	0.16	0.04	-0.12
Cropland remaining cropland (4.B.1)	0.12	0.04	-0.08
<i>Cropland soils (4.B.1.1)</i>	0.12	0.05	-0.07
<i>Perennial woody crops (4.B.1.2)</i>	0.00	-0.01	-0.01
Land converted to cropland (4.B.2)	0.04	0.00	-0.04
Grassland (4.C)	3.91	0.88	-3.03
Grassland remaining grassland (4.C.1)	-0.61	-0.36	0.25
Land converted to grassland (4.C.2)	4.51	1.18	-3.33
<i>Forest land converted to grassland (4.C.2.1)</i>	4.50	1.17	-3.33
<i>Wetland converted to grassland (4.C.2.3)</i>	0.01	0.01	0.00
Wetland (4.D)	0.55	0.21	-0.34
Wetland remaining wetland (4.D.1)	0.06	0.21	0.15
<i>Flooded land remaining flooded land (4.D.1.2)</i>	0.06	0.14	0.09
<i>Other wetland remaining other wetland (4.D.1.3)</i>	0.00	0.06	0.06
Land converted to wetland (4.D.2)	0.49	0.00	-0.49
<i>Land converted to flooded lands (4.D.2.2)</i>	0.49	0.00	-0.49
Settlements (4.E)	0.13	-0.01	-0.14
Settlements remaining settlements (4.E.1)	0.00	0.00	0.00
Land converted to settlements (4.E.2)	0.13	-0.01	-0.14

Sub-sector/Sub-category	Emissions (Mt CO ₂ -e)		
	1990	2023	Change
<i>Forest land converted to settlements (4.E.2.1)</i>	<i>0.13</i>	<i>-0.01</i>	<i>-0.15</i>
Other land (4.F)	NR ¹	NR ¹	NR ¹
Harvested wood products (4.G)	-0.61	-0.78	-0.17
LULUCF Total	11.26	-12.51	-24.54

Source: Department of Climate Change, Energy, the Environment and Water (DCCEEW) 2025, State and Territory Greenhouse Gas Inventories 2023.

Glossary and acronyms

Term	Description
ABARES	Australian Bureau of Agricultural and Resource Economics and Sciences
ABS	Australian Bureau of Statistics
AES	Australian Energy Statistics
Baseline	The standard definition of 'baseline' is a minimum, or starting point, used for comparison. In greenhouse gas emissions reporting, the term 'baseline' is often used in different contexts to refer to different 'baseline data'. In this report, the term is used to refer to the '1990 baseline year', which is the financial year 1989-1990 and the first reported year in the STGGI. Tasmania's climate change legislation does not require reporting against this baseline, but it is a common convention used by the Australian Government.
Carbon sink	A carbon, or emissions, sink removes more carbon than it emits. The removed carbon is stored, often in the form of growing vegetation.
Methane	A greenhouse gas with a chemical symbol of CH ₄
Carbon dioxide	A greenhouse gas with a chemical symbol of CO ₂
CO₂-e	Carbon dioxide equivalent, a measure used to compare different greenhouse gases.
CSIRO	Commonwealth Scientific and Industrial Research Organisation
DCCEEW	Australian Government Department of Climate Change, Energy, Environment and Water
Direct combustion	Burning of fuel(s) for energy, predominantly in manufacturing, mining, residential and commercial sectors.
Emissions	Substances released into the air. In this report, emissions refer to greenhouse gas emissions such as carbon dioxide or methane.
Fugitive emissions	Loss or leaks of gases into the atmosphere that are associated with natural gas, oil and coal industries.
FullCAM	Full Carbon Accounting Model
GSP	Gross State Product
GWP	Global Warming Potential
HFCs	Hydrofluorocarbons
IPCC	Intergovernmental Panel on Climate Change

Term	Description
IPPU	Industrial Processes and Product Use
Legislation	Written laws enacted by parliament
LPG	Liquefied petroleum gas
LULUCF	Land Use, Land Use Change and Forestry
Mt	Megatonnes
N₂O	Nitrous oxide, a greenhouse gas
Net zero emissions	When greenhouse gas emissions and sequestration are balanced over a year
NGER Scheme	National Greenhouse and Energy Reporting Scheme
NIR	National Inventory Report
ReCFIT	Renewables, Climate and Future Industries Tasmania
Scope 1	Emissions from goods and services that are produced in a location. These are sometimes called 'direct emissions'.
Sequestration	The process by which carbon is removed from the atmosphere and stored.
Silviculture	The science and practice of managing the growth, productivity, health and diversity of forest ecosystems.
Stationary energy	Emissions from the production of electricity and other direct combustion of fossil fuels in industries such as manufacturing and construction.
STGGI	State and Territory Greenhouse Gas Inventories
t	Tonnes
Mt	Megatonnes. 1 megatonne is equal to 1 million tonnes
Tier	The methods for estimating emissions and removals are divided into 'tiers' by the IPCC, which encompass different levels of methodological complexity and technological detail. Tier 1 methods are generally very simple and require less data and expertise. Tier 2 is more complex and Tier 3 methods are the most complex, generally requiring more detailed country-specific information.
Time series	A sequence of data taken at successive equally-spaced points in time.
UNFCCC	United Nations Framework Convention on Climate Change

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Climate Change Office



Agriculture Emissions Reduction and Resilience Plan 2024–2029

Released under RTI

In recognition of the deep history and culture of these islands, we acknowledge all Tasmanian Aboriginal people as the continuing Custodians of this Land and Sea Country and pay our respect to Elders past and present.

Author: Climate Change Office | Renewables, Climate and Future Industries Tasmania

Publisher: Department of State Growth

Date: November 2024

ISBN: 978-1-921527-91-3

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Cover images: Chris Crerar

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Photo: Tasmanian Partner Toolkit



Minister's message



Madeleine Ogilvie
Minister for the
Environment

The *Agriculture Emissions Reduction and Resilience Plan 2024-29* is the first legislated Plan for the agriculture sector under the *Climate Change (State Action) Act 2008*. This Plan continues and builds on our commitment to support the agriculture sector to be climate-ready, through the *Competitiveness of Tasmanian Agriculture for 2050 White Paper*.

This Plan has been developed in consultation with business, industry and the community, and across government. I would like to thank everyone who contributed to this plan, including my colleague the Hon Jane Howlett MLC, Minister for Primary Industries and Water, who is also responsible for the continued delivery of many existing initiatives to support emissions reduction and resilience in Tasmania's agriculture sector.

Agri-food industries are essential to our communities and our economy, providing jobs, food, fibres and other products we use in our daily lives. Farmers are important land managers, and are responsible for significant carbon stores in soils and vegetation. However, the emissions from some farming practices, particularly livestock production, are also a key source of emissions for Tasmania. While emissions from aquaculture and fisheries are not accounted for in the agriculture sector, these industries are an important part of Tasmania's agri-food system and are considered in this Plan.

Primary producers are already facing increasing expectations from markets, industry, interest groups and consumers to measure, report and reduce their emissions. The introduction of a national climate-related financial disclosure framework by the Australian Government from January 2025 will bring new challenges for the sector.

These changes also bring opportunities for the state's agriculture sector to benefit from Tasmania's reputation for high quality and environmentally sustainable produce, increase productivity, reduce costs and explore new revenue streams through carbon and other markets. For our producers and other land managers, emissions reduction and resilience are closely linked in the global transition to a net zero economy.

This Plan is an important opportunity to provide our agricultural industries with a clear pathway to continued sustainability. We are committed to providing the support that farmers need on the ground now, in addition to long-term strategic planning, to improve preparedness for the increased risk and intensity of events under the changing climate.

Ensuring that our producers have the information and tools they need to understand climate-related risks and greenhouse gas emissions provides a critical foundation to action. Through this Plan, we will deliver a program to support agri-food businesses to better understand climate-related risks to meet changing regulatory and market demands, including measuring and reporting on their emissions. We have partnered in the Zero Net Emissions Agriculture Cooperative Research Centre to ensure Tasmania's unique challenges and opportunities are considered in this national approach to transitioning Australian agriculture to net zero, healthy, resilient, and profitable food systems by 2040.

We will also collaborate with the Australian Government to seek opportunities for Tasmania through national commitments to reduce emissions from the agriculture and land sector.

This Plan builds on actions already underway in the primary industries portfolio, including investment of over \$170 million that is currently supporting emissions reduction and resilience in the agriculture sector. Our existing work includes significant investment in research and development, irrigation, skills and workforce development, and biosecurity. We have also invested \$4 million to support a commercial-scale trial of *Asparagopsis* seaweed feed supplements to reduce emissions from over 24,000 beef and dairy cattle. This Plan will guide additional strategic investment over the next five years.

This Plan is one of six sectoral Plans. Together, the Plans for our transport, waste, energy, industrial processes, agriculture, and land and forestry sectors set out our pathway to achieve our target of net zero emissions, or lower, from 2030, support businesses and industry to transition to a low emissions economy, and build resilience to the impacts of climate change.



Photo: Natasha Mulhall

Tasmania's agriculture sector

Primary production in Tasmania: a snapshot

- Agriculture, seafood and food value-adding are major contributors to Tasmania's economy. The agriculture, forestry and fishing sectors collectively employ over 13,700 people across the state, with many more employed along supply chains.¹
- The gross farmgate value of Tasmanian agriculture was \$2.34 billion in 2021-22. When combined with seafood, the gross value of Tasmania's agri-food production (land-based produce and seafood) in 2021-22 was \$3.65 billion.²
- Salmonids (fish including salmon and trout), dairy and beef are the largest contributors to the value of the sector.
- Many other products are grown in Tasmania, including lamb and wool, pork, poultry, fruits, berries, nuts, vegetables, grapes, field crops such as wheat, barley, poppies, hemp and hops, and niche products such as honey, truffles and flowers.

Emissions from agriculture³

Farmers are important land managers, responsible for significant carbon stores in soils and vegetation. However, the emissions from livestock, manure management and the application of soil conditioners and fertilisers make agriculture Tasmania's largest emitting sector. The agriculture sector currently makes up one third of our total emissions, excluding the Land Use, Land Use Change and Forestry (LULUCF) sector.

The sector's emissions have increased by 3 per cent since 1990. Changes in emissions from the sector have historically been primarily driven by livestock numbers, including a declining sheep flock, increasing dairy cattle herd, and relatively stable beef cattle herd since 1990.⁴

While aquaculture and fisheries are not categorised as agriculture from an emissions perspective and do not have any emissions accounted for in the agriculture sector, they are an important part of Tasmania's agri-food system and major contributors to our economy. This Plan considers these industries where possible. Emissions from seafood industries are largely from energy use.

Share of Tasmanian emissions (excluding LULUCF) 2022

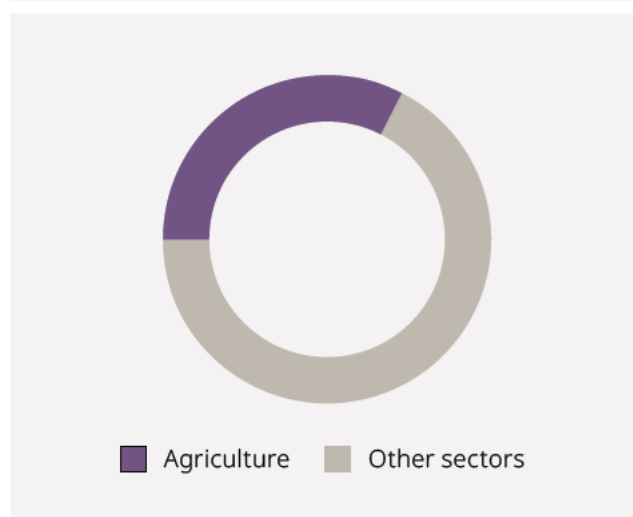


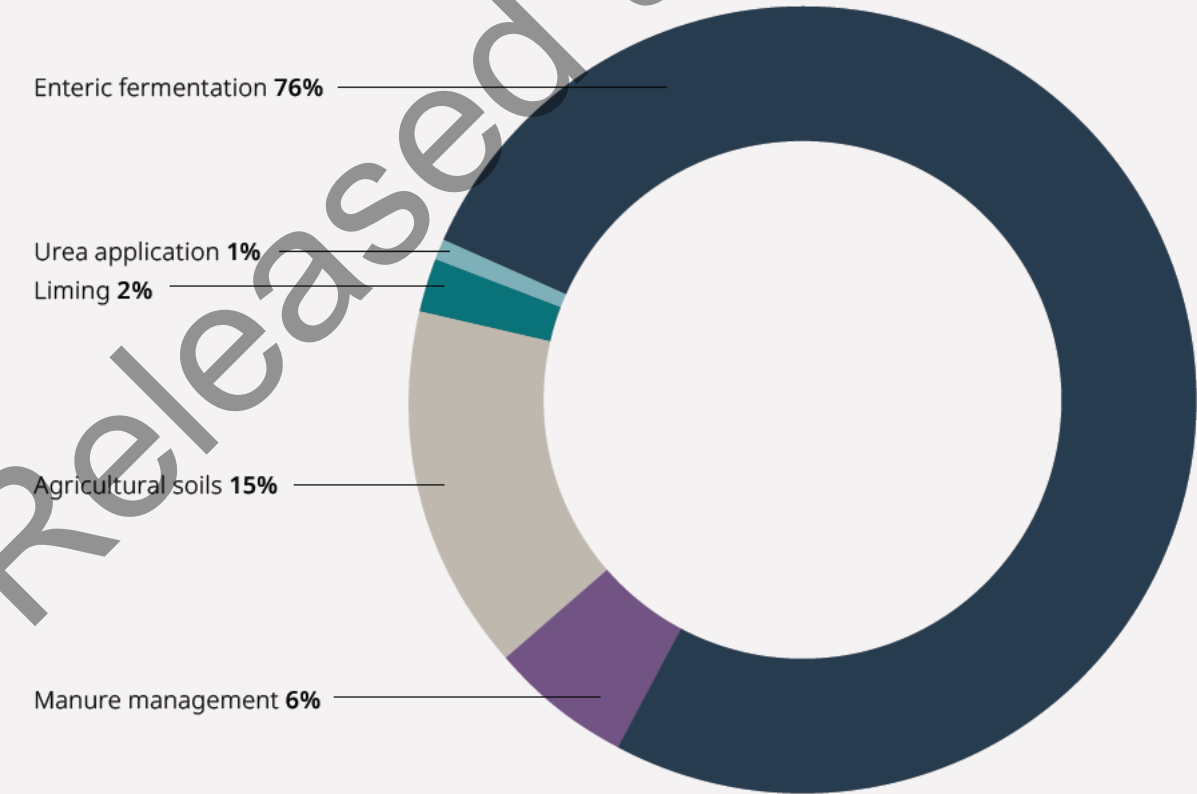
Chart Source: Department of Climate Change, Energy, the Environment and Water (DCCEEW) 2024, State and Territory Greenhouse Gas Inventories 2022

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- 3 Tasmania's latest reported greenhouse gas emissions were released in April 2024 as part of the Australian Government's *National Inventory Report 2022*. The Australian Government reporting framework is consistent with UNFCCC and Paris Agreement reporting rules. National inventory reporting runs two years behind the current date, and represents the most recent official data in Australia on annual emissions.
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Where do Tasmania's agriculture emissions come from?

Sources of agriculture emissions	
Enteric fermentation	The digestion of plant material by cattle, sheep, pigs and other livestock. This process produces methane that is released mainly through an animal's mouth.
Manure management	The decomposition of the organic matter contained in manure. This process releases methane.
Agricultural soils	Processes, including application of nitrogen fertilisers, animal waste, sewage sludge and crop residues, add nitrogen compounds to the soil, which undergo a range of chemical transformations and release nitrous oxide
Application of lime products or urea to soils	This application leads to chemical reactions that release carbon dioxide.

There are also many agriculture-related emissions accounted for in other sectors, including those related to transport, energy use, waste management and land clearing.



Source: Department of Climate Change, Energy, the Environment and Water (DCCEEW) 2024, State and Territory Greenhouse Gas Inventories 2022

Climate-related risks and opportunities for the agriculture sector

Climate change brings significant risks for farmers but also for Tasmania as a whole, and can lead to reduced food production, loss of employment, and flow on impacts to our industries, communities and trade.

Climate change can also impact the mental health of farmers and communities who are experiencing drought and extreme events, which are expected to increase in frequency and intensity.

Climate change impact	Risks and opportunities for Tasmania's agriculture sector
Changing consumer and investor sentiment 	Consumers, markets, investors, the Australian Government and international trading partners are increasingly requiring producers to report on and take steps to reduce emissions. Producers are also increasingly being required to take action to mitigate climate-related risks in order to access financing and insurance.
Policy and regulatory changes 	These changes bring challenges and risks, but also opportunities for Tasmania's agriculture sector to benefit from Tasmania's reputation for high quality and environmentally sustainable produce, increase productivity, reduce costs and explore new revenue streams.
Market changes 	In the transition to a lower emissions economy, there will be ongoing tension about land uses. It is important to consider the need for sustainable food production, especially in the context of a changing climate, together with the need to increase renewable energy generation, increase carbon sequestration, and protect Tasmania's unique biodiversity values.
Rise in annual average temperatures 	Increased temperatures and fewer frosts will impact the suitability of different regions to produce different agricultural commodities. For example, there may be opportunities to introduce new crops in some regions, and some pastures may be more productive, while other crops will not be as productive. Increased temperatures may also create health and safety risks for agricultural labourers.
Fewer frosts 	The warmer climate will also potentially result in biosecurity risks and the introduction of new pests and pathogens.

Significant change in rainfall patterns

Changes in rainfall patterns will impact water availability, growing season length and growing conditions. Drought often leads to less food and water stores for animals and other farm uses. It can also lead to increased feed prices and can cause damage to farmable land.

Increased rainfall, storms and floods can also impact the sector, including increased incidence of disease transmission and damage to crops and infrastructure.

These events can also have flow-on effects to the mental health and wellbeing of rural communities. Storms and other severe weather events, both locally and around the world, can impact supply chains and distribution networks.

Changes to the availability of freshwater in rivers and estuaries as a result of changes in rainfall patterns can also impact coastal fisheries and nurseries.

Longer fire seasons, more days of high fire danger

Bushfires present a major risk to farmland, including direct impacts to animals and crops, and smoke impacts on produce on land not directly impacted by the fire.

Increase in storms, creating coastal erosion**Rise in sea levels****Increased ocean acidification and water temperature**

Changes to Tasmania's marine environments are likely to result in increased variability in the abundance, composition and distribution of fish stocks, changing breeding behaviours, biosecurity risks, and changes to the suitability of aquaculture sites, which may impact productivity and the ability of particular species to be farmed in certain locations. Changes in the oceanography around Tasmania can also influence terrestrial weather patterns.

New commitments to reduce emissions and build resilience in the agriculture sector

Ensuring that our producers have the information and tools they need to understand climate-related risks and greenhouse gas emissions provides a critical foundation to action.

Through this Plan, we will deliver a program to support agri-food businesses to better understand climate-related risks to meet changing regulatory and market demands, including measuring and reporting on their emissions.

We will develop this program in collaboration with government and industry partners to ensure it meets the needs of Tasmania's diverse agricultural sector. This program will include information and resources, in addition to financial support to access professional advice.

Importantly, in 2024 we became a partner of the **Zero Net Emissions Agriculture Cooperative Research Centre (CRC)** to ensure Tasmania's unique challenges and opportunities are considered in this national approach to transitioning Australian agriculture to net zero, healthy, resilient, and profitable food systems by 2040.

Photo: Moon Cheese Studio



We will also:

- Collaborate with the Australian Government to **seek opportunities for Tasmania through national commitments to reduce emissions from the agriculture and land sector.** The Australian Government has committed over \$30 million to accelerate on-ground action in the agriculture sector across Australia through training, education and capacity building.
- **Consider climate change impacts as part of Tasmania's annual Agribusiness Insights Report.** This consideration will help track developments, issues and opportunities for the sector over time and increase government and industry awareness to inform industry development and government policy so that the sector is responsive to change.
- **Review the \$250,000 Carbon Farming Advice Rebate Pilot Program** to ensure it complements new national approaches.
- **Establish a group, or partner with existing networks, to coordinate action** between Tasmania's primary industries, the Tasmanian Institute of Agriculture (TIA), Institute for Marine and Antarctic Studies (IMAS), government, supply chains and other key groups to reduce emissions and build resilience.

This Plan also includes future funding priorities to guide action over the next five years. For example, this includes exploring options to provide financial support to agribusinesses to reduce emissions and make the most of co-benefits such as reduced energy costs and increased energy security, building on the successful On-Farm Energy Audit and Capital Grant Program.

Supporting business and industry to reduce emissions, transition to lower emissions, and build resilience

We have developed *Tasmania's Emissions Reduction and Resilience Roadmap 2024-29* to outline the links between all sectoral plans and *Tasmania's Risk Assessment for Climate Change 2024*.

To address common challenges and opportunities for all sectors, as part of the Roadmap we will introduce:

- **Climate Change Business Innovation Grant Program** to support businesses to take action on climate change, focusing on local innovation, collaboration and partnerships.
- **Business and Industry Climate Change Innovation Forum** to showcase the innovative work underway across Tasmania, provide information about emerging opportunities and risks, and encourage networking and information sharing between sectors.
- **Climate Change Champions Program** to recognise innovative, best practice climate action across all sectors.
- **Climate Reporting Support Program** to support small- to medium-sized businesses to better understand climate-related risks to meet changing regulatory and market demands, including measuring and reporting on their emissions.

These cross-sectoral opportunities have been identified based on feedback from consultation on all sectoral plans.

See *Tasmania's Emissions Reduction and Resilience Roadmap 2024-29* for more information.

Photo: Moon Cheese Studio



About this Plan

We recognise the importance of taking a holistic, systems-based approach to developing the Plans.

This Plan focuses on Tasmania's major sources of agriculture emissions, as outlined under the United Nations Framework Convention on Climate Change (UNFCCC) reporting framework. Australia uses this framework to monitor and report our greenhouse gas emissions and meet our international reporting obligations. The major sources include emissions from livestock production and management of manure and soils.

The Plan also considers other agriculture-related emissions where relevant, such as the emissions from on-farm energy use, and the carbon sequestration in agricultural soils and vegetation. These emissions are also considered as part of other Plans, for example for transport, energy and land use, land use change and forestry (LULUCF).

While aquaculture and fisheries do not have any emissions accounted for in the agriculture sector, they are an important part of Tasmania's agri-food system and major contributors to our economy. This Plan considers these industries where possible. Where relevant, actions apply to both land-based and marine production.

This Plan considers how to support the transition of Tasmania's agriculture sector to a low emissions economy, and how we can build resilience to the impacts of climate change on land-based and marine farming.

The Tasmanian Government already has a range of policies and programs in place to sustainably grow the agriculture sector, in line with our target to grow the annual farm gate value of agriculture in Tasmania to \$10 billion by 2050. The *Competitiveness of Tasmanian Agriculture for 2050 White Paper* commits to continuing to support agricultural producers to reduce their emissions, adapt to, and be prepared for, the impacts of climate change, and take opportunities for growth.

The Australian Government is currently developing a national decarbonisation plan for agriculture and land. It has committed over \$63 million over ten years to implement the plan, including investment in research and development, providing information, resources and extension

activities, and improving greenhouse gas accounting at both the farm level and national inventory level. The Tasmanian Government is working with the Australian Government to consider Tasmania's unique challenges and opportunities in these programs.

Our Plan to reduce emissions and build resilience in the agriculture sector is made up of five focus areas:

- 1 We will improve the data, information and knowledge needed to drive change.
- 2 We will support practices and technologies that will reduce emissions and increase carbon storage.
- 3 We will support the sector in the transition to a lower emissions economy.
- 4 We will build resilience to the impacts of climate change.
- 5 We will drive action through partnerships and collaboration.

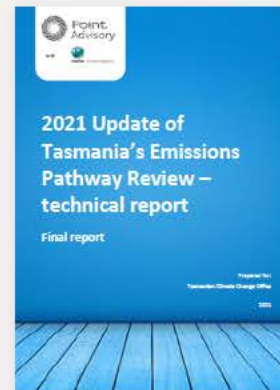
Research and alignment with relevant policies

There is significant work underway by governments, business, industry and the community to sustainably grow the sector, reduce its emissions, support it in the global transition, and build resilience to the changing climate.

This Plan brings together the work already underway or committed, with proposed new work programs, to provide a coordinated approach to reducing emissions and building resilience in the agriculture sector. In developing this Plan we have considered:

- alignment with existing Tasmanian Government policies and programs, including the Competitiveness of Tasmanian Agriculture for 2050 White Paper, *Tasmanian Salmon Industry Plan 2023* and the development of Regional Drought Resilience Plans in partnership with the Australian Government
- our legislated target to ensure Tasmania's greenhouse gas emissions are net zero, or lower, from 2030
- the other objects of the *Climate Change (State Action) Act 2008*, including adaptation, contribution to international, national and local government action, and supporting a consultative partnership approach to action on climate change
- complementarity with action already underway by local government, business and industry
- feedback from consultation on *Tasmania's Climate Change Action Plan 2023-25* (Action Plan)
- the 2021 *Tasmanian Emissions Pathway Review*
- the principles of sustainable development and social equity, transparency and reporting, science-based approach, integrated decision making, risk management, community engagement, and complementarity (as outlined in the Action Plan)

- the *State of the Environment Report 2024*, including Recommendation 15 which recommends the Tasmanian Government continues efforts to reduce greenhouse gas emissions across all sectors
- analysis of additional resources, including the Tasmanian Agri-Food ScoreCard, reports by industry and research institutions, industry targets and initiatives, and policies and initiatives being implemented in other jurisdictions.



Targets

Tasmanian Government

- Tasmania has an economy-wide target of net zero emissions, or lower, from 2030. This target recognises the risks to Tasmania's current net zero status, for example from major bushfires, which could change our emissions profile by reducing the carbon sink in our forests.
- The *Agrivision 2050* target to grow the annual farm gate value of agriculture in Tasmania to \$10 billion by 2050.

Industry

- **National Farmers Federation:** Trending towards carbon neutrality by 2030.
- **GrainGrowers:** 15 per cent reduction in grains emissions intensity by 2030.
- **Red meat industry:** Carbon neutral red meat industry by 2030.
- **Dairy industry:** 30 per cent reduction in emissions intensity across the whole dairy industry by 2030 (from a 2015 baseline).
- **Australian Pork Limited:** Carbon neutral pork industry and zero waste to landfill by 2025.
- **Australian Grape and Wine:** Net zero emissions and zero waste wine industry by 2050.

International community

- Australia is a signatory to the Global Methane Pledge, which sets an international target to reduce global methane emissions across all sectors by at least 30 per cent below 2020 levels by 2030.

Photo: Jess Oakenfull



Potential emissions reduction from Tasmania's agriculture sector

The 2021 *Tasmanian Emissions Pathway Review* identified 16 “best-fit” opportunities for emissions reduction in Tasmania. Two opportunities directly relate to the agricultural sector under the UNFCCC emissions accounting framework – low methane livestock and precision agriculture to reduce soil emissions.

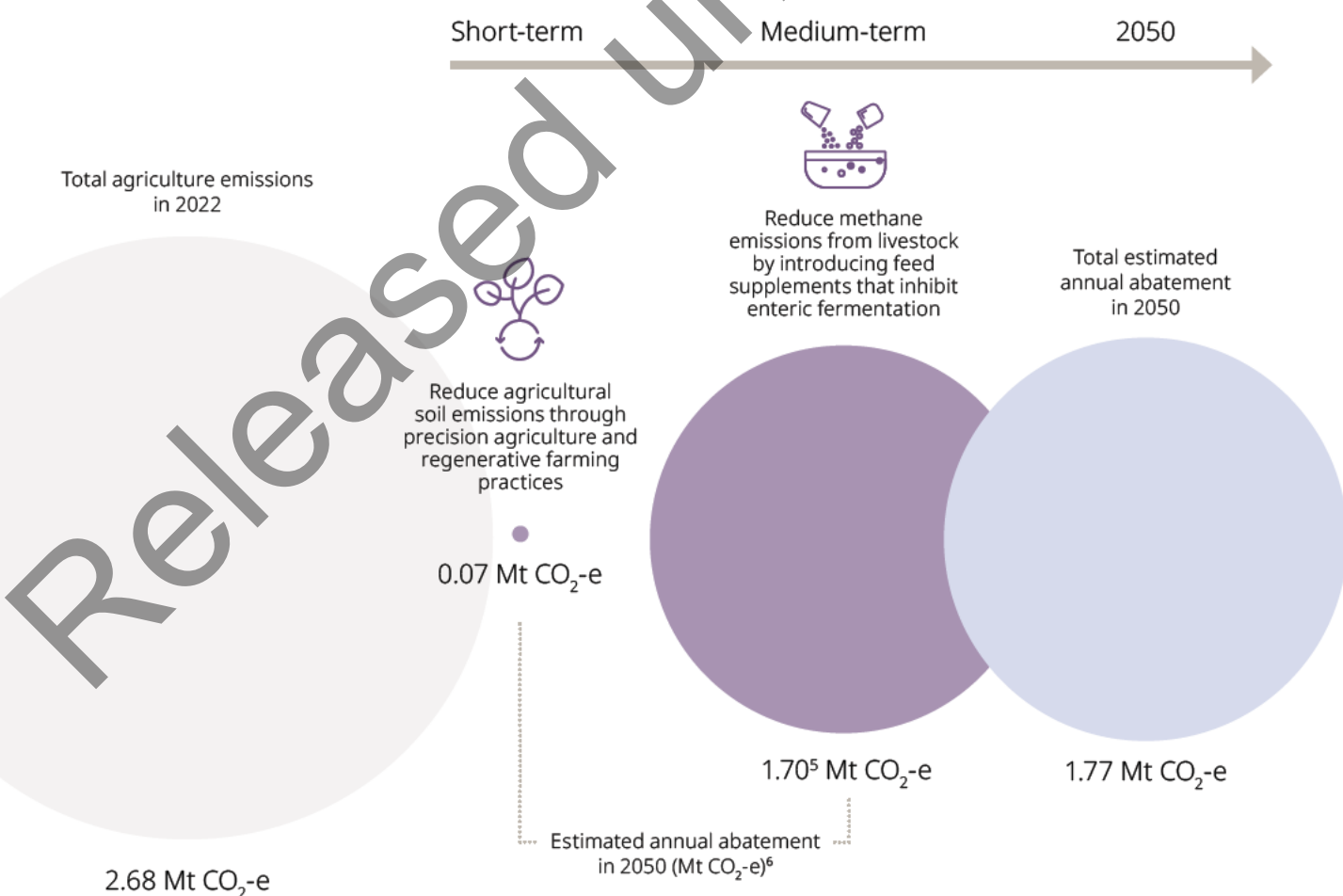
Reducing methane emissions from livestock has the largest emissions reduction potential of the 16 opportunities identified in the Emissions Pathway Review. This potential reflects the large contribution of livestock to Tasmania's emissions profile - they make up approximately one quarter of Tasmania's total emissions, excluding LULUCF. The significance of this opportunity also reflects the progress made to develop methane-inhibiting feed supplements, and the

alignment of this opportunity with the Tasmanian Government's target to grow the farm-gate value of the agriculture sector to \$10 billion by 2050.

The Tasmanian Government is committed to supporting the commercial-scale uptake of low emissions feed supplements, including through the \$4 million Low Emissions Livestock Grant Program.

Reducing methane emissions from livestock is likely to play an important role in maintaining and improving Tasmania's net zero status into the future. However, there are also a range of other opportunities that can reduce on farm emissions. In some instances, and for non-livestock farming enterprises, it may be more efficient and effective for producers to adopt smaller, lower cost measures across their systems.

Emissions reduction opportunities



⁵ Tasmania's Emissions Pathway Review, Point Advisory with Indufor.

⁶ Key assumptions behind this estimate include an adoption rate of 20 per cent of Tasmania's ruminant livestock by 2030, and 90 per cent by 2050. The estimate also assumes an 80 per cent reduction in enteric methane emissions based on results of *Asparagopsis* trials at the time the report was produced in 2021.

Other opportunities to reduce on-farm emissions

- Use of different pastures, selective breeding and more efficient herd management methods to reduce emissions from livestock.
- Selective breeding in the salmon industry.
- Increasing the carbon stored in soils through different farm management practices.
- Methods to reduce emissions from manure management, including biogas capture and use of urease inhibitors.
- Reducing or changing fertiliser use, including use of biochar or increased integration of legumes into crops and pastures.
- Using agricultural waste to generate bioenergy to displace the use of fossil fuels on farm or in other industries.
- Reducing clearing of forest land, increasing tree plantings on properties and reforestation of land that has been cleared.
- Increasing carbon sequestration in coastal and ocean ecosystems ('blue carbon').
- Upgrading emissions-intensive equipment and vehicles for low emissions or more energy efficient alternatives, and ensuring equipment and vehicles are well-maintained and used in the most efficient ways.

Estimating the impact of the agriculture Plan on our emissions and resilience

This Plan includes existing, new and future actions to support the uptake of the best-fit emissions reduction opportunities for Tasmania. Many of the actions aim to ensure Tasmanian producers have access to the information and tools they need to support the uptake of low emissions technologies and practices, and build resilience. Actions such as these are essential to ensuring Tasmanians have the confidence to invest in low emissions technologies and make changes to their lifestyles or business operations. By their nature, these types of initiatives will not deliver direct emissions reductions or increased resilience. They will instead drive reductions indirectly by supporting Tasmanian businesses, industries and the community to make changes.



Photo: Jess Oakenfull

Consultation – What we heard

Targeted consultation with business and industry started in early 2024, and public consultation was open from September to October 2024. Thirty seven submissions were received through the public consultation process. We also held one-on-one meetings with a number of stakeholders, including community groups, throughout this process.

Consultation participants included:

- Tasmanian Government agencies
- Tasmanian agricultural industry bodies
- agricultural businesses and retailers
- relevant non-government organisations and research institutions
- members of the community and community organisations.

Key themes from consultation and actions in this Plan to address them, are summarised below. All public submissions are published on the ReCFIT website at www.recfit.tas.gov.au/consultation

Key themes from consultation	Raised by	What we are doing
Provide independent, trusted information to farmers about climate change risks and opportunities, and support information sharing between producers	Business, industry and the community	• Collaborating with the Australian Government to seek opportunities for Tasmania through its commitment to accelerate on-ground action through training, education and capacity building. • Updating Tasmania’s fine-scale climate projections. • Updating Tasmania’s Enterprise Suitability Maps. • Reviewing the existing Carbon Farming Advice Rebate Pilot Program.
Improve capability to measure and report on emissions and other natural capital / sustainability metrics to improve market access, comply with emerging reporting requirements and inform action	Business, industry and the community	• Developing a program to support agri-food businesses to better understand climate-related risks to meet changing regulatory and market demands, including measuring and reporting on their emissions. • Working with the Australian Government and other states and territories to improve greenhouse gas accounting at the farm level and national inventory level, including through the development of appropriate standards and guidelines.

Key themes from consultation	Raised by	What we are doing
Invest in research and development, and foster industry innovation	Business, industry and the community	• Partnering in the Zero Net Emissions Agriculture Cooperative Research Centre (CRC) and Blue Economy CRC. • Enhancing our capacity for climate-related research, development and extension through the Tasmanian Institute of Agriculture (TIA) and the Institute for Marine and Antarctic Studies (IMAS). • Supporting the commercialisation of low emissions feed supplements through the \$4 million Low Emissions Livestock Grant Program.
Ensure regulatory and policy frameworks provide certainty and remove barriers	Business and industry	• Working with partners to identify and develop recommendations to address regulatory and policy barriers to action.
Set specific goals and targets to provide certainty for farmers and drive the transition	Community	• Legislated economy-wide target of net zero emissions, or lower, from 2030. • This target recognises the risks to Tasmania's current net zero status, for example from major bushfires, which could change our emissions profile by reducing the carbon sink in our forests.
Establish networks to leverage expertise and drive emissions reduction and resilience in the sector, including business, industry, research, community groups and supply chains	Community	• Establishing a Business and Industry Climate Change Innovation Forum. • Exploring options to establish a group, or partnering with existing networks, to coordinate action in agriculture, aquaculture and fisheries.
A fair framework for managing the costs to industry of the transition to low emissions	Business, industry and the community	• The opportunities in this Plan aim to support Tasmania's agrifood industries to transition to low emissions and build resilience to climate change. This Plan does not propose to impose any new requirements or targets that will increase costs or regulatory burden on farmers.
Support action that provides other economic and environmental co-benefits, such as regenerative agriculture, agroforestry, energy efficiency and renewable energy generation	Business, industry and the community	• Developing the Climate Change Business Innovation Grant Program. • Delivering the Low Emissions Livestock Grant Program. • Delivering the Stems for CO2 Program.

Key themes from consultation	Raised by	What we are doing
Support circular economy solutions for agricultural wastes such as biochar production and use	Community	Delivering a range of initiatives through the <i>Waste and Resource Recovery Strategy 2023-26</i>, including grants for biochar production and management of agriculture waste.
Support local markets for Tasmanian produce to support the sector and increase food security	Community	- Mapping and scoping the opportunity for more sustainable approaches to procurement of food by publicly-funded institutions, through the Sustainable Institutions Food Procurement Tasmania (SIFPT) Project. - Explore options to build on the SIFPT by building the capacity of Tasmanian Government agencies to consider climate change in their decisions, policies and programs.
Embed in the <i>Climate Change (State Action) Act 2008</i> a requirement for early and broad community engagement in development of plans	Community	Completing the next independent review of the <i>Climate Change (State Action) Act 2008</i> in 2025, as required under the Act.
Support activities to increase blue carbon	Community	A future funding priority to develop a blue carbon strategy for Tasmania.

Other key themes that are considered throughout this Plan as far as possible include:

- Support an industry-led approach that recognises the diverse needs of different commodities and regions.
- Support a transition to production of lower emissions proteins.
- Support adoption of technologies and practices to reduce emissions from livestock.
- Measures to increase the social and psychological resilience of regional communities.
- Efficient use and protection of water resources.
- Recognise and contribute to a positive narrative about the role of Tasmania's producers in land management and carbon storage.



How we will take action

The Emissions Reduction and Resilience Plans will guide Tasmania’s action on climate change in the transport, waste, energy, industrial processes and product use, agriculture, and land use, land use change and forestry sectors for the next five years.

Some actions are fully funded and ready to implement, and some are already underway. Other opportunities require additional funding to become available throughout the life of the Plans before they can be progressed.

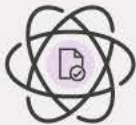
This Plan includes funding from *Tasmania’s Climate Change Action Plan 2023-25* to deliver six new actions to support emissions reduction and resilience in the agriculture sector.

The status of each action in this Plan is shown as follows:

NEW
New initiatives that are being funded through the Plan or recently announced.



NEW CROSS-SECTORAL COMMITMENT
New initiatives that will support emissions reduction and resilience in all sectors.



IN PROGRESS
Initiatives that are already being progressed by ReCFIT or the relevant department.



FUTURE FUNDING PRIORITY
Initiatives that require additional funding before they can be progressed.





Photo: Nick Hanson



**Our pathway to
reduce emissions and
build resilience in the
agriculture sector**

We will improve the data, information and knowledge needed to drive change

Helping farmers to measure and understand their on-farm emissions and climate-related risks is an important first step in supporting them to take action.

Understanding the sources of our emissions ensures that actions are appropriately targeted, and enables us to have accurate information about whether actions have been effective. These data also provide evidence and learnings for other producers. Measuring and reporting emissions and other natural capital metrics will also support producers to remain competitive in the global transition to net zero and comply with changing reporting requirements. Having data and information about Tasmania's future climate scenarios is also essential in enabling effective adaptation action.

There are some well-established opportunities for the agriculture sector to reduce emissions and build resilience. However, further research, development and extension is required to support the adoption of new and emerging technologies and practices in Tasmania.

It is important that information on emissions reduction and adaptation opportunities is available to producers and agri-businesses in ways that they can easily access and use, so they can make informed decisions about the changes they need to make in their business. Providing consistent, effective and accessible information is a key part of this focus area.

The actions in this focus area will improve our understanding of emissions reduction and resilience opportunities in the agriculture sector and ensure producers have access to the information they need.

Photo: Private Forests Tasmania



Actions

Objective	Summary	Status	Delivered by
Build the capacity of farmers to measure and take action on on-farm emissions and climate-related risks	Collaborate with the Australian Government to seek opportunities for Tasmania through its commitment to accelerate on-ground action through training, education and capacity building.	 NEW	ReCFIT (CCO) / NRE Tas
	Work with industry partners to develop tools, resources and programs to increase producers' understanding of climate change risks and opportunities, including emerging reporting requirements.	 FUTURE FUNDING PRIORITY	ReCFIT (CCO) / NRE Tas
	Progress the Stems for CO2 program to undertake modelling to determine the carbon benefits of the tree plantings. Develop case studies and educational resources that allow other farmers and landowners to better understand the benefits of planting trees on their properties.	 IN PROGRESS	Private Forests Tasmania / ReCFIT (CCO)
	Provide landowners with information about the benefits of integrating trees into their operations, and tools and resources to help simplify the planning process, through the Tree Alliance Knowledge Hub.	 IN PROGRESS	Private Forests Tasmania



Photo: Moon Cheese Studio

Case study

Partnering to deliver world-class research for agriculture and marine industries

For more than 20 years, the government has supported research, development and extension for agriculture and marine industries through partnerships with the University of Tasmania (UTAS).

The government provides \$2.6 million a year in core funding for UTAS and the Institute for Marine and Antarctic Studies (IMAS) to facilitate vital, independent, world-class research into Tasmania's marine resources, including aquaculture and fisheries. This is delivered through the Sustainable Marine Research Collaboration Agreement (SMRCA). As partners in the SMRCA, IMAS and the Tasmanian Government aim to support the effective and sustainable management of Tasmanian marine resources and ensure that the maximum benefit accrues to the Tasmanian environment, economy and its industries.

The government also provides over \$5 million a year to the Tasmanian Institute of Agriculture (TIA). This funding supports world-class agricultural research, development, extension and education that is delivering practical, on-farm benefits to our state's agri-food producers.

Through the \$5 million Agricultural Innovation Fund (AIF) and the \$3 million Agricultural Development Fund (ADF) the government is supporting projects delivered in partnership with TIA and

industry partners that will address emerging opportunities and issues likely to have a direct impact on Tasmanian agriculture. Climate-responsive agriculture projects are a funding priority. Projects include:

- growing value from irrigation, including improving irrigation efficiency and minimising environmental impacts
- low emissions feed trials of *Asparagopsis* seaweed
- using biochar to deliver *Asparagopsis* seaweed at commercial scale
- investigation of options for use of smoke-affected wine grapes in sparkling wine
- development of a decision support tool for the potato industry to predict and control disease more effectively, including modelling the impact of climate change
- technology to allow farmers to monitor the microbial communities in soils to assist with better soil management, which will improve soil health and increase carbon sequestration
- improving business decisions about botrytis management in vineyards, for reliable and climate responsive wine grape production.

Actions

Objective	Summary	Status	Delivered by
Improve our understanding of climate change impacts and opportunities	Continue to support the Tasmanian Institute of Agriculture (TIA) and the Institute for Marine and Antarctic Studies (IMAS) to deliver world-class research, development, extension and education for agriculture, aquaculture and fisheries.	 IN PROGRESS	NRE Tas
	Enhance our research, development and extension capacity in relation to climate change impacts and opportunities, and explore opportunities to drive innovation. For example, this could include increased engagement with TIA and IMAS or a research grants program.	 FUTURE FUNDING PRIORITY	ReCFIT (CCO) / NRE Tas
	Consider the movement of marine species into new locations over the next ten years in fisheries management decisions.	 IN PROGRESS	NRE Tas
	Partner in the Zero Net Emissions Agriculture CRC, a multi-stakeholder approach to transitioning Australian agriculture to net zero, healthy, resilient, and profitable food systems by 2040.	 NEW	NRE Tas / ReCFIT (CCO)
	Continue to partner in the Blue Economy CRC to work on a range of approaches that will promote greater resilience and adaptation by aquaculture and energy industries working in offshore marine environments (for example, co-production of finfish and seaweed).	 IN PROGRESS	NRE Tas

Case study

Providing information to support agricultural decision making in a changing climate

Enterprise suitability maps help farmers or investors match local soil and climate information with the right crops for those conditions. NRE Tas has produced enterprise suitability maps for a total of 32 crops grown in Tasmania. The maps show how these crops could be grown productively in the future under different climate scenarios, to support farmers, industry, and investors to make informed decisions.

The Enterprise Suitability Maps have been well received by the agricultural industry in Tasmania, which has used them to help inform their decision making around climate change adaptation. A National Environmental Science Program Climate Systems Hub research project on Enabling Adaptation Best Practice is conducting research to develop a case study of Adaptation in the Wine Sector in Tasmania. The case study is investigating the usefulness of the Enterprise Suitability Maps, including through interviews with winegrowers.

The case study is still underway. Preliminary research shows that, as more winegrowers look at moving to Tasmania for its cooler

climate, the wine industry uses the maps to help inform their choices around buying land suitable for grape growing. Winegrowers are also using the maps, and downloading the data for further analysis, as they start to think about species suitability and building resilience in their growing techniques (for example by changing the orientation of vineyard rows or increasing canopy coverage to provide better shade). The Enterprise Suitability Maps are an example of a climate information product that meets user needs, by providing applicable and relevant information to answer some of the wine industry's key questions about the changing climate.

Through *Tasmania's Climate Change Action Plan 2023-25*, the government is currently updating the maps to incorporate the latest climate projections and extend the maps out to the year 2100.

The maps are available through the NRE Tas website at nre.tas.gov.au/agriculture/investing-in-irrigation/enterprise-suitability-toolkit/enterprise-suitability-maps

Photo: Ness Vanderburgh



Actions

Objective	Summary	Status	Delivered by
Improve our understanding of climate change impacts and opportunities	Update Tasmania's Enterprise Suitability Maps to show how crops and farm tree species could be grown productively in the future under different climate scenarios.	 IN PROGRESS	NRE Tas / ReCFIT (CCO)
Ensure we have accurate, up-to-date data to inform decision making at all levels	Update Tasmania's fine-scale climate projections to provide the most up-to-date future climate information to Tasmanians and play an important role in the development of climate change adaptation initiatives.	 IN PROGRESS	ReCFIT (CCO)
	Develop resources that meet user needs to support primary producers and other agribusinesses to make informed decisions about managing climate risks and opportunities. Resources will include user-friendly information about the findings of the statewide climate change risk assessment and the updated fine-scale climate projections.	 IN PROGRESS	ReCFIT (CCO)
	Deliver the Water Catchment Yield Science Update to provide water yield estimates using the latest available climate science to allocate and manage water in a sustainable manner.	 IN PROGRESS	NRE Tas
	Explore options to improve data on farmers' awareness and attitudes of climate-related issues and opportunities, to measure the impact of programs and inform future programs.	 FUTURE FUNDING PRIORITY	ReCFIT (CCO)

Objective	Summary	Status	Delivered by
Improve the transparency and reporting of Tasmania's agriculture emissions and climate-related risks	Work with the Australian Government and other states and territories to improve greenhouse gas emissions reporting at the national inventory level.	 IN PROGRESS	ReCFIT (CCO)
	Work with the Australian Government and seek support for industry as it develops voluntary emissions estimation and reporting standards and guidelines for the agriculture, fisheries and forestry industries. The standards are aimed at enhancing transparency and comparability, and supporting agri-business to comply with emerging reporting requirements arising from the national climate-related financial disclosure framework.	 IN PROGRESS	ReCFIT (CCO) / NRE Tas
	Undertake modelling to better understand Tasmania's agriculture, aquaculture and fisheries emissions at a commodity level to inform future policies and programs.	 FUTURE FUNDING PRIORITY	ReCFIT (CCO)
	Consider climate change impacts as part of Tasmania's annual Agribusiness Insights Report. This consideration will help track developments, issues and opportunities for the sector over time and increase government and industry awareness to inform industry development and government policy so that the sector is responsive to change.	 NEW	NRE Tas / ReCFIT (CCO)



Case study

ZNE-Ag CRC: Working together towards a net zero emissions agriculture sector through research, development and extension

The Zero Net Emissions Agricultural Cooperative Research Centre (ZNE-Ag CRC) is Australia's largest CRC to date, involving over 70 partners. Partners include major industry groups, governments (including Tasmania), 10 universities (including the Tasmanian Institute of Agriculture), three Indigenous organisations and many small- to medium-sized businesses and grower groups.

The CRC includes four work programs:

- Low emissions plant solutions
- Towards methane-free cattle and sheep
- Whole-farm mixed enterprise systems analysis
- Delivering value from net zero.

The ZNE-Ag CRC will build on research while testing existing and emerging solutions at commercial scale. CRC producer sites will demonstrate how these technologies can work together in farming systems and create pathways to low-emissions agriculture.

The ZNE-Ag CRC will create a national education, training and adoption program offering a suite of short, applied courses, co-created with industry, government and university partners, directly delivered to producers and supply chain participants through national platforms.

We will support practices and technologies that will reduce emissions and increase carbon storage

There is no one-size-fits-all approach to emissions reduction in agriculture, aquaculture and fisheries.

Each agri-business has unique circumstances, needs, and capacity to adopt emissions reduction technologies and practices. It is important that the opportunities adopted are sustainable for farmers in the long-term, and that a holistic approach is taken to consider economic, environmental and social outcomes of actions.

While many of the emissions reduction and resilience opportunities for the sector have the potential to increase productivity, reduce costs and provide a range of other co-benefits in the long-term, they may require initial capital investment that can be a barrier to their adoption. In some instances, it may be more efficient and effective for producers to adopt smaller, lower cost measures across their systems.

The opportunity to generate Australian Carbon Credit Units (ACCUs) from projects to reduce emissions or increase sequestration in soils and vegetation may help overcome these barriers. The Nature Repair Market, which is currently being developed by the Australian Government, may also provide opportunities to incentivise projects that store additional carbon in the landscape or restore and protect the environment.

However, participation in carbon and biodiversity markets is a long-term business decision, and there can be risks associated. It is important that farmers have access to independent, trusted advice. In addition, particularly for many of Tasmania's smaller farming businesses, projects are often too small to justify the administration and audit costs associated with registering under the ACCU Scheme.

While changes in global markets are increasing investment in low emissions products, there is currently limited on-ground investment in new technologies and practices. To encourage broader uptake, consultation has highlighted the importance of ensuring that regulatory and policy frameworks provide certainty to producers that the decisions they make in the transition to a low emissions economy will be supported into the future. There are opportunities for governments and industry bodies at all levels to provide greater policy certainty and incentives.

The actions in this focus area are aimed at assisting producers to overcome financial and policy barriers to emissions reduction activities, to complement the measures to improve data and information through focus area 1.

Case study

Helping farmers to understand and reduce on-farm energy use

The Tasmanian Government delivered a \$750,000 on-farm energy audit and capital grant program from 2018-21, consisting of two components with a total value of up to \$20,000 per applicant:

1. Grants to assist farmers to engage a suitably qualified professional to undertake an energy or irrigation audit on their farm (on a \$2 for \$1 funding basis).
2. Dollar-for-dollar contributions for the purchase of new energy-saving or energy-efficient capital infrastructure to support improved or optimised farm energy efficiency, as recommended by an audit prepared by a suitably qualified professional.

The Program was extremely popular and funding was updated and moved within financial years to accommodate the high demand. Fifty one audit grants and 57 capital grants were acquitted. As a result of the funded activities, it is estimated that Tasmanian farmers saved thousands of dollars each year in energy costs. Projects also made many farms more environmentally sustainable through the installation of energy efficient infrastructure such as solar panels, solar photovoltaic systems and irrigation pumps.

Photo: Natasha Mulhall



Actions

Objective	Summary	Status	Delivered by
Reduce financial barriers to adoption of low emissions technologies and practices	Establish the Climate Change Business Innovation Grant Program to support businesses to take action on climate change, including a focus on local innovation, collaboration and partnerships.	 NEW CROSS-SECTORAL COMMITMENT	ReCFIT (CCO)
	Continue to deliver the Agrigrowth Loan Scheme, providing low-interest loans to farms and agri-food businesses to support projects that advance the AgriVision 2050 target.	 IN PROGRESS	State Growth
	Continue to deliver the Landcare Action Grants Program in partnership with TasFarmers and Landcare Tasmania, to provide grants for practical on-ground works for sustainable agriculture and rivercare activities, including carbon farming initiatives.	 IN PROGRESS	NRE Tas / TasFarmers / Landcare Tasmania
	Explore options to provide financial support to agribusinesses to reduce emissions and make the most of co-benefits such as reduced energy costs, informed by tailored data and information about the sources of emissions in their business.	 FUTURE FUNDING PRIORITY	ReCFIT (CCO)
	Identify opportunities to work with the Australian Government, Clean Energy Regulator and proponents to contribute to the development of ACCU methods for the agriculture sector.	 IN PROGRESS	ReCFIT (CCO)

Objective	Summary	Status	Delivered by
Reduce financial barriers to adoption of low emissions technologies and practices (continued)	Support projects to improve Tasmania's reuse, repair, collection, sorting, processing, recycling and remanufacturing capacity for priority materials, including a focus on agricultural and aquacultural plastics and organic waste. This funding is being delivered through the Waste and Resource Recovery High Priority Infrastructure Grant Program.	 IN PROGRESS	NRE Tas / Waste and Resource Recovery Board

Case study

\$4 million investment to support commercial-scale uptake of low emissions livestock feed supplements

TasFarmers, in collaboration with the Tasmanian Institute of Agriculture (TIA), Fonterra, Annandale Dairy Farm, Sea Forest, and beef feedlot AEON, are the recipients of the Tasmanian Government's \$4 million [Low Emissions Livestock Grant Program](#).⁷

The grant, together with co-investment from the project partners, will fund a commercial-scale trial of Sea Forest's *Asparagopsis* seaweed feed supplements in both beef and dairy cattle.

The trial involves 24,000 head of livestock, across both dairy and beef, to reduce an estimated 16,350 tonnes of carbon dioxide equivalent over the next three years, and support the commercial uptake of low emissions feed supplements.

⁷ www.recfit.tas.gov.au/grants_programs/low_emissions_livestock

The trial aims to demonstrate the commercial viability of using a low emissions feed supplement produced in Tasmania. The information gathered from the trial will support targeted education and awareness activities and the development of tools and resources to support the broader uptake of these technologies across Tasmania.

"This project is world-leading, as the Sea Forest Asparagopsis initiative holds international significance in its efforts to go from concept to commercialisation, positioning Tasmania as a leader in agricultural innovation. With a total of 24,000 head of cattle, spanning both dairy and feedlot operations, the impact will be significant. For farmers, this translates to the ability to market environmentally sustainable beef and dairy products. Tasmanian consumers can have confidence that they will be able to eat meat and dairy which is climate friendly." – TasFarmers CEO, Nathan Calman

Actions

Objective	Summary	Status	Delivered by
Regulation and policy that enable on farm action	Work with partners to identify and develop recommendations for addressing regulatory and policy barriers to action, for example in relation to low emissions feed supplements.	 FUTURE FUNDING PRIORITY	NRE Tas / ReCFIT
	Continue to support the adoption of precision agriculture, including a pilot program to develop and test an agtech adoption framework in Tasmanian agriculture, led by the Tasmanian Agricultural Productivity Group.	 IN PROGRESS	NRE Tas
	Support emerging seaweed production activities, including <i>Asparagopsis</i> , to support decarbonisation in other sectors.	 IN PROGRESS	NRE Tas
	Consider developing strategies for the adoption of carbon farming and blue carbon in Tasmania. Strategies could guide work by the government, business and industry to better understand risks, barriers and co benefits, develop knowledge and skills, and maximise the benefits for Tasmanian producers, while balancing other land use priorities.	 FUTURE FUNDING PRIORITY	ReCFIT (CCO) / NRE Tas
	Continue to implement the Bioenergy Vision for Tasmania to create an environment that supports bioenergy adoption in Tasmania, including consideration of the potential for circular economy solutions for agricultural waste that may increase returns to the agricultural sector.	 IN PROGRESS	ReCFIT
	Work with partners to support the reduction and recycling of waste from primary production and processing in Tasmania through the <i>Waste and Resource Recovery Strategy 2023-26</i> .	 IN PROGRESS	NRE Tas / WRR Board



We will support the sector in the transition to a lower emissions economy

There is already an increasing expectation on the agriculture sector and primary industries more broadly, in domestic markets and from global trading partners, to report on and take steps to reduce emissions.

Trading partners such as the European Union are introducing carbon import tariff mechanisms, and along supply chains, food manufacturers and retailers are setting emissions reduction and other sustainability-related targets. Among consumers, the demand for food that is produced in environmentally and socially responsible ways is growing, and sustainably certified products can attract premium prices.

The Australian Government is introducing changes that the agriculture sector will need to comply with, such as climate-related financial disclosure requirements, which will commence from 1 January 2025 for large companies.⁸ In the first year of reporting, entities will be required to report their Scope 1 emissions, and in the second year, Scope 3 emissions will be included. This reporting requirement will impact almost all agricultural producers either directly or indirectly, as suppliers to larger corporations.⁹ Producers also increasingly need to demonstrate that their farming systems and practices are environmentally sustainable in order to access financing and insurance.

An important way for farmers to prepare for these changes is to measure their emissions, as well as other sustainability-related metrics. The actions in focus areas 1 and 2, aimed at supporting producers to measure, report and reduce their emissions, will play an important part in the transition to a low emissions economy. We will work with the Australian Government to contribute to the development of reporting standards and guidelines for the agriculture, fisheries and forestry industries, as outlined in focus area 1.

There are also opportunities for the government to support the sector to maintain and make the most of its reputation for high quality, environmentally sustainable produce, and to support the agricultural workforce to build its capacity and capability to adapt to these changes. Skills and workforce development in other industries, for example finance and accounting, as well as trades, will also be needed to support the agriculture sector in the transition.

The transition to a lower emissions economy is likely to intensify the ongoing tension over land uses. It is important to consider the need for sustainable food production, especially in the context of a changing climate, together with the need to increase renewable energy generation, increase carbon sequestration and protect Tasmania's unique biodiversity values. As part of the transition, there will be opportunities for farmers and other landholders to diversify their income by hosting renewable energy projects, which are often complementary to existing land uses.

⁸ For more information visit the Australian Securities and Investment Commission website at: <https://asic.gov.au/regulatory-resources/sustainability-reporting/>

⁹ M Sevenster and A Cowie, Agriculture and the reach of mandatory GHG reporting, Australia Farm Institute Occasional Paper No. 24.01, September 2024, www.farminstitute.org.au/wp-content/uploads/2024/10/CSIRO_Sept2024_occasional-paper.pdf

We recognise the importance of balancing emissions reduction with other social, economic and environmental land use outcomes. A range of policies are in place to support this. For example, the *State Policy on the Protection of Agricultural Land 2009* aims to enable the sustainable development of agriculture. It does so by minimising conflict with or interference from other land uses, and restricting activities on agricultural land that would prevent the land being returned to agricultural use. The *Maintaining a Permanent Native Forest Estate Policy* prohibits broad-scale clearance and conversion of native forest other than in limited

prescribed circumstances. The Policy includes an exemption for agricultural purposes, subject to obtaining a Forest Practices Plan and compliance with the Forest Practices System.

The actions in this focus area will support producers to maintain and make the most of Tasmania's reputation for high-quality, environmentally sustainable agricultural products, and support strategic land use planning across the state.

Photo: Moon Cheese Studio





Photo: Fred and Hannah

Risks and opportunities for Tasmania's agri-food businesses under the changing climate

Tasmania's Risk Assessment for Climate Change 2024 is the first comprehensive statewide climate change risk assessment of our state. The Risk Assessment analyses climate-related hazards and influences in Tasmania. It assesses the interaction with exposures, vulnerabilities and responses across all parts of Tasmania.

The Risk Assessment identified risks to the land-based primary sector due to increased frequency and intensity of extreme weather events. These events can damage crops and produce, and impact availability and prices. Chronic changes in rainfall, temperature and drought conditions will also impact water availability, growing season length, and growing conditions.

The Risk Assessment also identified risks to ocean-based aquaculture and fisheries such as changes to nutrient availability and growing conditions, species composition and the spatial distribution of fish stocks, along with growing conditions, productivity and health of aquaculture sites. These risks are due to both acute hazards (such as marine heat waves), and chronic changes to temperature and acidification.

There are a number of risks that will impact all parts of Tasmania, including the agriculture sector. For example, there are risks to insurability of businesses, risks to supply chains and distribution networks, risks to economic activity if emissions reduction action is ineffective, and risks to the mental health and wellbeing of rural communities and to the safety of outdoor labourers.

There are also opportunities for the sector arising from carbon markets, and opportunities for social cohesion, health and wellbeing through adaptation and resilience improvements.

The Risk Assessment identifies four key areas considered to be critical as part of any adaptation response:

- state-level coordination for local efforts
- co-ordination across strategies to address the intersection of climate change and health and wellbeing
- education is vital to successful climate adaptation and increased resilience for future generations
- development of, and investment in, additional data collection is required to better inform risk based decision making.

The new and existing actions in this Plan, and the future funding priorities, take into account these risks and opportunities. This Plan includes a focus on data, information and capacity building to support the sector to make informed decisions as the climate changes.

Further information on government action to address the risks and opportunities for Tasmania is in the government's formal response to the Risk Assessment, available on the ReCFIT website: recfit.tas.gov.au/cc-risk-assessment

Actions

Objective	Summary	Status	Delivered by
Support Tasmanian producers to comply with emerging reporting requirements	Work with government and industry partners to develop a program to support agri-food businesses to better understand climate-related risks to meet changing regulatory and market demands, including measuring and reporting on their emissions.	 NEW	ReCFIT (CCO)
Support producers to make informed decisions about participation in carbon markets	Review the Carbon Farming Advice Rebate Pilot Program, which provides primary producers with rebates to offset the cost of obtaining expert advice on carbon farming projects, to ensure it complements new national approaches.	 NEW	NRE Tas
Support Tasmanian producers to access markets now and into the future	Work with partners to explore additional ways to promote and enhance Tasmania's reputation for high quality and environmentally sustainable produce.	 FUTURE FUNDING PRIORITY	Brand Tasmania
	Establish a Climate Change Champions Program to recognise innovative, best practice climate action across all sectors.	 NEW CROSS-SECTORAL COMMITMENT	ReCFIT (CCO)

Case study

Supporting local primary producers, reducing emissions and providing benefits for the health and wellbeing of Tasmanians

Governments and publicly-funded institutions, as large purchasers and consumers, can play a key role in supporting local markets for sustainable food and other products. Each year, over 9 million government-funded meals are served in Tasmanian public institutions such as schools, hospitals, correctional facilities and aged care, and through Meals on Wheels. The projected spend on food and ingredients for these institutions in the 2024-25 financial year is more than \$40 million.

The Sustainable Institutions Food Procurement Tasmania Project is an Australian first. The project is mapping and scoping the opportunity for more sustainable approaches to procurement of food by publicly-funded institutions. The project focuses on procuring Tasmanian grown and produced food, and the associated co-benefits, including:

- supporting rural jobs and economies
- reducing the emissions associated with importing food
- improving the freshness and nutrient density of meals
- reducing food waste.

For example, mapping regional seasonality of vegetable production in Tasmania can help inform the development of seasonal menus, secure producer livelihood and



Photo: Moon Cheese Studio

shorten supply chains. In countries like Australia, transporting vegetables produces twice as many emissions as their production. Relocalisation of procurement can reduce emissions from transport and supply fresher, more nutrient dense vegetables for institutional meals.

The Sustainable Institutions Food Procurement Tasmania Project is jointly funded by the Tasmanian Government (through the *Healthy Tasmania Five-Year Strategic Plan 2022–2026*) and Sustainable Table, a philanthropic organisation. The project is being led by Leah Galvin, and builds on her 2022 Churchill Fellowship which investigated international models and approaches for sustainable institutional food procurement for adoption in Australia.

For more information visit: leahgalvin.com.au/sustainablefoodprocurement

Actions

Objective	Summary	Status	Delivered by
Support local markets for Tasmanian produce	Map and scope the opportunity for more sustainable approaches to procurement of food by publicly-funded institutions, focusing on Tasmanian grown and produced food, through the Sustainable Institutions Food Procurement Tasmania Project.	 IN PROGRESS	Health
	Build the capacity of Tasmanian Government agencies to consider climate change in their decisions, policies and programs. For example, by building on existing work to increase the sustainability of food procurement by publicly-funded organisations.	 IN PROGRESS	ReCFIT (CCO)

Case study

Supporting farmers to manage business risks and opportunities

The Farm Business Resilience Program subsidises learning and development opportunities for farmers, farm managers, and employees, and is focused on improving strategic farm management capabilities that lead to making better decisions, more often.

Designed for all enterprises large and small, the Program:

- provides business coaching to improve confidence in making business decisions and managing farm risk
- provides the knowledge and tools needed to get the most out of farming businesses
- helps develop strategies and actions on how to manage risks and progress opportunities
- offers new skills and techniques to build personal resilience, so farmers can focus on the opportunities and be equipped to deal with challenges.

The Farm Business Resilience Program is jointly funded through the Australian Government's Future Drought Fund and the Tasmanian Government. More information is available on the NRE Tas website: [https://nre.tas.gov.au/agriculture/farm-business-resilience-program-\(tasmania\)](https://nre.tas.gov.au/agriculture/farm-business-resilience-program-(tasmania))

Photo: Moon Cheese Studio



Actions

Objective	Summary	Status	Delivered by
Support farmers to plan for the future	Increase support for farmers to examine and prepare for the risks and opportunities for their business through the Farm Business Resilience Program, with support from the Australian Government.	 IN PROGRESS	NRE Tas
Ensure a balance between agricultural production and other land uses in the transition to low emissions	Continue to work with TasFarmers and landholders to develop a compensation framework for farmers impacted by renewable energy projects.	 IN PROGRESS	ReCFIT / TasNetworks
	Continue to work with the State Planning Office to ensure Tasmania's planning policies, regional land use strategies and regulations consider the role of land use planning in emissions reduction and resilience while also considering other environmental, economic and social outcomes and the <i>State Policy on the Protection of Agricultural Land 2009</i> .	 IN PROGRESS	ReCFIT (CCO)
	Review the Policy for Maintaining a Permanent Native Forest Estate to ensure the maintenance of the native forest resource base for all its various conservation, production and amenity values.	 IN PROGRESS	State Growth
Ensure Tasmania's agricultural workforce has the skills needed to transition to low emissions and build resilience	Grow and develop Tasmania's agricultural workforce through the Agriculture Industry Skills Compact. The Compact includes actions to promote agricultural careers, provide targeted skills development opportunities, and support the workforce to access on-site housing.	 IN PROGRESS	State Growth
	Collaborate with government and industry partners to support them to consider the impacts of climate change on current and future skills and workforce needs, and explore opportunities to address these issues.	 NEW	ReCFIT (CCO)

The management of the risks and opportunities under a changing climate will vary across Tasmania's diverse agriculture sector. It is important that we develop long-term resilience to these changes on our farms and in rural communities, as well as providing assistance during and after extreme events.

Farmers on the Bass Strait Islands and mainland Tasmania were impacted by unseasonably dry conditions in 2024. Under the changing climate, events such as these are projected to become more frequent and intense.

Changing rainfall patterns, as well as increased risk of bushfires, storms and floods, and rising temperatures, present a major risk to land-based agricultural practices. As Tasmania's waters get warmer and more acidic, sea levels rise and extreme weather events become more frequent and intense, marine-based aquaculture and fisheries will also be impacted.

Increased temperatures across the state will also result in changes to Tasmania's biosecurity risk profile. It is likely that a range of species will find the future climate in Tasmania and its waters more suitable than current conditions.

These are significant risks for farmers, but also for Tasmania as a whole, and can lead to reduced food production, loss of employment, and flow-on impacts to our industries, communities and trade. These risks can also include adverse impacts on the mental health of affected farmers and communities.

Ensuring access to a reliable supply of freshwater for the agriculture sector, while also addressing essential public water supply requirements across the state is critical. The government is committed to expanding irrigation capacity and sustainably managing our water resources. There are also a range of co-benefits from more efficient irrigation, including reduced costs, reduced waterlogging, reduction of crop losses, and improved soil health.

Tasmania's primary producers have a long history of adapting to climate variability and are well placed to make the most of existing knowledge and practices to increase their resilience to a changing climate.

The actions below are designed to make the most of existing knowledge and experience and address any gaps in current action at a regional, state and national level. Many of the actions in focus area 1 will also support governments, businesses and industry to make informed decisions about climate change adaptation, including through improved data and research.

Actions

Objective	Summary	Status	Delivered by
Support practical on-ground action to build resilience	Explore options to provide financial support for producers to prepare for climate risks, informed by tailored data and information about the impacts of climate change on their business. For example, financial support could fund infrastructure upgrades or projects to increase irrigation efficiency or improve soil health to increase resilience to drought and erosion.	 FUTURE FUNDING PRIORITY	ReCFIT (CCO)
	Explore opportunities to partner with the TAS Farm Innovation Hub, an Australian Government Future Drought Fund initiative, to develop information tools, skills and training to assist farmers to prepare for drought and build resilience to climate change.	 IN PROGRESS	NRE Tas
	Support the Tasmanian Institute of Agriculture's Herbage Development Program to develop and evaluate pasture and forage varieties to suit Tasmanian conditions as the climate continues to change.	 IN PROGRESS	TIA / NRE Tas
	Increase support for Tasmania's Natural Resource Management (NRM) groups to deliver on-ground programs for healthy soils, farmland, rivers and other natural resources that underpin Tasmanian agricultural production.	 IN PROGRESS	NRE Tas



Case study

Developing pastures suited to Tasmania's changing climate

Since the 1990s, the Tasmanian Institute of Agriculture (TIA) has delivered the Herbage Development Program with support from the Tasmanian Government. The program was an initiative in response to the need for better adapted, more persistent pasture and forage species for the changing climate in Tasmania. The program plays a major role in plant development, evaluation and deployment, as well as supporting adoption into profitable and sustainable grazing systems.

The focus is on plants that:

- are adapted to Tasmania's temperate grazing systems
- are resistant to extreme events, with a focus on short- and long-term low rainfall periods

- are resilient to hostile soils, including acidity, salinity, sodicity and duplex soils
- are productive and responsive in difficult growing environments
- are fit-for-purpose in grazing systems
- contribute to and enhance animal performance requirements of farm enterprises.

Through the program, a number of new cultivars have been developed that are adapted to Tasmania's medium and low rainfall zones. More information is available on TIA's website at www.utas.edu.au/tia/research/research-projects/project/livestock-production/herbage-development-program

Photo: Private Forests Tasmania



Actions

Objective	Summary	Status	Delivered by
Plan for the impacts of climate change	Develop three regional plans to support Tasmanian communities to be better prepared for and resilient to the impacts of drought and climate variability events, with support from the Australian Government through the Future Drought Fund.	 IN PROGRESS	DPAC
Increase Tasmania's resilience to biosecurity risks under a changing climate	Continue to take the impacts of climate change into account in the state's biosecurity import risk analysis process.	 IN PROGRESS	NRE Tas
	Continue to strengthen Tasmania's biosecurity, including a \$13 million investment in frontline biosecurity services, expertise and support for industry groups to engage with farmers and maintain community awareness.	 IN PROGRESS	NRE Tas

Case study

Drought Ready Tasmania

The Tasmanian Government recognises the importance of farmers and communities being more prepared for, and resilient to, the impacts of drought, as climate change leads to increased incidence of extreme events such as drought.

The Department of Premier and Cabinet is developing three regional drought resilience plans for the north, north west and southern areas of the state. As part of the Australian Government's Future Drought Fund, regional drought resilience plans aim to help communities across Australia be better prepared for and resilient to the impacts of future drought and climate variability events. Being better prepared will mean droughts and other climatic events will have less impact and will ensure we continue to thrive.

Based on the stories, feedback and ideas from communities in each region, the plans will provide a roadmap of actions to prepare for and manage future drought and climate variability events and impacts.

Draft plans will be completed by the end of 2024 and initial implementation activities are expected to commence in 2025.

For more information visit droughtready.tas.gov.au/

Photo: Natasha Mulhall

Actions

Objective	Summary	Status	Delivered by
Increase supply of reliable, affordable water for agricultural use and improve irrigation efficiency	Continue to provide a modern water management framework through the Rural Water Use Strategy, including consideration of sustainable water management in the face of a changing climate.	 IN PROGRESS	NRE Tas
	Progress key irrigation projects to secure reliable water sources for Tasmanian producers, including: • Northern Midlands Irrigation Scheme • Sassafras-Wesley Vale Irrigation Scheme Augmentation • Greater South East Irrigation Scheme • proposed Tamar Irrigation Scheme.	 IN PROGRESS	Tasmanian Irrigation
	Support TIA to deliver a project that will: • determine the value derived from irrigation to Tasmania to inform government policy and funding decisions and to aid farmers in their investment decisions • increase knowledge and adoption of practices that optimise irrigation efficiency • investigate irrigation management to minimise environmental impacts and maximise economic returns.	 IN PROGRESS	TIA / NRE Tas

Case study

Sustainably managing our water resources

Climate change is one of a range of challenges which will influence the future sustainable management of our freshwater resources. Future sustainability includes the quality and availability of those water resources.

The Rural Water Use Strategy includes four goals and 32 actions to guide future water management arrangements in Tasmania. An implementation plan outlining the activities to deliver the Strategy has also been developed.

Over 2023-24, key achievements under the Strategy include:

- Completion of the review of Tasmania's water accountability framework and commencement of stakeholder engagement to implement the findings from the review.
- Secured \$1.3 million in funding from the Australian Government, through the National Water Grid Fund to progress Phase 2 of work to incorporate current climate change projections in water management, including updating our hydrological models.

- Development of a 3D geological model to better understand the groundwater resource in the Smithton Syncline groundwater area, north west Tasmania.
- Commencement of a new initiative to undertake groundwater investigations and develop water security strategies for King and Flinders islands.
- Commencement of a review Tasmania's Water Management Planning Framework.
- Delivery of the *Water Miscellaneous Amendments (Delegation and Industrial Water Supply) Act 2023*.

More information is available on the NRE Tas website: nre.tas.gov.au/water/water-legislation-policies-and-strategies/rural-water-use-strategy

Photo: Moon Cheese Studio

Actions

Objective	Summary	Status	Delivered by
Prepare for the impacts of climate change on fisheries	Develop a Marine Heatwave Response Plan to guide government, community and industry action to reduce the impact of marine heatwaves on plants, animals and the environment.	 IN PROGRESS	NRE Tas
	Develop and update harvest strategies to allow commercial and recreational fisheries to respond to changes in stock status, taking into account a range of uncertainties, including climate change impacts. This will enable fisheries to adapt to changes in the environment that impact fish abundance and distribution.	 IN PROGRESS	NRE Tas
	Support research and programs to reduce the impacts of range-extended urchins on Tasmania's marine ecosystems caused by warming waters on Tasmania's east coast, including removal of the urchins from Tasmanian waters.	 IN PROGRESS	NRE Tas
Increase emergency preparedness, response and recovery	Collaborate with key partners across state, national and local government and the private sector to increase emergency preparedness, response and recovery.	 IN PROGRESS	DPAC / ReCFIT (CCO)

We will drive action through partnerships and collaboration

To accelerate the adoption of emissions reduction and resilience measures in the agriculture, aquaculture and fisheries industries, action is needed from business, industry and governments at all levels. It is important that all groups are working to align actions, ensure they complement each other without duplicating effort, and have mechanisms in place to share information and learnings.

There are already a large number of collaborative groups and initiatives for agriculture, aquaculture and fisheries in Tasmania, nationally and internationally.

Through Agriculture Ministers Meetings and Energy and Climate Change Ministers Meetings, the agriculture and climate change ministers from all Australian jurisdictions are progressing a collaborative nationwide agenda to reduce emissions and build resilience in the agriculture sector, through the National Statement on Climate Change and Agriculture. An interjurisdictional Climate Change Task Group is responsible for progressing national action on climate change in the agriculture sector, and reports to agriculture ministers.

There are opportunities to increase coordination between existing groups, particularly to better integrate planning and research for agriculture, aquaculture and fisheries. There are also opportunities to support existing networks to consider climate change as part of their work programs and collaborate with other sectors to drive innovation.

Working with Tasmanian Aboriginal groups to explore suitable cultural land management techniques, which could include fire management, burning and care of native grasslands on properties, is also an important opportunity for collaboration to improve landscape health and provide a range of benefits for Aboriginal people.

The actions in this focus area will enable increased collaboration between governments, business and industry to drive action in the sector. Many of the actions in other focus areas also include a collaborative partnership approach.

We have also committed to introduce a Business and Industry Climate Change Innovation Forum to showcase the innovative work underway across Tasmania, provide information about emerging opportunities and risks, and encourage networking and information sharing between sectors.



Case study

TAS Farm Innovation Hub

The Drought Resilience Adoption and Innovation Hub (TAS Farm Innovation Hub) is one of eight hubs funded across the country through the Australian Government's Future Drought Fund. Hosted by TIA, and with an extensive network of partners, the hub helps Tasmanian farmers, and those who support them, build relationships, access essential information, and build critical skills and knowledge to prepare for drought and climate change.

The Hub's projects to date have targeted different aspects of farm preparedness, including soil health extension activities, expansion of a local soil moisture and weather station network, and building skills and confidence in use of containment feeding as a drought management tool.

For example, the Hub is working with Pinion to deliver a tailored, peer to peer-based extension program to support farmers to adapt their water use practices for increased drought resilience, and fast track on farm practice change to improve water use efficiency and effectiveness, and soil health.

Photo: Tasmanian Partner Toolkit



Actions

Objective	Summary	Status	Delivered by
Increase collaboration and coordination between agriculture, aquaculture and fisheries and other sectors	Establish a Business and Industry Climate Change Innovation Forum to showcase the innovative work underway across Tasmania, provide information about emerging opportunities and risks, and encourage networking and information sharing between sectors.	 NEW CROSS-SECTORAL COMMITMENT	ReCFIT (CCO)
	Establish a group, or partner with existing networks, to coordinate action between Tasmania's primary industries, TIA, IMAS, government, supply chains and other key groups to reduce emissions and build resilience.	 NEW	ReCFIT (CCO) / NRE Tas
Increase opportunities for Tasmanian Aboriginal communities	Support Tasmanian Aboriginal people and organisations to access opportunities related to the agriculture sector and carbon farming. Opportunities could be available through national programs such as the Future Drought Fund and Carbon Farming Outreach Program.	 FUTURE FUNDING PRIORITY	ReCFIT / NRE Tas
Work with industry to deliver tailored information, advice and tools	Provide targeted grants to agricultural organisations to promote collaboration and capacity building in climate change, emissions reduction and resilience, for example through the Strategic Industry Partnership Program.	 IN PROGRESS	NRE Tas
Ensure Tasmania's unique challenges and opportunities are considered in national programs	Continue to work with the Australian Government to progress national priorities to reduce emissions from agriculture and ensure the best outcomes for Tasmania, including through the Agriculture Climate Change Task Group reporting to Agriculture Ministers.	 IN PROGRESS	NRE Tas / ReCFIT (CCO)

Case study

Collaborating with industry to support environmentally sustainable wine production

Wine Tasmania's VinØ ('vin zero') Program, supported by the Tasmanian Government, has been developed to measure, improve and report on the management practices of Tasmanian wine producers across the island.

In 2023, 42 per cent of Tasmania's vineyard area was managed under the program, which has 30 vineyard and winery members. In 2024, based on feedback from wine businesses and with support from the Tasmanian Government, Wine Tasmania launched the Carbon Action Program to help wine businesses measure, reduce and communicate emissions reduction activities using the ERC Protocol.

Other focus areas of the VinØ program include soil health, biosecurity, biodiversity, water use, waste, vineyard personnel and the broader community, and efficiency and productivity.

Photo: Moon Cheese Studio

Next steps

Implementation

Some actions in this Plan are fully funded and ready to implement and some are already underway. Other opportunities require additional funding before they can be progressed. These opportunities are labelled 'future funding priorities'. The status of each action is identified in this Plan.

Monitoring and reporting

We will determine whether actions in this Plan have been effective by monitoring and evaluating individual actions. Monitoring will be based on the approach identified for each of the actions. Evaluation methods will vary, as they will be tailored for each action.

Every year, we will prepare and table in Parliament:

- a climate change activity statement, showing the status of each sectoral Plan and actions in *Tasmania's Climate Change Action Plan 2023-25* (Action Plan) and future action plans
- a greenhouse gas emissions report detailing Tasmania's emissions for each sector.

We will update the plans at least every five years.

Engagement with business, industry and the community

We will continue to engage with key partners and the community on the development and implementation of actions as required.

We will keep stakeholders and the community informed through the ReCFIT website, Climate Change Office newsletter and social media.

We encourage you to sign up for our newsletter through our website: recfit.tas.gov.au/cc_newsletter and follow the Tasmanian Climate Change Office on Facebook to stay informed about opportunities to participate in relevant programs.

Tasmania's Emissions Reduction and Resilience Roadmap

Tasmania's Emissions Reduction and Resilience Roadmap 2024-29 connects Tasmania's six sectoral emissions reduction and resilience plans and Tasmania's first statewide risk assessment for climate change.

We recognise that there is a lot of overlap between the six sectors, and that there are some parts of Tasmania's economy and community that are not covered by the sectoral plans.

The Roadmap includes new commitments to support businesses and industries in all sectors to address common issues and opportunities. It sets out how we will maintain net zero emissions across our economy through to 2030 and beyond.

The Roadmap also outlines which groups in Tasmania are covered in which sectoral plan, and identifies future focus areas for action over the next five years.

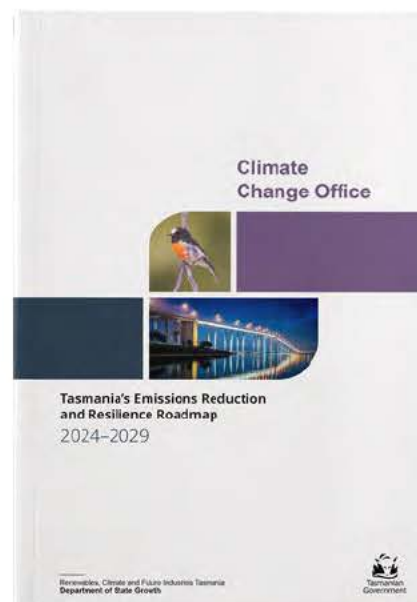




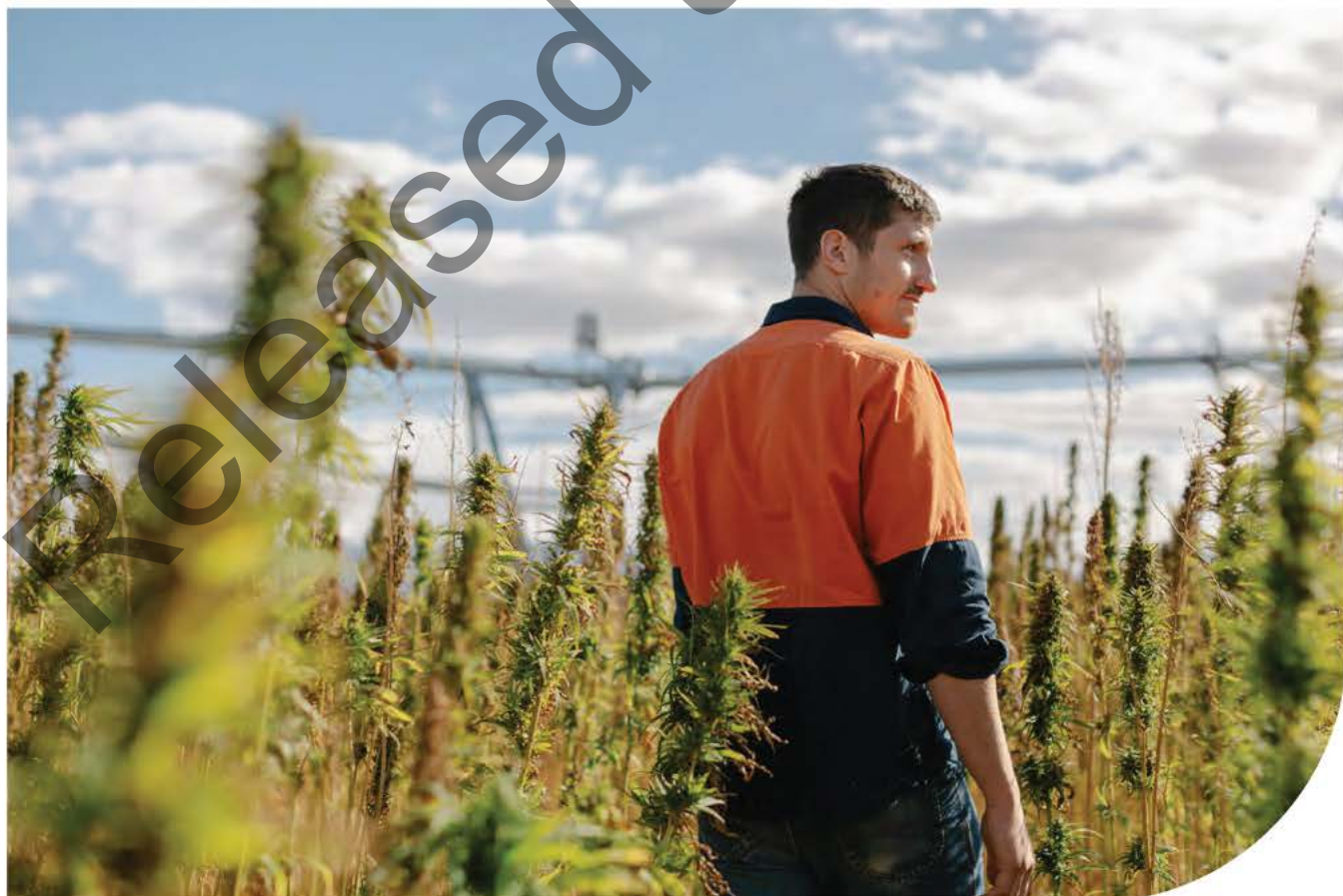
Photo: Moon Cheese Studio

Glossary and acronyms

Term	Description
ACCU	Australian Carbon Credit Unit
CO₂-e	Carbon dioxide equivalent. This is a standard unit to measure greenhouse warming potential of gases. Each different greenhouse gas is represented in terms of the amount of CO ₂ that would create the same amount of warming.
DAFF	Australian Government Department of Agriculture, Forestry and Fisheries
DCCEEW	Australian Government Department of Climate Change, Energy, Environment and Water
Emissions	Unless otherwise stated, 'emissions' refers to net greenhouse gas emissions, which means the greenhouse gases that are emitted from activities minus the carbon stored.
IMAS	The Institute for Marine and Antarctic Studies (IMAS), within UTAS, undertakes fisheries research to support the long-term sustainable harvest of wild marine resources, and aquaculture research aimed at delivering significant increases in production while minimising environmental impacts.
IPCC	Intergovernmental Panel on Climate Change, an independent body that assesses the scientific, technical and socioeconomic information relevant for the understanding of the risk of human-induced climate change. The IPCC develops guidelines for national greenhouse gas inventories which are used under the UNFCCC.
IPPU	Industrial Processes and Product Use
kt	Kilotonnes. A kilotonne is equivalent to 1,000 tonnes or 1 million kilograms.
LULUCF	Land Use, Land Use Change and Forestry
Methane	A type of greenhouse gas, which contributes approximately 28 times more atmospheric warming than carbon dioxide.
Mt	Megatonnes. A megatonne is equivalent to 1,000 kilotonnes or 1 million tonnes.

Term	Description
Nitrous oxide	A type of greenhouse gas, which contributes approximately 265 times more atmospheric warming than carbon dioxide.
NRE Tas	Department of Natural Resources and Environment Tasmania
ReCFIT	Renewables, Climate and Future Industries Tasmania
TIA	Tasmanian Institute of Agriculture, a specialist institute within the University of Tasmania.
UNFCCC	United Nations Framework Convention on Climate Change
UTAS	University of Tasmania
ZNE-Ag CRC	Zero Net Emissions from Agriculture Cooperative Research Centre

Photo: Moon Cheese Studio



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