



CITY OF HOBART

# **AGENDA**

## **City Infrastructure Committee Meeting**

### **Open Portion**

**Wednesday, 24 February 2021**

**at 5:15 pm  
via Zoom**

## THE MISSION

**Working together to make Hobart a better place for the community.**

## THE VALUES

**The Council is:**

<b>People</b>	We care about people – our community, our customers and colleagues.
<b>Teamwork</b>	We collaborate both within the organisation and with external stakeholders drawing on skills and expertise for the benefit of our community.
<b>Focus and Direction</b>	We have clear goals and plans to achieve sustainable social, environmental and economic outcomes for the Hobart community.
<b>Creativity and Innovation</b>	We embrace new approaches and continuously improve to achieve better outcomes for our community.
<b>Accountability</b>	We are transparent, work to high ethical and professional standards and are accountable for delivering outcomes for our community.

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## **ORDER OF BUSINESS**

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**Business listed on the agenda is to be conducted in the order in which it is set out, unless the committee by simple majority determines otherwise.**

### **APOLOGIES AND LEAVE OF ABSENCE**

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**City Infrastructure Committee Meeting (Open Portion) held Wednesday,  
24 February 2021 at 5:15 pm.**

**This meeting of the City Infrastructure Committee is held in accordance with a Notice issued by the Premier on 3 April 2020 under section 18 of the *COVID-19 Disease Emergency (Miscellaneous Provisions) Act 2020*.**

**COMMITTEE MEMBERS**

Harvey (Chairman)  
Lord Mayor Reynolds  
Deputy Lord Mayor Burnet  
Behrakis  
Ewin

**Apologies:**

**Leave of Absence:**  
Councillor J Ewin.

**NON-MEMBERS**

Zucco  
Briscoe  
Sexton  
Thomas  
Dutta  
Sherlock  
Coats

**1. CO-OPTION OF A COMMITTEE MEMBER IN THE EVENT OF A  
VACANCY**

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**2. CONFIRMATION OF MINUTES**

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The minutes of the Open Portion of the City Infrastructure Committee meeting held on [Wednesday, 25 November 2020](#), are submitted for confirming as an accurate record.

**3. CONSIDERATION OF SUPPLEMENTARY ITEMS**

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Ref: Part 2, Regulation 8(6) of the *Local Government (Meeting Procedures) Regulations 2015*.

**Recommendation**

That the Committee resolve to deal with any supplementary items not appearing on the agenda, as reported by the General Manager.

**4. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST**

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Ref: Part 2, Regulation 8(7) of the *Local Government (Meeting Procedures) Regulations 2015*.

Members of the Committee are requested to indicate where they may have any pecuniary or conflict of interest in respect to any matter appearing on the agenda, or any supplementary item to the agenda, which the Committee has resolved to deal with.



## **5. TRANSFER OF AGENDA ITEMS**

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Regulation 15 of the *Local Government (Meeting Procedures) Regulations 2015*.

A Committee may close a part of a meeting to the public where a matter to be discussed falls within 15(2) of the above regulations.

In the event that the committee transfer an item to the closed portion, the reasons for doing so should be stated.

Are there any items which should be transferred from this agenda to the closed portion of the agenda, or from the closed to the open portion of the agenda?

## **6. REPORTS**

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### **6.1 Request for Speed Limit Reduction 490 to 601 Huon Road South Hobart File Ref: F21/8583**

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Report of the Manager City Mobility and the Director City Planning of  
19 February 2021 and attachments.

Delegation: Council

**REPORT TITLE: REQUEST FOR SPEED LIMIT REDUCTION 490 TO 601 HUON ROAD SOUTH HOBART****REPORT PROVIDED BY:** Manager City Mobility  
Director City Planning**1. Report Purpose and Community Benefit**

- 1.1. The purpose of this report is to advise the Council that as result of reviews to speed behaviours on Huon Road at South Hobart, it is recommended to lower the speed limit between two existing 60km/hour zones from 70km/ hour to 60km/ hour.
- 1.2. The section of road between 490 Huon Road and 601 Huon Road is approximately 2.491 km in length, and currently signed at 70km/hour. However, in the radar results from 25 May to 1 June 2020, 15% of users travelled above the signed limit including up to 102 km/hour.
- 1.3. A Road Safety Audit was undertaken by consultants, Pitt and Sherry in October 2020 from 432 Huon Road and the Jackson Bend Track (first bend south of the Strickland Avenue/ Huon Road intersection). The report found that the road configuration and condition was deficient on a range of measures when considered in terms of the 70 km/hour limit.
- 1.4. The speed reduction will support safety outcomes for all road users in accordance with Tasmanian Department of State Growth *Towards Zero Action Plan 2020-2024*, by providing for consistency in speed limit signage in this peri-urban location, and will decrease the severity of injury and likelihood for death due to the reduction in kinetic forces in crashes.

**2. Report Summary**

- 2.1. From the intersection with Congress Street, Huon Road begins to ascend. Within approximately 560 metres, the character of the road changes from suburban to suburban fringe, often referred to as peri-urban. The residential uses become more-sparse and driveways connect to Huon Road at irregular locations consistent with the subdivision layout of small collections of houses on either side of the road through the ascent to the connection with Strickland Avenue.
- 2.2. The City of Hobart has received numerous request to apply to the Transport Commissioner to improve conditions and lower the speed limit on the existing 70km/hour zone between approximately 490 and 601 Huon Road, South Hobart including:

Date	Issue
May 2017	Bicycle crash
18 May 2017	Speed limit, parking, bus traffic, pedestrian facilities, road conditions, fauna trauma
25 October 2018	
31 March 2019	
20 May 2019	
4 June 2019	
8 July 2019	
26 July 2019	
10 September 2019	
29 October 2019	
5 April	Speed limit
9 May 2019	Parking
28 June 2019	Speed limit, pedestrian safety
24 August 2019	Pedestrian safety and facilities
1 September 2019	Road safety / Fallen rocks
12 September 2019	Speed limit
11 November 2019	Speed limit, parking, bus traffic, pedestrian safety and facilities

2.3. As a result of resident representations, City of Hobart including the Traffic Engineering Unit undertook the following actions:

- Individual response to each complainant confirming the suitability of the speed limit at 70km/hour;
- Site visits including the identification of capital improvements to the road such as uphill bicycle lanes and motorcycle rail guard;
- Review of road configuration in accordance with Australian Standard - *Manual of uniform traffic control devices - Speed controls (AS1742.4)*;
- Road Safety Audit by Pitt and Sherry Traffic engineering consultants.

### 3. **Recommendation**

***That:***

1. ***The report be received and noted.***
2. ***The General Manager be authorised to make application on behalf of the City of Hobart to the Transport Commission for speed limit changes broadly in keeping with the proposed changes described in Attachment B.***

### 4. **Background**

- 4.1. On 5 November 2019, Senior Traffic Engineer, Owen Gervasoni advised a resident by email:

*The guidance for the setting of speed limits in Australia is outlined in the Australian Standard AS1742.4. The speed limit to be set in that standard are:*

- *100 km/h on rural arterial roads (less than 20 residences per km)*
- *80 or 90 km/h on urban or rural arterial roads in sparsely built up areas (more than*
- *20 residences per km, but less than 25% of the road frontage on both sides of the*
- *road is developed);*
- *70 or 80 km/h on urban arterial roads in partially built up areas (between 25% and*
- *90% on the road frontage on both sides of the road is developed);*
- *60 km/h on urban arterial roads in fully built up areas (more than 90% road frontage on both sides of the road is developed).*

*Huon Road between Hillsborough Road and Strickland Avenue has less than 25% of road frontage developed, and would just have the more than 20 residences per km that allow it to avoid falling into the default 100 km/h basket.*

*So basically, the Australian Standards call up either a 80 or 90 km/h speed limit as the suggested limit for this road. The Australian Standards do allow the posted speed limit to deviate by +/- 10 km/h from this suggested limit.*

*The 70 km/h posted speed limit appears to be the lowest speed limit that could be applied based on the standards. One of the general principles of the determining of speed limits is that the speed limit shall not be set so low that a significant number of drivers will not be able to understand the reason for it and hence not observe it. It is my opinion that setting a speed limit of 60 km/h or less would not be credible to drivers, and that well-meaning and reasonable drivers would not observe the speed limit. As previously described, the power to make changes to speed limits does not reside with Council, rather it rests with the Department of State Growth / Transport Commission. It is my view that a change in speed limit is not appropriate, and therefore I am not able to request a change in speed limit from the Department of State Growth / Transport Commission.*

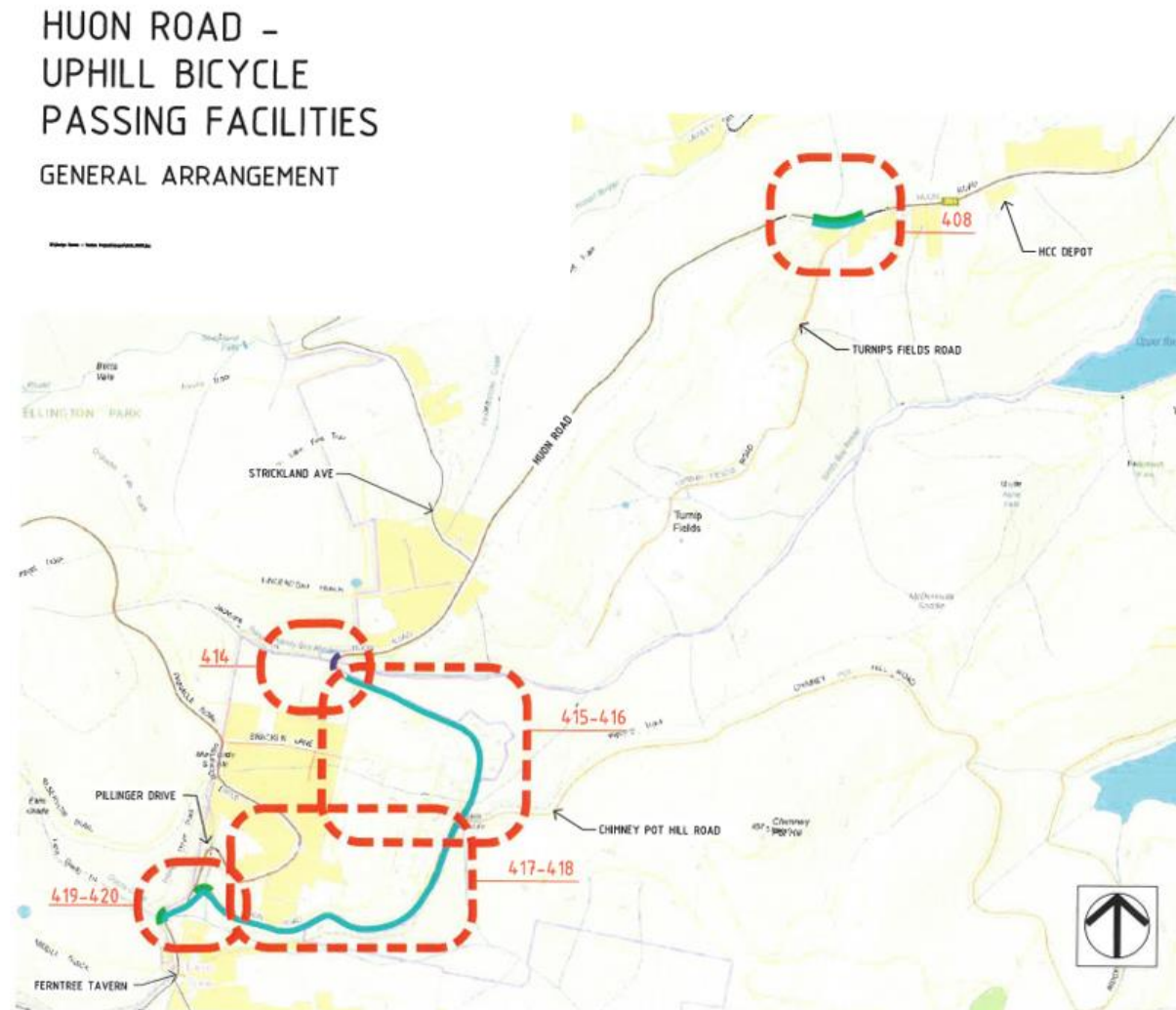
4.2. In October 2019, the Pitt and Sherry Road Safety Audit found that:

During the road safety audit, a number of common road safety hazards were identified as follows:

- *Limited forward sight distance and non-desirable curve radius around bends*
- *Limited sight distance from property accesses, especially in the vicinity of bends*
- *Lack of sufficient drainage along the road*
- *Vegetation growth and rockfall along the road*
- *Power poles and trees located within clear zones*
- *Lack of edge lines, shoulder widening and Raised Reflective Pavement Markers (RRPM) along sections of the road; and*
- *Lack of facilities for pedestrians and cyclists including a lack of lighting and protection.*

*The identified road safety hazards are in line with the issues identified by City of Hobart and issues arisen from complaints to the City of Hobart. There is an opportunity to mitigate cyclist and pedestrian issues by providing better facilities such as the provision of cycle lanes, especially for uphill sections, and the provision of footpaths, footpath barriers, pedestrian crossing facilities and lighting.*

- 4.3. Throughout 2020, City of Hobart Council has commenced its' response to the Road Safety Audit findings by planning for uphill bicycle passing facilities as indicated in Figure 1 below:



**Figure 1 Proposed City of Hobart Capital Works Project - Huon Road Uphill Bicycle Passing Facilities**

- 4.4. A vehicle radar was installed for one week from 25 May to 1 June 2020 (Saturday to Saturday) in the 70km/hr section of Huon Road between 490 and 601 Huon Road.
- 4.5. The radar results indicate that the 85 percentile of vehicles speed was 67km/hr.

However, the suitability of an 85<sup>th</sup> percentile methodology for accepting road safety is not necessarily suitable to all road conditions. 490 – 601 Huon Road has specific conditions which affect road safety including:

- Incline and alignment (sightlines)
- Road width and shoulder condition (unformed gravel and deep stormwater culverts)
- Likelihood of fauna presence
- Lack of lighting
- Vegetation overhang
- Ice slip
- No cycling facilities
- No pedestrian facilities

- 4.6. The radar results indicate that there is a behaviour for speeding in the section of road between 490 and 601 Huon Road, including beyond the 70km/hour speed limit.

Date/Time Ending	Total count	Max Speed		Avg Speeder	% Speeder
26/05/2020 0:00	980	94		74.5	7.70%
27/05/2020 0:00	1079	79		72.9	3.70%
28/05/2020 0:00	1070	86		73.6	5.70%
29/05/2020 0:00	1113	81		73	5.00%
30/05/2020 0:00	1156	93		75.4	5.60%
31/05/2020 0:00	1362	86		74.2	4.10%
01/06/2020 0:00	1184	102		75.6	4.20%
01/06/2020 6:53	14	82		79	42.90%

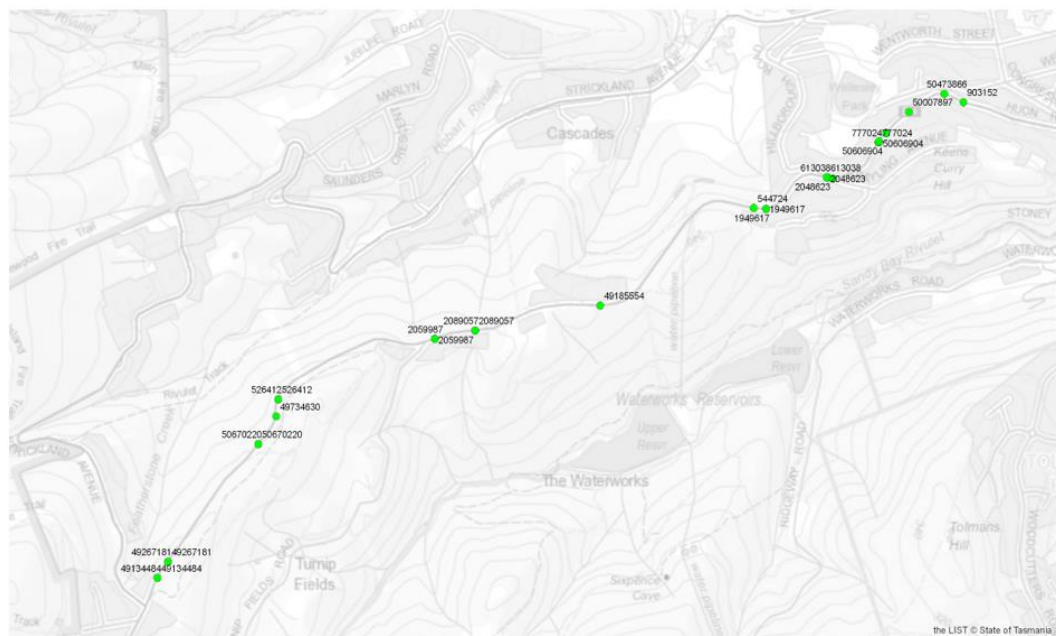
**Figure 2      City of Hobart Radar results 25 May to 1 June 2020  
where vehicles exceeded the speed limit**

- 4.7. As speed increases, both the incidence and severity of road injury also increase. Even occupants of motor vehicles face a sharp rise in fatality risk when speeds exceed 40 km/h if the vehicle crashes into a rigid object, such as a tree or pole (Archer, Fotheringham, Symmons, & Corben, 2008).
- 4.8. Crash Statistics for 490 – 601 Huon Road dating from 2015 were provided by the Department of State Growth Crash Data Unit 16 June 2020 as follows:



DESCRIPTION	CRASH DATE	CRASH TIME	SEVERITY
Wrong side/other head on (not overtaking)	11-Feb-2015	17:30	Serious
Off carriageway left bend	28-Mar-2015	03:58	First Aid
Other same direction (including vehicle rolling backwards)	06-Jun-2015	10:01	Minor
Vehicles in same lane/ rear end	29-Jun-2015	15:45	First Aid
Out of control on carriageway	11-Aug-2015	09:00	Minor
Vehicles in same lane/ left rear	08-Feb-2016	14:50	Minor
Vehicles in same lane/ rear end	07-Nov-2016	17:25	Minor
Vehicles in same lane/ left rear	24-May-2017	14:40	First Aid
Emerging from driveway or lane	23-Jun-2017	08:31	First Aid
Emerging from driveway or lane	04-Sep-2017	16:30	Property Damage Only
Other curve	13-Jan-2018	16:15	Minor
Wrong side/other head on (not overtaking)	24-Feb-2018	06:20	Property Damage Only
Out of control on carriageway	31-Mar-2018	19:00	Minor
Vehicles in same lane/ rear end	23-May-2018	18:00	Property Damage Only
Other curve	01-Dec-2018	16:30	Minor
Parked	09-May-2019	13:50	Minor
Other straight	18-May-2019	17:00	Minor
Other curve	15-Jan-2020	16:01	Minor
Parked	13-Mar-2020	11:00	Property Damage Only
Wrong side/other head on (not overtaking)	03-Jun-2020	10:20	First Aid

**Figure 3** Department of State Growth Crash data from 2015 by type and time of day



**Figure 4** Department of State Growth Crash data from 2015 by location

- 4.9. In addition, in 2014, a major incident to a pedestrian causing critical injuries and hospitalisation. Refer to **Attachment A**.

## 5. Proposal and Implementation

5.1. The recommendations need to be supported by a report from the road owner that includes the following information regarding the characteristics of the road:

- Road function
- Road standard
- Road owner
- Roadside development
- Road alignment
- Road accesses / intersections
- Traffic volume
- Pedestrians
- Length
- Adjacent speed zones
- Proposed signage locations
- Crash history

5.2. In relation to signage types the following is recommended:

5.2.1. Replace the 70km/hour speed limit signage from 490-601 Huon Road South Hobart with 60km/hour speed limit signage thereby lowering the speed limit for that section of road by 10km/hour.

## 6. Strategic Planning and Policy Considerations

6.1. Matters of road safety are supported by Strategic Objective 2.1 of the *Capital City Strategic Plan 2015-2025* as follows:

“2.1 A fully accessible and connected city environment.

2.1.3 Identify and Implement infrastructure improvements to enhance road safety.”

6.2. The desire to reduce the speed limit from 490 – 601 Huon Road by 10km/hour is suitable given:

- The function of the road as a multi-use access and recreational corridor;
- The likelihood for unexpected conditions on the road (pedestrians, fauna and ice);
- The existing condition of the road facilities particularly for pedestrians and cyclists;
- The lack of lighting;
- Consistency of speed limits at 60km/hour to the peri-urban extent of the city through to the Ferntree Tavern.

## 7. Financial Implications

- 7.1. Funding Source and Impact on Current Year Operating Result
  - 7.1.1. Nil for Financial Year 2019-2020.
  - 7.1.2. Should Council decide that a change to the current speed limits be requested of the Transport Commissioner then the preparation of an appropriate supporting report would need to be undertaken including costings for the proposed signage changes. The cost of this would be cover within the existing operating budget.
  - 7.1.3. For the Financial Year 2020-2021 an estimated budget of \$5,000 is proposed.

## 8. Legal, Risk and Legislative Considerations

- 8.1. Subject to Section 59 of the *Traffic Act 1925*, the City of Hobart has responsibility for the care control and management of local highways (such as Huon Road) under Section 21 and 30 of the *Local Government (Highways) Act 1982*.
- 8.2. The Transport Commission, pursuant to Section 59 of the *Traffic Act 1925* has issued a direction to Tasmanian Highway Authorities (Transport Commission Direction – 2014/2) that requires those authorities to only install traffic signs and linemarking in compliance with the Australian Standard Manual of Uniform Traffic Control Devices, consider the AustRoads national guidelines, and to comply with Department of State Growth specifications and standard drawings.
- 8.3. The City of Hobart has a responsibility to consider and respond to issues raised by the community on our road network.
- 8.4. For matters raised concerning traffic signs that the City of Hobart has authority to alter / install, the risk to Council is managed by relying on professional advice about the suitability of a proposed change, and by installing signage that complies with the Transport Commission instruction issued under Section 59 of the *Traffic Act 1925*.
- 8.5. For matters raised concerning traffic signs that the City of Hobart does not have the authority to alter (regulatory speed limit signs, traffic signals and parking controls on State roads with a speed limit over 70 km/h), the risk to Council is managed by relying on professional advice and either referring the matter to the Department of State Growth with a request to make alterations, or advising that the City of Hobart does not support a change, but that the party making the request may contact the Department of State Growth directly if they wish to pursue the matter.

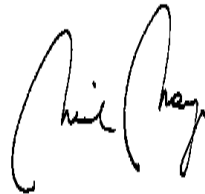
**9. Delegation**

- 9.1. The responsibility for the approval of speed limits sits with the Transport Commissioner, within the Department of State Growth.
- 9.2. As the road authority responsible for the management and maintenance of Hobart Central Business District and Retail Precincts Centre environments, the Council can request changes to speed limits on Council roads.
- 9.3. The Manager City Mobility and all positions to which that position reports have delegation to approve changes to signage and linemarking on those public streets for which the City of Hobart is the Highway Authority (except for speed limits, traffic signals and parking controls on State roads with a speed limit over 70 km/h).

*As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.*





Louisa Carter  
**MANAGER CITY MOBILITY**



Neil Noye  
**DIRECTOR CITY PLANNING**

Date: 19 February 2021  
File Reference: F21/8583

Attachment A: Hobart Teenager Critical After Being Hit by a Car ↓   
Attachment B: Proposed Speed Limit Reduction 490-601 Huon Road ↓ 

6/16/2020

Hobart teenager critical after being hit by car - ABC News



## Hobart teenager critical after being hit by car

Posted Sun 14 Sep 2014 at 9:21am

A Hobart teenager is fighting for his life after being hit by a car yesterday afternoon.

Police said the 16-year-old Warrane boy was walking along Huon Road in South Hobart when he was hit by a car.

He was taken to the Royal Hobart Hospital where staff said he was in a critical condition.

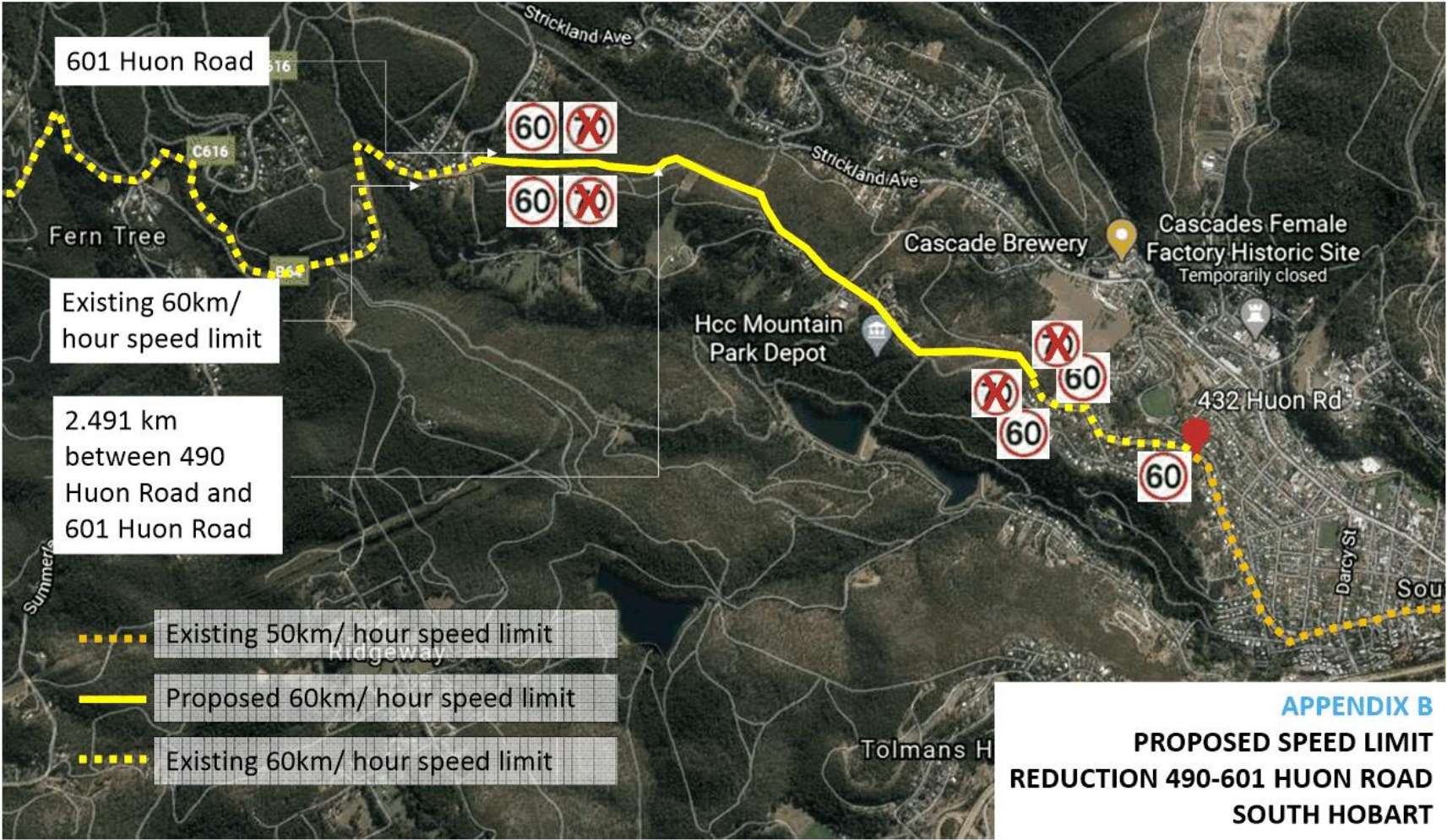
The blue sedan involved in the incident was being driven by a 39-year-old woman, who police said was visibly shaken by the accident.

The only passenger was her young daughter and neither were hurt.

There are no designated footpaths along the stretch of road where the accident took place.

Police believe speed was not a factor in the accident and called for witnesses.





**6.2 Naming of Private Road - TT Flynn Street, Sandy Bay**  
**File Ref: F21/2343**

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Memorandum of the Program Leader Road Services, the Manager Roads and Capital Works and the Director City Amenity of 19 February 2021.

Delegation: Committee



City of **HOBART**

## MEMORANDUM: CITY INFRASTRUCTURE COMMITTEE

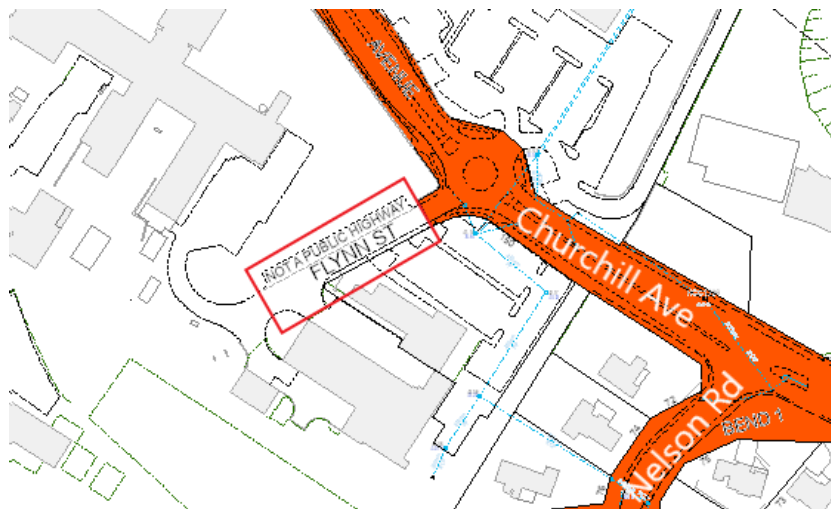
### Naming of Private Road - TT Flynn Street, Sandy Bay

#### 1. INTRODUCTION

- 1.1. The purpose of this report is to advise the Committee of an existing private street, owned by University of Tasmania (UTAS), which is long established, unofficially known as TT Flynn Street.
- 1.2. The report recommends that Council agrees to the proposed name being formally registered by Placenames Tasmania.

#### 2. BACKGROUND

- 2.1. The University of Tasmania owned land CT167312/1 includes a private street which connects to Churchill Avenue at a roundabout, shown in the red box in Figure 1 below.



*Figure 1 – location of subject private road*

- 2.2. The street provides access to a number of properties including the Hill Street grocer, 9/11 Bottleshop and MeMi café.

A number of UTAS buildings are also accessed from this street.



- 2.3. The road will not become a public road.

The road remains the responsibility of the landowner with no legal or financial implications for the City.

- 2.4. It is not unusual for private roads (for example within retirement villages, resorts) to have names in order to assist with directions for deliveries, emergency services.
- 2.5. Placenames Tasmania is seeking to formalise the name of the street and is seeking formal advice from the Council.
- 2.6. There is a well established UTAS sign promoting the name TT Flynn Street, and it is commonly known by this name. The City's own records and Google Maps also show 'Flynn St'.



- 2.7. The proposed name – TT Flynn – is in honour of Theodore Thomson Flynn, the first professor of Biology at UTAS. TT Flynn's work included anatomy and embryology of marsupials and he was an advocate for the protection of the thylacine  
[www.utas.edu.au/library/exhibitions/flynn\\_and\\_flynn/ttFlynn.html](http://www.utas.edu.au/library/exhibitions/flynn_and_flynn/ttFlynn.html)

- 2.7.1. The informal name of the street is long established that aligns with the Council's Policy whereby....*The Council will give preference to proposed names which reflect an historical connection with the area*

### 3. PROPOSAL

- 3.1. It is proposed that the Committee endorse the official naming of the private street (contained within the land within CT 176312/1 owned by the University of Tasmania) of 'TT Flynn Street' and accordingly advise Placenames Tasmania.
- 3.2. With the Council's endorsement, Placenames Tasmania will subsequently formalise the name.

### 4. DELEGATION

- 4.1. The City Infrastructure Committee holds a Council Delegation to select street names.

**RECOMMENDATION**

***That the City Infrastructure Committee, under the delegation of the Council, endorse the official naming of the private street (contained within the land within CT 176312/1 owned by the University of Tasmania) of 'TT Flynn Street' and accordingly advise Placenames Tasmania.***

*As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.*



Meghan Kluver-Jones  
**PROGRAM LEADER ROAD SERVICES**



Mao Cheng  
**MANAGER ROADS AND CAPITAL WORKS**



Glenn Doyle  
**DIRECTOR CITY AMENITY**

Date: 19 February 2021  
File Reference: F21/2343

**6.3 Pura Milk Factory, Lenah Valley - Heavy Vehicle Use of Augusta  
Road - Status Update  
File Ref: F20/135060**

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Report of the Manager Roads and Capital Works and the Director City  
Amenity of 19 February 2021.

Delegation: Committee

**REPORT TITLE: PURA MILK FACTORY, LENA VALLEY - HEAVY VEHICLE USE OF AUGUSTA ROAD - STATUS UPDATE****REPORT PROVIDED BY:** Manager Roads and Capital Works  
Director City Amenity**1. Report Purpose and Community Benefit**

1.1. The Council, at its meeting of 8 July 2019, resolved a series of actions for the *Response to the Petition – Pura Milk Factory Lenah Valley – Heavy Vehicles*, one of them being:

1.1.1. The City continue to work with Pura Milk in respect to mitigating the effects of noise from heavy vehicle movements within the Augusta Road/Giblin Street corridor, with a further report to be provided to the Council.

1.2. This report is to provide an update on the matter.

**2. Report Summary**

2.1. A report was provided to the City Infrastructure Committee meeting on the 19 June 2019 in response to a petition tabled at the Council meeting of 15 April 2019, objecting to the permitted operation of B-double trucks servicing the Pura Milk factory located in Lenah Valley.

2.2. The City has investigated various grant funding program opportunities to fund the Augusta Road resurfacing project, however the outcome has not been favourable.

2.3. The City has continued to work with Pura Milk and has added additional conditions on the National Heavy Vehicle Regulator (NHVR) permits to assist with reduction of noise levels from heavy vehicle truck movements.

2.4. Augusta Road will continue to be managed as per the City's Road Asset Management Plan.

**3. Recommendation**

***That the status update outlining the City's actions in respect to the heavy vehicle usage of August Road, Lenah Valley in relation to operations at the Pura Milk factory, be received and noted.***

**4. Background**

4.1. A report was provided to the City Infrastructure Committee meeting on the 19 June 2019 in response to a petition tabled at the Council meeting of 15 April 2019, objecting to the permitted operation of B-double trucks servicing the Pura Milk factory located in Lenah Valley.

4.2. The Council, at its meeting of 8 July 2019, resolved that:

1. *The Council decline the following requests of the petitioners, on the grounds outlined in the officer's report, listed as item 6.4 of the City Infrastructure Committee agenda of 19 June 2019.*
  - (i) *The immediate cessation of Pura truck movement between the hours of 7pm and 7am in the Augusta Road/Giblin Street corridor.*
  - (ii) *The immediate introduction of a 5-tonne heavy vehicle weight limit in the Augusta Road/Giblin Street corridor.*
  - (iii) *The immediate resurfacing of Augusta Road with noise abating bitumen between Edge Avenue and Giblin Street.*
2. *The City continue to work with Pura Milk in respect to mitigating the effects of noise from heavy vehicle movements within the Augusta Road/Giblin Street corridor, with a further report to be provided to the Council.*
3. *The Council write to the Federal Member for Clark, Mr Andrew Wilkie, to lobby the Federal Government on behalf of the City to seek funding to resurface Augusta Road with noise abating bitumen between Edge Avenue and Giblin Street.*
4. *The petitioners be advised of the Council decision.*
  - (i) *The correspondence to include the Council's intent to write to the Federal Member for Clark seeking funding to resurface Augusta Road with noise abating bitumen between Edge Avenue and Giblin Street.*

4.3. The resolution has been actioned accordingly.

#### **Grant Funding and Assistance from Federal Government**

4.4. The Council wrote to the Federal Member of Clark, Mr Wilkie detailing of the Council's decision and seeking assistance from Mr Wilkie to secure funding for the road resurfacing work on Augusta Road.

4.4.1 The Deputy Prime Minister, Mr McCormack has since responded to the request by Mr Wilkie detailing the various grant funding available through the Australian Government Grant Program, more specifically the Heavy Vehicle Safety and Productivity Program (HVSP).

Mr McCormack also encourages the City to consider the use of the Roads to Recovery (R2R) funding for the project.

4.4.2 The City progressed with the application of Round Seven of the HVSP however the road resurfacing project at Augusta Road was determined to be ineligible for the grant funding as the funding is mainly applicable for the roads that are on the National Land Transport Network such as Brooker Highway.

The objective of the program is to increase the productivity and safety of the heavy vehicle operation, which the project did not qualify.

- 4.4.3 The limited R2R funding was also considered however was channelled to other higher priority projects which has poor road conditions and greater safety concerns.
- 4.5. The City has also submitted the Augusta Road resurfacing project to various grant funding program that has been announced by the Federal Government as part of the economic stimulus program in response to the impact of Covid-19.

However the outcome has not be favourable.

### **Pura Milk**

- 4.6. The City continued to work with Pura Milk and a high level meeting carried out on the 28 August 2020 between the Lord Mayor, City's representative and Pura Milk.
- 4.7. The meeting resulted in a positive outcome, with Pura Milk committed with assisting the City to mitigate the effect of noise from heavy vehicle movements within Augusta Road/Giblin Street corridor.
- 4.8. At the time of the preparation of the City Infrastructure Committee meeting dated 19 June 2019, there were three long term NHVR license being issued to the heavy vehicle operators to access Augusta Road and Giblin Street, being:
- 4.8.1 SRT Logistics
- 4.8.2 Hingston Transport
- 4.8.3 Booth Transport Pty Ltd
- 4.9. Hingston Transport:

The NHVR permit has since expired and has not been renewed.

There are currently two NHVR permit remaining:

4.9.1. SRT Logistic:

The permit was due in October 2020 and has since been renewed.

The applicant originally applied for a 3 year extension but the City recommended the approval of a one year permit and the addition of the following conditions:

- Maximum speed limit of 20km/hr from 9pm to 6am between Giblin Street and Edge Avenue.

- No use of air brakes in residential area.

The first condition was accepted by NHVR but the second condition was rejected by NHVR as it was deemed to be an unlawful condition.

#### 4.9.2. Booth Transport:

The permit expired in April 2020 and was automatically renewed by NHVR with the new permit now expiring on the 6 February 2021.

The impact of this to the noise level is less significant as the existing permit condition does not allow any travel between 9pm to 6am.

#### 4.10. The City remains committed to help mitigate noise issues of the road.

The new permit that reduces the travelling speed limit from 50km/hr to 20km/hr between 9pm and 6am will have some positive impact to the reduction of noise level.

There are various articles and studies that support this.

One being VicRoads Traffic Noise Guideline published on April 2013.

#### 4.11. The City will continue to work with Pura Milk to identify any possible actions that may assist to reduce the noise levels from the heavy vehicle movement on Augusta Road.

### 5. Proposal and Implementation

#### 5.1. It is proposed that the management of the surface of Augusta Road continue as per the Roads Asset Management Plan.

### 6. Strategic Planning and Policy Considerations

#### 6.1. The following are the relevant key strategies from Capital City Strategic Plan 2019-29:

- |                  |   |
|------------------|---|
| Strategies 5.2.3 | Develop, upgrade and maintain the City's network of roads, bridges, cycleways, footpaths and walkways.                    |
| Strategies 5.2.4 | Identify and implement infrastructure improvements to enhance access and road safety and reduce air and noise pollution.  |
| Strategies 7.3.1 | Enhance asset management practices, to ensure assets meet future needs and respond to the impacts of climate change.      |
| Strategies 8.1.1 | Practise integrity, accountability, strong ethics and transparency in the City's governance, policymaking and operations. |

Strategies 8.1.2 Practise and communicate good city governance and decision-making.

## 7. Financial Implications

7.1. Funding Source and Impact on Current Year Operating Result

7.1.1 Not applicable.

7.2. Impact on Future Years' Financial Result

7.1.2 Not applicable.

7.3. Asset Related Implications

7.1.3 Maintenance on Augusta Road continues to be funded through the annual operating budget.

## 8. Legal, Risk and Legislative Considerations

8.1. No level, risk or legislative considerations identified.

## 9. Delegation

9.1. The matter is for the Committee to receive and note.

*As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.*



Mao Cheng  
**MANAGER ROADS AND CAPITAL  
WORKS**



Glenn Doyle  
**DIRECTOR CITY AMENITY**

Date: 19 February 2021  
File Reference: F20/135060



**6.4 State Government Waste Announcements - Container Refund  
Scheme and Waste to Landfill Levy  
File Ref: F21/11118; 2016-0192**

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Report of the Cleansing & Solid Waste Policy Coordinator, the Manager  
Cleansing and Solid Waste and the Director City Amenity of 19 February  
2021 and attachment.

Delegation: Council

**REPORT TITLE: STATE GOVERNMENT WASTE ANNOUNCEMENTS -  
CONTAINER REFUND SCHEME AND WASTE TO  
LANDFILL LEVY**

**REPORT PROVIDED BY:** Cleansing & Solid Waste Policy Coordinator  
Manager Cleansing and Solid Waste  
Director City Amenity

**1. Report Purpose and Community Benefit**

- 1.1. The purpose of this report is to inform the Council of recent announcements by the State Government to introduce initiatives in the Waste field, namely a Container Refund Scheme for beverage containers, and a Waste Levy on all waste to landfill and seek endorsement of the City's proposed feedback to the Local Government Association of Tasmania.

**2. Report Summary**

- 2.1. The State Government announced on 4 February 2021 two key initiatives under its draft Waste Action Plan;
  - 2.1.1. A draft Waste and Resource Recovery Bill, which will allow for the introduction of a Waste Levy in Tasmania, and;
  - 2.1.2. A preferred model for a Container Refund Scheme

**Waste Levy**

- 2.2. The Waste Levy is scheduled to be implemented in November 2021.
- 2.3. The rate of the waste Levy is proposed to commence at \$20 per tonne, increasing to \$60 per tonne over a 4 year timeframe.
- 2.4. The Levy will apply at the point of disposal, and only applies to items landfilled.

It will not apply to green waste/organics that are composted, kerbside recycling, or other recycled waste such as metals, concrete and clean fill.
- 2.5. The City as a whole generates annually around 12,000 tonnes of waste that is landfilled, with the majority of waste landfilled by the City generated through its kerbside waste collection service.
- 2.6. City Officers are in broad support of the draft Bill on the basis that:
  - 2.6.1. The funding collected through the imposition of a Waste to Landfill Levy be fully re-invested for use in waste management and minimisation;

- 2.6.2. Funding collected from the imposition of the Levy be used to reimburse regions for the loss of waste levies currently in place, and reimburse Councils who have invested in regional waste initiatives where an existing levy is not in place;
- 2.6.3. Consideration be given to the implementation of the Levy at an initial rate of \$20 per tonne, increasing annually by \$10 per tonne (to a maximum of \$60 per tonne) rather than a \$20 increase every second year, as currently proposed; and
- 2.6.4. The proposed commencement of the Levy on 1 November 2021 be noted, however kerbside collection of waste to landfill be excluded from the Levy until the 1 July 2022 (to align with Councils' annual rates notices).

### **Container Refund Scheme**

- 2.7. The Container Refund Scheme is scheduled to be implemented in 2022, and a preferred model has been selected by the State Government.
- 2.8. The preferred model is a split responsibility model involving a Scheme Coordinator (administration and finance) and a Network Operator (that operates the network of collection points). This model is in use in NSW and the ACT.
- 2.9. The Refund applicable will be 10 cents per eligible container.
- 2.10. City Officers are in broad support of the Scheme on the basis that:
  - 2.10.1. The operational model has split responsibility between the administration and finance of the Scheme and the network operator; and
  - 2.10.2. There be a broad range of accessible collection points for the containers to be returned.

### **3. Recommendation**

#### ***That:***

- 1. ***The report on the State Government Waste Announcements - Container Refund Scheme and Waste to Landfill Levy, be received and noted.***
- 2. ***The following feedback be provided to the Local Government Association of Tasmania on the proposed implementation of a Container Refund Scheme and the draft Waste and Resource Recovery Bill.***

**Container Refund Scheme**

- (i) *The implementation of the Scheme is supported on the basis that:***
- (a) *The operational model has split responsibility between the administration and finance of the Scheme and the network operator; and***
  - (b) *There be a broad range of accessible collection points for the containers to be returned.***

**Draft Waste and Resource Recovery Bill**

- (ii) *The Draft Bill is supported on the basis that:***
- (a) *The funding collected through the imposition of a Waste to Landfill Levy be fully re-invested for use in waste management and minimisation;***
  - (b) *Funding collected from the imposition of the Levy be used to reimburse regions for the loss of waste levies currently in place, and reimburse Councils who have invested in regional waste initiatives where an existing levy is not in place;***
    - *Such reimbursements should reflect population and waste tonnage within the regions.***
  - (c) *Consideration be given to the implementation of the Levy at an initial rate of \$20 per tonne, increasing annually by \$10 per tonne (to a maximum of \$60 per tonne) rather than a \$20 increase every second year, as currently proposed; and***
  - (d) *The proposed commencement of the Levy on 1 November 2021 be noted, however kerbside collection of waste to landfill be excluded from the Levy until the 1 July 2022 (to align with Councils' annual rates notices).***

**4. Background**

- 4.1. The State Government released a draft Waste Action Plan in 2019, aimed at providing a framework to address waste and resource recovery challenges within Tasmania.

- 4.2. A report was provided to the Council's City Infrastructure Committee on 21 August 2019 on the draft Waste Action Plan, and the City of Hobart in collaboration with the Local Government Association of Tasmania (LGAT) and other councils, provided a response to the draft plan to the State Government shortly after its release.
- 4.3. Two of the key actions within the plan are the implementation of a Waste Levy by 2021, and the implementation of a Container Refund Scheme by 2022.

The City is supportive of both actions, and has been lobbying the State for a number of years for an appropriate Waste to Landfill Levy.

- 4.4. Both initiatives have been released for comment with LGAT to collate local government response for submission to the State Government.

### **Waste Levy**

- 4.5. The Minister for Environment and Parks announced on 4 February 2021 the release of its draft Waste and Resource Recovery Bill, which will allow for the introduction of a Waste Levy in Tasmania.

<https://dpiwwe.tas.gov.au/environmental-management/waste-and-resource-recovery-bill>

The Bill also provides for the formation of a Waste and Resource Recovery Board, which will oversee the draft Waste Action Plan, and allocate funds raised by the levy.

- 4.6. By placing a higher cost on disposal, waste levies provide a financial incentive to divert waste from landfill, and promote re-use and recycling avenues, while also providing funding for waste and resource recovery initiatives.
- 4.7. The Levy will apply at the point of disposal, and will only apply on waste disposed/buried.

It does not apply to green waste and organics composted, clean fill, or various recycling streams such as kerbside recycling, cardboard, concrete and steel recycled.

- 4.8. The Tasmanian waste levy is currently proposed to start at \$20 per tonne, and increase to \$60 per tonne over a 4 year time frame.

The staged increase is intended to give businesses and local government time to plan for alternatives to landfill or to cater for increased costs.

- 4.9. It is estimated that around 450,000 tonnes of waste is disposed of per year in Tasmania.

The EPA estimate that the waste levy will generate 8.3M in revenue in its first full year, and 16.8M in its fifth full year.

- 4.10. The EPA has detailed indicative funding sources for the levy collected, being the administration of the Board, EPA waste regulation, litter and illegal dumping, funding the regional waste groups, and the remainder to a Waste Fund.

These are indicative only, and the City, through LGAT will be seeking a significant portion to be directed to the regional waste groups and the Waste Fund.

In 2019-20, it is estimated that \$1.54B in funds was raised through landfill levies across Australia.

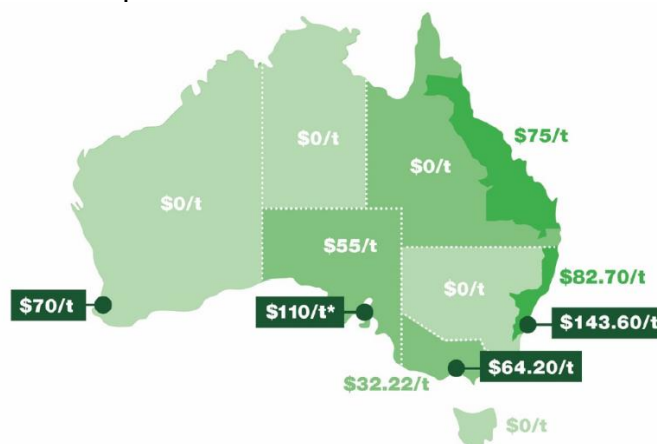
- 4.11. Of the \$1.54B raised, an estimated \$569M, or 37% nationally was reinvested into activities relating to waste and recycling, state EPA's or climate change activities.

By state, the re-investment level was estimated at 19.9% in NSW, 25% in WA, 72% in Victoria, 73% in South Australia, and 77% in Queensland.

Funds not reinvested are either retained in consolidated state revenue, or retained in nominated funds such as Victoria's Sustainability Fund, or SA Green Industries fund.

Waste levy rates vary around the country, and differing levies apply within states themselves, such as between metro and non-metro areas.

The following diagram produced by the National Waste & Recycling Industry Council in their October 2019 Review of Waste Levies in Australia provides an overview of levies across the country in 2019-20.



- 4.12. There are exemptions in some jurisdictions for certain waste types, such as waste collected as a result of a natural disaster, illegal dumping, and dredge spoil.

- 4.13. The City will be advocating for a high level of reinvestment, at least equal to or higher than Vic, SA and QLD (over 70%).

Whichever reinvestment model is implemented by the State, there will be a secure funding source to implement waste reduction programs, reduce waste disposal, and drive government and business investment in the waste avoidance sector.

- 4.14. For all external customers to the City's landfill and waste transfer station, the City will effectively be acting as a collection agent, collecting the levy from the customer, and transferring direct to the State.

This will have no financial impact on the City.

- 4.15. Waste Levies have been used to fund various waste management programs and projects across the country such as:

- Kerbside FOGO services and organics treatment infrastructure.
- Illegal dumping and litter prevention programs.
- Infrastructure and incentives for large scale facilities for resource recovery and recycling projects.
- Assistance to Local Government and industry to transition and modernise following changes to international markets.
- Management of contaminated land and high risk hazardous wastes.
- Implementation of a Container Deposit Scheme (WA).

- 4.16. It should be noted that while the waste levy will be implemented in late 2021, it is not expected that revenue will be available to the waste sector immediately.

- 4.17. There are three regional waste groups in Tasmania that have all at some time charged a landfill levy.

Any such levies will cease to be applied once the state-based levy comes in.

Initial advice is that the State will provide the regional waste groups with funds from the levy revenue equivalent to what they were previously recovering, or in the case of the southern region (currently not applying a levy), equivalent to what they are contributing to the southern waste group and expending on regional waste programs.

- 4.18. Given that there will be a reduced income from an incomplete first year of levy application (6-7 months only if starting in November 2021), a requirement to direct funds to the three waste regions, and administration such as setting up the Waste and Resource Recovery Board, it's likely that funds from the waste levy may not be available for the first couple of years of its implementation.

- 4.19. Most states set aside a specific fund or funds for collection of levies over time, such as the Waste Less Recycle More in NSW, the Sustainability Fund in Victoria, and the Green Industry Fund in SA.

Funds such as these continue to receive levy income annually, added to existing balances, and can hold levies in reserve enabling multi-year programs to be implemented.

The EPA has indicated there will be a Waste Fund, which will then apportion funds to various projects and sectors.

- 4.20. The Waste Levy is scheduled for introduction in November 2021 however it is the City's submission that kerbside collection of waste to landfill be excluded from the Levy until the 1 July 2022 (to align with Councils' annual rates notices).

### **Container Refund Scheme**

- 4.21. The Minister also announced on 4 February 2021 the government's preferred model for a Container Refund Scheme.

<https://dpipwe.tas.gov.au/environmental-management/container-refund-scheme>

- 4.22. The scheme will see a refund of 10 cents for all eligible drink containers returned to a designated return point.
- 4.23. The scheme aims to reduce litter and increase recycling rates by placing an increased value on empty containers.

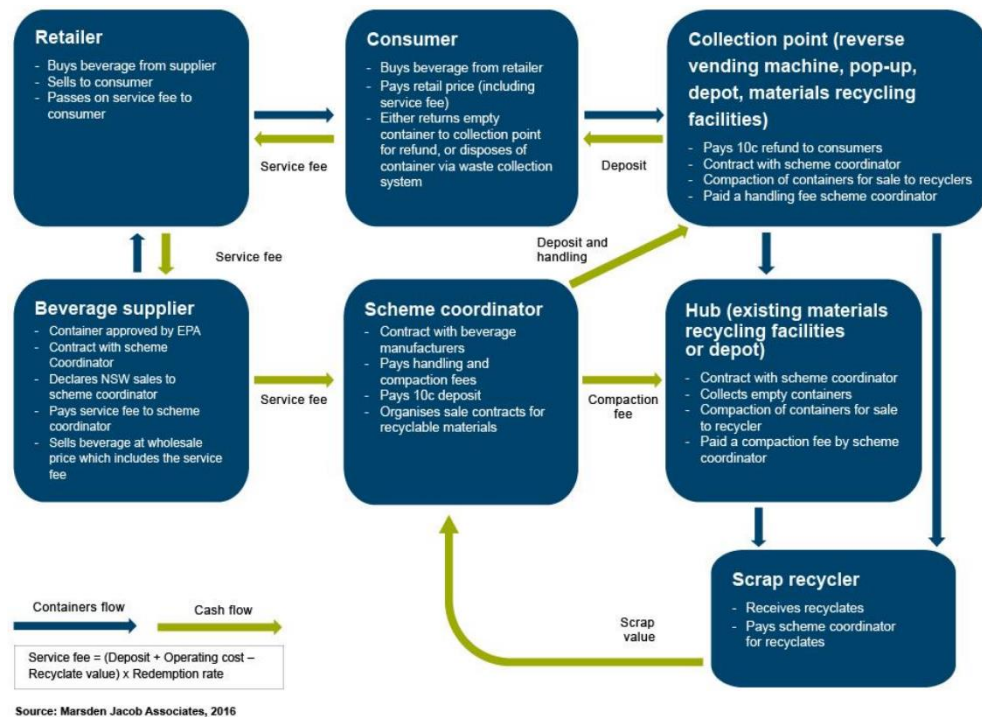
This has a multiple impact of incentivising people to keep hold of containers and return to a collection point for a refund.

The secondary benefit is people are likely to seek out and collect littered containers to redeem for a refund.

- 4.24. The chosen model is a split responsibility scheme, involving a Scheme Coordinator who will run the administration and finance of the scheme, and a separate Network Operator who will run a network of collection points and ensure the recycling of materials collected.
- 4.25. The model preferred by the State Government is already operating in NSW, and the ACT, and being developed in Victoria.

A NSW EPA Regulatory Impact Study into their Container Deposit Scheme illustrates the financial and material flows under the scheme as follows:





Collection points will likely involve existing facilities such as waste management centres, but may also involve reverse vending machines (commonly conveniently placed at supermarket carpark in NSW) and other local community group locations.



- 4.26. The various types of refunds available are not yet known, however in other states refunds are not limited to cash, and can include a donation to charity, or redeemable voucher for use at participating businesses.
- 4.27. The scheme will benefit local community groups who will be able to accept donations of beverage containers that they can then collect a refund on.

Groups and clubs that have cafeteria and bar facilities will also benefit from the collection of consumed containers on premises and at events.

- 4.28. There are limitations to the containers eligible for a refund under the scheme.

As the scheme is based on reducing litter, it aims to capture beverage containers most likely to be consumed outside of the home.

The parameters of the scheme are not based on material type, such as plastic, glass, or steel, and there will be cases where similar containers are made of the same material, with some eligible and others not.

A couple of examples from existing schemes are listed below:

<b>Eligible for refund</b>	<b><i>Not Eligible</i></b>
Glass soft drink/beer bottle	<i>Glass wine bottle</i>
Small juice containers	<i>Juice containers over 1L</i>
Flavoured milk container under 1L	<i>Flavoured milk over 1L</i>
	<i>Any plain milk container</i>

- 4.29. The State Government will need to ensure that there are sufficient collection points installed around the state to allow maximum participation.

- 4.30. The scheme will result in less material being collected by the City through the kerbside recycling service.

The Council is aware that the cost to process recycling has in recent times increased significantly.

A reduction in the amount of material collected will lead to a reduction in the cost to undertake the kerbside recycling service.

- 4.31. There will be eligible containers remaining within the kerbside recycling stream.

Not everyone will participate and prefer the convenience of the kerbside service.

In these instances under other models, audits are used as a basis to estimate the average number of eligible containers per tonne of material delivered to the recycling facility – it is simply too hard to count individual items when delivered in mixed kerbside recycling loads of up to 4 tonnes.

This estimated rate is applied when calculating the refund applicable to the recycling contractor from the Scheme Coordinator.

A contract negotiation will be required to agree on what part of this might be returned to the City.

- 4.32. The City's kerbside data indicates that the service is collecting the following amounts of waste materials that will contain eligible containers:

Material	% of total stream	Estimate of eligible containers within stream	Possible cost saving if removed (per year)
Glass	44%	30%	\$83,000
Aluminium	1%	90%	\$5,500
PET plastic	2%	50%	\$3,000
HDPE plastic	2%	25%	\$1,500
Mixed plastic	5%	20%	\$6,000
			<b>\$99,000</b>

- 4.33. Glass is by far the most prevalent item in the kerbside waste stream, and it is estimated that small glass beverage containers account for just under half of all glass, the remainder being wine, spirits, and jars.

Nearly all aluminium is beverage cans, and there are very few steel beverage containers.

Around half of the PET plastic would be small enough beverage containers to be eligible (water, soft drinks) with the remainder being too large (1.25L soft drink, 2L juice).

The majority of HDPE are plain milk containers, and as such not eligible.

There will likely be no eligible paper or cardboard containers.

- 4.34. Given there will be reduced volume in the kerbside recycling stream, it is expected that there will be service efficiencies gained through the collection of less material, enabling trucks to collect more bins and reduce fuel usage from fewer hauls to the recycling contractor.

## **5. Proposal and Implementation**

- 5.1. The City will contribute to the development of both the Container Refund Scheme and Waste Levy through workshops with the State Government and other parties, including LGAT and industry.
- 5.2. The weighbridge software operated at McRobies Gully has the capability to incorporate a Waste Levy, charged in addition to the regular tipping fee.
- 5.3. The City already operates a range of recycling programs that will lessen the impact of the waste levy for both the City and customers.

These include the kerbside FOGO and recycling services, and on site recycling programs such as organics/composting, steel, concrete paint, and glass.

The levy will be applicable to all City waste buried, including kerbside waste, litter bins, street sweeping waste, and general mixed waste from Council programs and services.

The levy will not apply to recycled material such as organics from our parks and gardens, or concrete from the City's civil works projects.

Through the recycling programs already in place, the City has significantly lessened its financial impact, by avoiding the levy on over 10,000 tonnes of material per year, with the breakdown (for 2019/20) applying as follows:

*Levy Applicable*

Council disposed to landfill	12,200t
------------------------------	---------

*Levy not applicable*

Council generated and composted on site	850t
---	------

Kerbside FOGO	4,000t
---------------	--------

Kerbside Recycling	4,570t
--------------------	--------

Concrete Recycling	1,300t
--------------------	--------

5.4. Further details on both the Container Refund Scheme, and the Waste Levy will be provided to Elected Members as they are finalised by the State Government.

5.5. The City will continue to liaise with the State Government on these initiatives, through the Southern Region MoU to work together on waste projects, coordinated by the LGAT.

## 6. Strategic Planning and Policy Considerations

6.1. These initiatives align with the City's *Waste Management Strategy 2015-2030* and its aim of zero waste to landfill by 2030.

The development and implementation of the *Waste Management Strategy 2015-2030* is identified in the City's Strategic Plan (3.2.5).

## 7. Financial Implications

7.1. Funding Source and Impact on Current Year Operating Result

7.1.1. No impact.

## 7.2. Impact on Future Years' Financial Result

7.2.1. The Waste Levy will impact future years' financial results, applying to all council generated waste disposed of to landfill. This includes kerbside collected waste.

7.2.2. At a starting rate of \$20 per tonne, the impact of the Levy on the City will be approximately \$250,000.

In 2025 the impact will be approximately \$720,000 if current waste disposal rates are maintained.

7.2.3. This levy will be passed onto residents who use the service.

7.2.4. It is proposed that the funding received by the State from the imposition of the Levy be used to reimburse regions for the loss of waste levies currently in place, and reimburse Councils who have invested in regional waste initiatives where an existing levy is not in place.

7.2.5. The Container Refund Scheme will likely result in reduced operating expenditure in relation to recycling processing costs, however this is yet to be determined.

A very initial estimate suggests a possible saving of \$100,000 per annum might be achieved.

## 7.3. Asset Related Implications

7.3.1. No impact.

## 8. Legal, Risk and Legislative Considerations

8.1. There will be legal issues to work through in regard to ownership of materials collected through the kerbside recycling system, and how the City's contracted recycling processor recompenses the City for any eligible containers within the kerbside recycling stream.

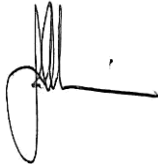
## 9. Marketing and Media

9.1. There will be significant marketing and media in relation to both initiatives, however this will largely fall to the State Government to facilitate.

**10. Delegation**

10.1. The matter is delegated to the Council.

*As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.*



Jeff Holmes

**CLEANSING & SOLID WASTE POLICY  
COORDINATOR**



David Beard

**MANAGER CLEANSING AND SOLID  
WASTE**



Glenn Doyle

**DIRECTOR CITY AMENITY**

Date: 19 February 2021  
File Reference: F21/11118; 2016-0192

Attachment A: Draft Waste and Resource Recovery Bill - Explanatory Paper ↓



# Waste and Resource Recovery Bill 2021

Explanatory Paper



Department of Primary Industries, Parks, Water and Environment



**Author:**

Department of Primary Industries, Parks, Water and Environment

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**Waste and Resource Recovery Bill 2021** – Explanatory Paper



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## Introduction

### WHY DO WE NEED A WASTE LEVY IN TASMANIA?

The past few years have seen what could be called the perfect storm for waste management and resource recovery in Australia and Tasmania. In 2018 China changed its import regime for recycled materials and introduced a number of restrictions on what it would allow into the country. This led to a substantial decrease in the value of recycled materials exported from Australia, particularly those collected at the kerbside by councils.

The impact on the waste sector and on local government due to the downturn in global markets was soon apparent: stockpiles of materials grew, along with public concern, and the financial impacts filtered down to companies, councils and the wider community.

As part of responding to these changing markets, the Tasmanian Government worked with the Commonwealth, States and Territories, industry and the community to update the national waste policy. Through the Council of Australian Governments (COAG), the Government also supported introduction of export bans for unprocessed plastic, glass, paper, cardboard, and tyres.

As other Australian trading partners in Southeast Asia began to emulate China's import policies, it became even more apparent that we could no longer ship our unprocessed waste overseas. Instead, we need to have in place policies that recognise the value of this waste as a resource for creating more valuable materials, new products, and new jobs.

This aligns with a global trend that is seeing numerous countries pursue a circular economy, which avoids the traditional linear model of "take" (resources), "make" (products), and "dispose" (waste). Instead, it aims to maximise the value and the use of materials and resources at every stage of the life of a product or material. There is a growing body of evidence that a more circular economy supports increased innovation and a more creative, robust and productive economy.

A number of commitments to help respond to the rapidly changing markets and to promote a circular economy are outlined in the Government's draft *Waste Action Plan 2019*<sup>1</sup>. This includes the planned introduction in 2022 of a Container Refund Scheme that will help achieve the Government's litter reduction targets and also help to generate cleaner streams of recyclable material with greater value. The *Waste Action Plan* was the result of discussions with local government, industry and the community about the best way to tackle our waste and recycling challenges.

One of the most effective ways to build markets for the recycling and reuse of materials is to have price signals or similar policy mechanisms that provide a disincentive to send waste to landfill. This has been achieved in many Australian and international jurisdictions through the introduction of a waste levy.

Typically, these levies involve a fee paid to the government by a landfill or other licensed waste facility operator for each tonne of waste received. This fee is on top of the current service fee which covers landfill management. As levies make it more expensive to dispose of waste to landfill, they stimulate the market to reduce waste generation and find more valuable uses for the waste. The Government has committed to introducing a waste levy in the *Waste Action Plan*.

<sup>1</sup> DPIWE, Draft Waste Action Plan - Consultation Draft (June 2019) <https://dipwe.tas.gov.au/environmental-management/waste-action-plan>



There are numerous examples of how waste levies have helped to achieve these outcomes. For example, in South Australia, Green Industries SA, which is funded through a waste levy, provides support for local government, businesses and the community to move to a circular economy, to build the infrastructure to process waste and make new products, and helps to fund the development of innovative new technologies and commercialisation of related research. This includes programs such as the Circular Economy Market Development Grants, Council Modernisation Grants, and the REAP (Resource Efficiency and Productivity Grants) program for businesses and non-profit organisations.<sup>2</sup>

## HOW WILL THE LEVY WORK AND WHERE WILL THE MONEY GO?

The *Waste and Resource Recovery Bill 2021* (the Bill) will introduce a statewide waste levy in Tasmania to encourage the diversion of waste from landfill and increase the recovery of resources from waste. It will provide for standards and guidelines to be made in relation to landfills and resource recovery facilities.

It will also establish the Tasmanian Waste and Resource Recovery Board (the Board) to administer grants programs with the levy funds and to provide strategic review and planning for waste management practices in Tasmania.

To encourage maximum waste diversion, landfill operators will be entitled to claim a rebate for each tonne of waste that they remove from landfill and take to a resource recovery facility.

Levy monies will be collected by the Environment Protection Authority (EPA) Tasmania, which will be responsible for ensuring compliance with the waste levy scheme and enforcing the requirements of the Bill.

A dedicated waste and resource recovery reinvestment fund will be established through the Bill that will help grow Tasmania's circular economy and increase our resource recovery rate to the 80% target from both the *Tasmanian Waste Action Plan* and the national waste policy. All levy monies will be deposited into the Waste and Resource Recovery Account (the Account). The money in the Account must be used as legislated in the Bill.

Money deposited into the Account will be managed by the Board and can only be used:

1. By the Board for the application of its Waste Strategy; or
2. By the Board for costs associated with its functions; or
3. By the EPA for levy payment adjustments; or
4. For a purpose prescribed in the regulations.

Therefore, the levy will enable the Government to raise revenue that can be directly reinvested into waste and resource recovery activities. The regulations will set an allocation of levy funds for the EPA for its waste levy administration and enforcement costs, ensuring that collection of the waste levy and related compliance activities are self-funded.

A number of councils currently have a voluntary waste 'levy' that is applied at the landfill gate. This fee is diverted to help support resource recovery efforts in the regions (e.g. education, small grants). In some areas similar activities are supported through an equivalent regional contribution from councils. The levy will replace these voluntary fees. To ensure that the resource recovery efforts that have been supported by these levies and council contributions can continue, the Government has committed to a special disbursement of levy funds (referred to as a Regional Distribution in Figure 1).

The distribution of funds – based on indicative expectations of revenue - in year two (first full financial year) and year five of the levy are shown at Figure 1. The Waste Fund segments of the charts are directly

<sup>2</sup> <https://www.greenindustries.sa.gov.au/about-us>

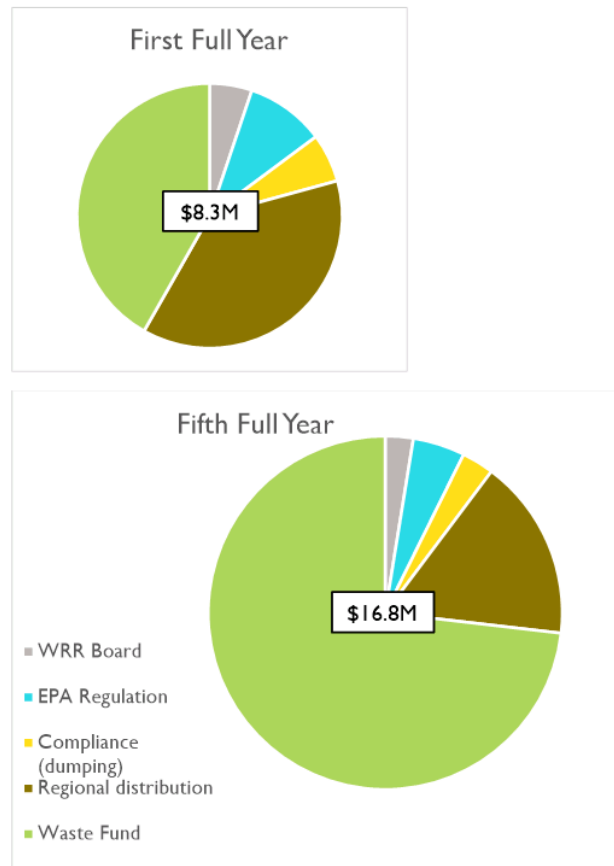
related to implementation of the Board's Waste Strategy. The WRR Board segments relate to costs associated with the Board's administration. The remaining segments: EPA Regulation, Compliance, and Regional Distribution (payments to local government regional waste groups to replace existing voluntary levies) relate to purposes that will be prescribed in the regulations.

The levy payment adjustments are not separately identified in the charts, but they are not expected to be significant. The provision for payment adjustments is required so funds can be repaid in the case of an overpayment to the EPA.

The residual amount that the Board will have for its Waste Strategy will proportionally increase over time with each staged increase of the waste levy rate (The Waste Fund – see Figure 1).

The rates or percentages of disbursement will be set in the regulations.

**Figure 1. Indicative distribution of levy funds in the first and fifth full years**



Revenue is based on estimates of solid waste generation and disposal from Urban EP, 2020, *Tasmanian Waste Levy Impact Study Final Report*.



## Have your say

Written submissions are now invited on the *Waste and Resource Recovery Bill 2021*.

Appendix I to this paper provides a summary of the Bill and some additional notes to assist with understanding the intent of each clause.

Additional information is available at [www.dpipwe.tas.gov.au/environmental-management](http://www.dpipwe.tas.gov.au/environmental-management)

Consultation closes on Friday 12 March 2021.

Email: [wis.enquiries@dpipwe.tas.gov.au](mailto:wis.enquiries@dpipwe.tas.gov.au)

Mail: Policy and Business Branch, Department of Primary Industries, Parks, Water and Environment, GPO Box 1550, HOBART TAS 7001.

## Key Parts of the Bill

### THE TASMANIAN WASTE AND RESOURCE RECOVERY BOARD

The Tasmanian Waste and Resource Recovery Board (the Board) is expected to drive improvement in resource recovery and waste management practices in Tasmania and to show leadership on waste issues. The Board must promote waste related state policy and can provide advice and recommendations to the Minister on waste issues.

The Board will not be managing projects or initiatives itself, rather it will encourage innovation and investment in better waste management practices by strategic application of waste levy funds. This may include grants programs, industry loan schemes, community or infrastructure funds or other programs that promote the purposes of this Bill.

The Board will be established as an incorporated body of between 5-7 members who are appointed by the Minister. Members must have relevant skill, experience and knowledge as listed in the Bill. One of the members must be a representative from local government.

The functions of the Board are to provide advice to the Minister; to prepare, review and assess an effective Waste Strategy and Operational Plan; to audit and report on the use of levy funds; to promote waste reduction and resource recovery; to support State waste policies; to coordinate with local authorities and industries; to promote market development and local infrastructure for resource recovery; and to administer an assistance program for charitable recyclers to mitigate the costs arising from the Bill.

The Board must prepare a 3-yearly Waste Strategy which will require the Board to identify long and short-term objectives to maximise resource recovery and improve waste management practices, identify programs and projects to achieve those objectives, and establish criteria for reviewing the effectiveness of the Waste Strategy.

The Board must consult with industry stakeholders and local government and obtain an analysis on waste disposal, resource recovery and waste management practices in Tasmania which will ensure that it has the most current information in the development of its Waste Strategy.

The Board will also prepare a yearly Operational Plan to meet its business and financial goals under the current Waste Strategy. Both the Waste Strategy and Operational Plan must be approved by the Minister and comply with any Ministerial directions given.

The Board will prepare an annual report for each financial year on its activities and performance. The annual report will incorporate the financial statements of the Board, and it will be provided to the Minister to be Tabled in Parliament.

### THE WASTE LEVY

The Bill intentionally makes it more expensive to dispose of waste to landfill. This sends a strong signal to the market to find other solutions for waste disposal: such as reducing the amount of waste produced, re-using or repurposing waste, or diverting waste for recycling, organic composting or bio-energy production.

The waste levy will apply statewide at all landfill facilities at a single fixed rate per tonne of waste received. It applies to all waste unless that waste is specifically exempted.





The operator of a landfill facility is responsible for paying the levy. It is assumed that the operator will pass on the costs of the levy in their gate fees to the waste disposer.

A landfill facility is a facility where waste is lawfully disposed of into or onto land pursuant to a required permit, authority, order, notice, approval or licence that may be issued under Tasmania's Resource Management and Planning System or the *Environmental Management and Pollution Control Act 1994*.

This is a broad definition of landfill, intended to capture as much waste disposal activity as possible while, out of practicality, limiting it to facilities that are or may be regulated under our current environment and planning laws. If you do not require any permit, licence or similar, to dispose of waste then the levy does not apply to your activity.

**What facilities are exempted from the levy?**

Most major waste disposal sites in Tasmania are either run by local government or are commercial waste businesses that are obviously intended to be included in this Bill. However, the definition of landfill may capture facilities that we do not intend to apply the levy and its obligations to. To address this, the Bill allows a specified facility or a class of facility to be made exempt from the waste levy and its obligations by prescribing it in the regulations.

The list of facilities or activities to be exempted is still being developed, but types that are being looked at are those that are too small to warrant the levy being applied, or where the waste disposal is incidental to the primary business of the facility, or where the waste disposal provides a benefit. For example, the mining and extractive industries often involve the movement of large amounts of overburden and it is not intended to include this kind of activity in the regulations.

**What wastes are exempted from the levy?**

The Bill specifies some wastes as exempt from the levy on the basis that it is in the public interest to dispose of those wastes correctly and the levy would be an inhibition or unfair burden on the person responsible for it.

The waste types included in the Bill as exemptions are asbestos and illegally discarded waste that has been collected by a public authority (i.e. the clean-up of litter or illegal dumping). Further exempted waste types may be prescribed in the regulations if needed.

A type of waste that will need to be included as an exemption in the regulations is waste brought into landfill sites for use in the operation of the landfill. Waste such as gravel for roads, construction materials and any material required to meet licencing requirements (such as day or intermediate cover) should not be charged the levy because they are being used for a purpose, not being disposed of.

The Bill also has provision for the Minister to exempt waste from the levy by order published in the Gazette. This order is a disallowable instrument that must be Tabled in Parliament. It is intended to cover urgent or emergency situations, such as clean-up from a flood or bushfire.

## THE WASTE LEVY RATE

The rate itself is not contained in the Bill. The Bill allows for the levy rate to be prescribed in regulations, which will be passed once the Bill is enacted.

The waste levy will be introduced in a staged manner, with the intention to start in November 2021.

The broad objective is to work towards a levy rate comparable to the average of regional waste levy rates across mainland Australia. At present that is about \$60 per tonne. However, jumping straight to that rate could be a price shock that would be difficult for Tasmanians coming on the back of the business constriction caused by COVID-19.

The proposal is that the Government will introduce the levy in three steps over four years.

The levy is intended to:

- a) Commence on 1 November 2021 at \$20 per tonne of waste received at landfill;
- b) Increase to \$40 per tonne in November 2023; and
- c) Increase to \$60 per tonne in November 2025.

Taking a staged approach will allow time for businesses and local government to plan and budget for the changes and provide certainty to businesses to invest in waste reduction, and resource recovery activities.

The rates in the regulations will be expressed in terms of Fee Units so that there is an ongoing mechanism for indexation. The fee units used will be calculated to set the rate as close as possible to the dollar expressed above.

We welcome feedback on ways to transition the start of the levy to assist councils.

### **Impact of the waste levy**

A detailed analysis of the waste levy rate is contained in the *Tasmanian Waste Levy Impact Study* produced by consultants Urban EP<sup>3</sup>. This thorough analysis considered key parts of the Tasmanian economy, and the impacts on communities across the State (including small and remote communities) to evaluate the best option in setting a levy rate.

A Cost Benefit Analysis (CBA) was conducted to work out a preferred option for the levy rate, including consideration of competition impacts, public benefits, effects on different sectors and achievement of policy outcomes (i.e. achieving 80% resource recovery for all waste streams in Tasmania by 2030).

Of the six options analysed the \$20-\$40-\$60 stepped approach was determined to be the preferred policy option. This option not only avoided price impacts in the introductory years, but delivered significant positive public benefits such as stimulating new and expanded business activity, lowering environmental impacts, fostering innovation, and helping Tasmania shift to a circular economy.

The CBA found that the levy would only have a modest cost impact on businesses and households (Figure 2).

The CBA also found that the Government could implement the levy at no net cost and also deliver on its commitment to use levy funds to support councils, regional waste bodies, the waste and resource sector and the community to achieve priority waste objectives.

<sup>3</sup> Urban EP, 2020, *Tasmanian Waste Levy Impact Study Final Report*. [https://dpirpwe.tas.gov.au/Documents/Waste\\_Levy\\_Impact\\_Study\\_-\\_UrbanEP.pdf](https://dpirpwe.tas.gov.au/Documents/Waste_Levy_Impact_Study_-_UrbanEP.pdf)





Figure 2. Costs and benefits of six levy rate options

Waste levy rate per tonne	NPV result	Mean annual cost per capita	Cost per \$1,000 GSP	2030 recovery rate
\$10	\$20,798,496	\$1.40	\$0.06	47.7%
\$20	\$28,753,129	\$3.47	\$0.14	50.7%
\$40	\$77,017,830	\$7.60	\$0.27	59.3%
\$60	\$144,487,316	\$10.14	\$0.37	68.9%
\$120	\$146,963,337	\$18.59	\$0.68	70.0%
\$20-\$40-\$60	\$122,889,177	\$7.67	\$0.29	68.9%

NPV: A higher NPV indicates that those options deliver greater benefits to society. *Mean annual cost per capita*: represents the change in municipal waste management costs averaged over 10 years across the Tasmanian population. Cost per \$1,000 GSP reflects the cost for commercial and industrial waste management to Tasmanian industry, in terms of overall economic activity across the state (Urban EP, 2020, p. vi).

## RESOURCE RECOVERY REBATE

By diverting waste prior to landfill the disposer saves the cost of the levy and landfill gate fees. The landfill operator may also set up their facility to divert waste before it gets to the landfill to reduce their levy liability. However, there will still be some recoverable waste that is sent to landfill.

The Resource Recovery Rebate allows landfill operators to claim back the levy on waste that they remove from landfill. It creates a financial incentive for operators to maximise the waste that is recovered.

The Resource Recovery Rebate can be claimed upon providing proof to the EPA Director that the waste was removed from the landfill and taken to a resource recovery facility. The rebate amount is set at the current levy rate, meaning the levy can be claimed back dollar-for-dollar.

The Resource Recovery Rebate is paid as an offset to the landfill operator's levy liability. In this way, operators can reduce their levy liability by both diverting waste prior to landfill and recovering waste from the landfill.

## OBLIGATIONS OF LANDFILL OPERATORS

The main obligations for landfill operators under the Bill will be keeping records for calculating the levy amount and payment of the levy.

Within 10 days of the end of each calendar month landfill operators must provide a waste levy return to the EPA. The waste levy return will show the volume of waste that has been deposited at the landfill and any Resource Recovery Rebate claimed to calculate the amount of waste levy that the operator is required to pay.

The waste levy return must be submitted in a form approved by the EPA Director and contain any information prescribed in the regulations. For example, landfill operators may be required to supply information about the volume of exempt waste received for auditing purposes.



When submitting the waste levy return the landfill operator must also pay any levy that is owing.

Landfill operators will be required to conduct yearly volumetric surveys of the landfill. Volumetric surveys are a common feature of levy schemes across Australia and are a useful tool to investigate the quantity of waste that has been disposed of compared with the quantity of waste that has been reported in the waste levy return. There are no offences under the Bill for a discrepancy between the return and the survey, however if there were a significant variance the EPA would investigate whether there has been sufficient levies paid or if some other offence has occurred.

**Obligations to be prescribed in the regulations:**

The Bill has provision for prescribing further requirements for landfill facilities in the regulations. These regulations will be aimed at ensuring that the data reported is accurate, allowing the waste levy to be equitably enforced across all liable facilities.

The regulations will prescribe that facilities should have a weighbridge to quantify the waste that enters or is removed from the landfill facility. This requirement will be phased in over time to allow smaller facilities that don't already have a weighbridge to obtain this infrastructure. The EPA will work with operators to find the best solution.

Until the weighbridge regulations can be fully implemented, guidelines for converting volume to weight will be issued so that waste levy returns for all landfills can still be submitted. Volume to weight conversion guidelines can provide a good estimate of waste received, but they are only a temporary measure as weighbridges are far more accurate.

The regulations will include requirements for the operation and maintenance of weighbridges.

The regulations will also cover requirements for separating landfill operations from any resource recovery works that might occur at the same premises. This is to ensure there is a clear distinction between leviable waste and any waste where a rebate may be claimed.

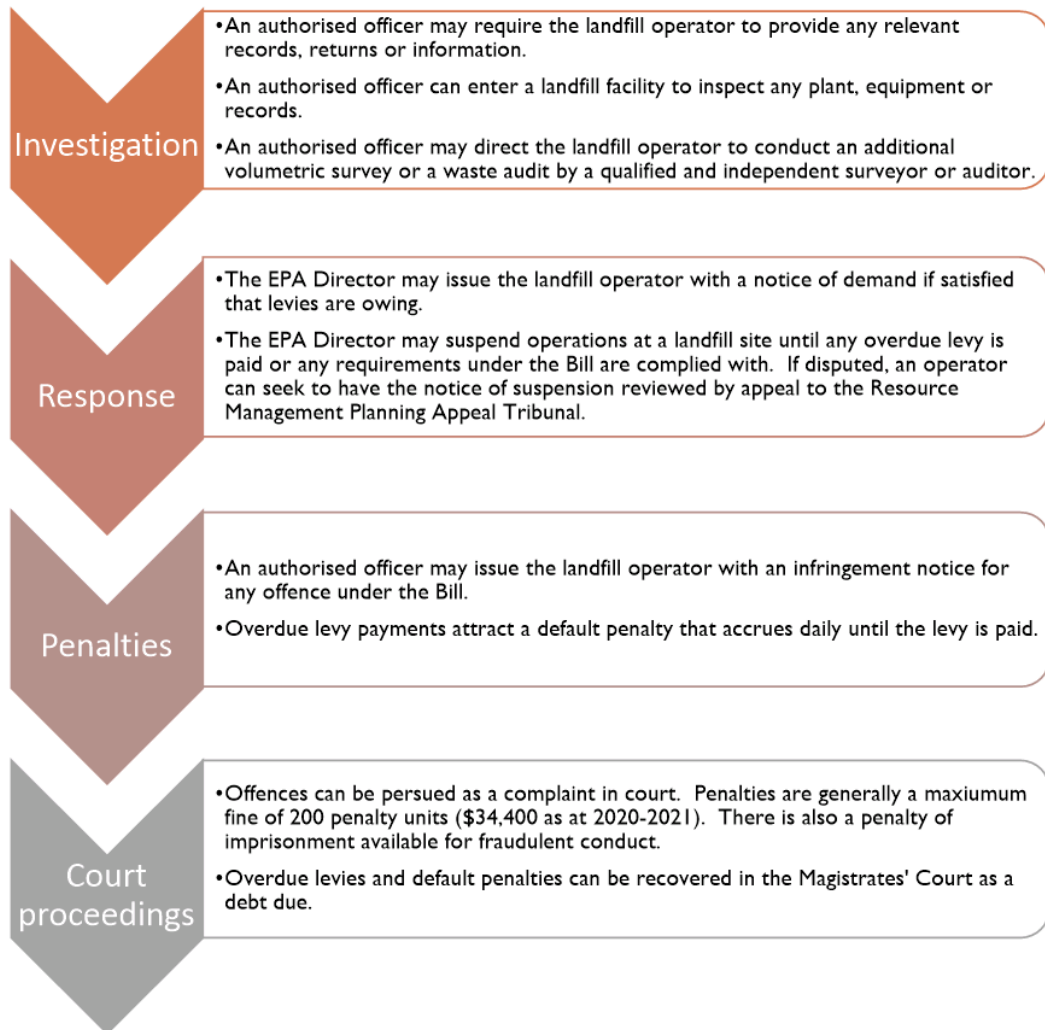


## ENFORCEMENT OF THE WASTE LEVY

This Bill will be enforced by the EPA; who have powers under the Bill to collect the levy, assess the accuracy of the waste levy return, issue default notices if insufficient levies have been paid, conduct inspections of landfill facilities and require an additional volumetric survey or a waste audit be conducted to ensure compliance with the legislation.

As well as court proceedings and infringement notices, the EPA Director has the power to suspend operations at a landfill facility if the landfill operator does not meet their requirements under this Bill. Figure 3 outlines the enforcement powers and steps that may be taken.

**Figure 3: Waste Levy Enforcement Action**



## REBATES FOR CHARITABLE ORGANISATIONS

It is acknowledged that the charitable recycling sector will be disproportionately impacted by the imposition of the waste levy due to the nature of their work. Organisations that accept donations from the public already face considerable waste disposal costs due to the high rate of unusable donations and dumping of rubbish at collection sites. Increasing the cost of waste disposal will mean these organisations will have less money to put towards their charity services.

To address this the Bill makes it a function of the Board to administer an assistance program to ameliorate the costs of the levy for charitable recyclers.

Included organisations are ones that:

1. Operate a recycling program or collect public donations for repurposing or reselling; and
2. Are established solely for charitable purposes and are not for profit; and
3. Are approved under section 5 of the *Collections for Charities Act 2001*; and
4. Are a deductible gift recipient under the *Income Tax Assessment Act 1997 (Cth)*.

Charities will still be encouraged and assisted to reduce their waste and to divert as much as possible from landfill.

The Board may also include other entities within their assistance program as directed by the Minister.

## OTHER MATTERS

The Bill does not contain all the requirements for an effective waste levy. In some regards the Bill provides only a framework with further legislative development required. Some important parts will need to be prescribed in the regulations once the Bill has been enacted.

These include the waste levy rate, exemptions for certain wastes and facilities where appropriate, reporting requirements for the waste levy return and further obligations for landfill operators.

The Bill also allows for the development of Standards and Guidelines for landfills and resource recovery facilities, including around stockpiling of wastes, to avoid potential adverse outcomes from the imposition of the levy.

This Bill will commence on the day it receives Royal Assent, except for the levy liability provisions (Part 3) which will commence on Proclamation. This is to allow key parts of the Bill (such as the Board and levy guidelines) to be developed and operational prior to the levy commencing.



## Appendix I Description of Bill Clauses

The descriptions below should be read in conjunction with the Bill itself.

### **PART I - PRELIMINARY**

#### **Clause 1 Short title**

This clause sets out how the Act may be cited.

#### **Clause 2 Commencement**

The Act will commence on Royal Assent, except for Part 3 (levy liability) which will commence on a day to be Proclaimed.

#### **Clause 3 Interpretation**

Subclause 1 defines how particular terms and phrases used in the Act are to be interpreted and applied.

Subclause 2 specifies that the definitions used in the *Environmental Management and Pollution Control Act 1994* apply in this Act.

#### **Clause 4 Meaning of landfill facility**

Subclause 1 defines the meaning of “land” and “lawfully disposed of” for the purpose of this section.

Subclause 2 defines a landfill facility as a facility where waste is lawfully disposed of into or onto land.

Subclause 3 permits exemptions to this definition to be prescribed in the regulations.

#### **Clause 5 Meaning of resource recovery facility**

Defines the meaning of “resource recovery facility”.

#### **Clause 6 Ministerial order**

Subclause 1 allows the Minister to declare that certain matter will be excluded from the operation of this Act.

Subclause 2 requires the Minister to consult with the Board about a proposed order.

Subclause 3 requires the order to be Gazetted and makes it a disallowable instrument to be Tabled in Parliament by adopting those provisions of the *Acts Interpretation Act 1931*.

#### **Clause 7 Application of Act**

Clarifies that the provisions of this Act are in addition to any other law of the State.

- Clause 8                    Delegation**
- Allows the Director, the Board or the Secretary of the Department to delegate any of their powers or functions under this Act.
- Clause 9                    Authorised officers**
- Declares the Director an authorised officer under this Act; and allows the Director to appoint authorised officers.
- PART 2                    ADMINISTRATION**
- Division 1                Tasmanian Waste and Resource Recovery Board**
- Clause 10                Establishment of the Tasmanian Waste and Resource Recovery Board**
- The Board is established as a body corporate with perpetual succession that may sue or be sued in its corporate name.
- Clause 11                Membership of the Board**
- Subclause 1 allows the Board to have 5-7 members.
- Subclause 2 specifies that appointments will be by the Minister who must also appoint one of the members as the chairman of the Board.
- Subclause 3 requires that one of the members must be a representative of local government nominated by the Local Government Association of Tasmania.
- Subclause 4 sets the requirements to be a member of the Board.
- Subclauses 5 and 6 enacts Schedules 1 and 2 of the Act with their respective rules regarding Board membership and meetings.
- Clause 12                Name of Board**
- Allows the Board to be renamed as approved by the Minister.
- Clause 13                Functions of the Board**
- Subclause 1 defines the meaning of “charitable recycler” for the purpose of this section.
- Subclause 2 specifies the functions of the Board.
- Subclause 3 requires the Board to perform its functions in a way that advances improvements in waste and resource recovery and is consistent with the objectives of the State’s resource management and planning system (RMPS).
- Clause 14                Powers of the Board**
- Gives the Board the power to do all the things necessary and convenient to be done in connection with the performance of its functions; including requesting information, entering agreements and publishing information.

- Clause 15 Ministerial directions**
- Allows the Minister to give directions to the Board regarding the discharge of its responsibilities under this Act. Directions must be in writing and must be Tabled in Parliament.
- Division 2 Staff of the Tasmanian Waste and Resource Recovery Board**
- Clause 16 Chief executive officer**
- Allows a person to be appointed CEO if requested by the Board.
- Clause 17 Responsibilities of chief executive officer**
- The CEO is to perform any functions delegated by the Board or required under this or any other Act.
- Subclause 2 requires the CEO to declare any conflict of interest.
- Clause 18 Staff**
- Subclause 1 allows persons to be appointed under the *State Service Act 2000* for the purposes of this Act.
- Subclause 2 allows the Board to enter into arrangements with the Secretary of the Department for state service employees to be made available to perform functions under this Act.
- Subclause 3 allows the Secretary of the Department to enter into arrangements with the Head of a State Service Agency for state service employees in other Agencies to be made available to perform functions under this Act.
- Division 3 Planning and reporting by Board**
- Clause 19 Waste strategy**
- Requires the Board to prepare a 3-yearly waste strategy. Requirements of the strategy are specified, including an analysis of current waste management practices. The strategy is to be consistent with the objectives of the RMPS and any applicable Ministerial direction.
- Clause 20 Preparation, approval and amendment of waste strategy**
- Subclause 1 lists the persons the Board is to consult with in preparing the waste strategy.
- Subclauses 2-5 sets the requirements for approval of the waste strategy by the Minister.
- Subclauses 6-7 allows the Board to amend the waste strategy with the same consultation and approval process.
- Subclause 8 requires the Board to make the waste strategy available for public inspection.



- Clause 21      Operational Plan**
- Requires the Board to prepare a yearly operational plan. Requirements of the plan are specified, including how the Board is to meet the business and financial goals of the current waste strategy. The plan is to be approved by the Minister and available for public inspection.
- Clause 22      Annual Report**
- Requires the Board to prepare an annual report and specifies the requirements of that report which is to be Tabled in Parliament.
- Clause 23      Minister may request information**
- Allows the Minister to request information from the Board relating to its powers and functions under this Act.
- Division 4      Finance**
- Clause 24      Waste and Resource Recovery Account**
- Creates an account, to be administered by the Secretary of the Department, and specifies the purposes that the funds in the account can be used for.
- Clause 25      Accounts**
- Allows the Board to open bank accounts if necessary.
- Clause 26      Funds**
- Allows the Board to receive funds from other sources, including as allocated by the State.
- Clause 27      Investment**
- The Board may invest any funds held by it, subject to the *Tasmanian Public Finance Corporation Act 1985*.
- Clause 28      Accounting Records**
- Requires the Board to keep accounting records that correctly record and explain its transactions and financial position; and specifies the requirements for keeping and retaining those records.
- PART 3      WASTE LEVY**
- Clause 29      Application of Part**
- Creates a number of exemptions by defining the meaning of "waste" when used in this Part of the Act to exclude:
- a) Asbestos
  - b) Illegally discarded waste collected by a public authority
  - c) Matter declared excluded by Ministerial order (clause 6)
  - d) Any prescribed matter in the regulations



**Clause 30 Prescribed Levy**

The amount of the levy is the amount prescribed in the regulations.

**Clause 31 Resource recovery rebate**

Entitles an operator to a rebate of the levy per tonne of waste that is removed from landfill in a calendar month, provided the operator provides proof to the Director that the waste was received at a resource recovery facility.

**Clause 32 Payable levy amount for landfill facility**

The amount of levy payable in a calendar month is the prescribed levy less any entitled resource recovery rebate.

If this results in a negative amount, then that amount is deducted from the levy payable in the next calendar month.

**Clause 33 Waste levy return**

A waste levy return is due within 10 days of the end of each calendar month and must be submitted to the Director in an approved form, include any prescribed information, and is to be accompanied by the payable levy amount.

Subclause 3 requires the payable levy amount to be deposited into the Waste and Resource Recovery Account.

**PART 4 OBLIGATIONS OF OPERATOR****Clause 34 Landfill facility requirements**

Subclause 1 makes it an offence for an operator to fail to comply with any requirements prescribed in the regulations.

Subclause 2 makes it an offence for an operator to fail to comply with any Ministerial Standards in force (under clause 51)

Subclause 3 requires the operator to comply with any guidelines issued by the Director (under clause 52).

**Clause 35 Volumetric surveys**

Requires an operator to conduct a volumetric survey of their landfill within 28 days of the Act commencing and then yearly thereafter. Creates an offence for failing to do so. Allows an authorised officer to require that an additional volumetric survey be carried out. Sets requirements for surveys.

**Clause 36 Records**

Requires operators to retain records relating to the Act for 5 years.

**Clause 37 Offences**

Creates an offence for knowingly evading or attempting to evade payment of the levy, and for giving false or misleading statements in a record or return required under this Act.

**PART 5 ENFORCEMENT****Division 1 Powers and procedures****Clause 38 Payment of overdue levy**

Allows the Director to issue a notice requiring payment for any unpaid levy amount. In considering whether any levy is owing the Director is entitled to make presumptions (subject to the operator establishing to the contrary) about the amount of waste received at the landfill.

An operator failing to pay in compliance with the notice is subject to a fine and a continuing penalty.

**Clause 39 Audit**

Allows the Director to issue a notice requiring a waste audit of the landfill facility and sets out the requirements for the notice and audit.

**Clause 40 Powers of authorised officers**

Lists the actions that authorised officers may undertake in the enforcement of this Act; including powers to enter facilities, inspect and test plant and equipment, and require the production of records. Creates an offence to refuse an authorised officer entry or to hinder or obstruct them in the exercise of their powers.

**Clause 41 Suspension of operations**

Subclause 1 gives the Director the power to suspend some or all of the operations at a landfill should the operator fail to comply with a requirement of this Act that is punishable as an offence.

Subclause 2 sets out the requirements for the notice of suspension – including specifying the conditions that need to be met for the suspension to be lifted.

Subclauses 3 creates an offence for failure to comply with the notice of suspension.

Subclause 4 requires the Director to lift the suspension once the conditions of the suspension are met.

Subclauses 5-7 set out a right of appeal to the Resource Management and Planning Appeal Tribunal and the powers of the Tribunal to determine the matter.

Subclause 8 clarifies that the suspension takes precedence over any authority to carry out landfill activity.

**Division 2 Penalties and proceedings****Clause 42 Infringement notices**

Allows authorised officers to issue infringement notices for any offence under this Act as prescribed in the regulations.

**Clause 43 Recovery of debt in court**

Allows the Director to recover any debt under this Act in the Magistrates' Court.



**Clause 44      Limitation period for prosecution**

An offence under this Act must be brought within 3 years.

**Clause 45      Liability of multiple operators**

If there is more than one operator of a facility, then each is jointly or severally responsible and liable for any contravention of this Act.

**Clause 46      Liability of body corporate**

If a body corporate contravenes this Act, then any person concerned with the management of that body corporate is taken to have contravened that provision. Includes limited personal defences such as proof that the body corporate acted without their knowledge.

**Clause 47      Presumptions in relation to rebate entitlements**

In any proceeding brought under this Act the operator bears the onus of proving any rebate entitlement.

**Clause 48      Evidence**

Allows records required to be kept by this Act to be tendered as prima facie evidence of the facts stated in the record.

**Clause 49      Protection from liability**

Provides protection against personal liability for the Minister, Director, authorised officers, and members of the Board for acts done in good faith in the exercise of their powers under this Act.

**PART 6      MISCELLANEOUS****Clause 50      Orders, notices &c., not statutory rules**

Any order, notice or declaration under this Act is not a statutory rule for the purpose of the *Rules Publications Act 1953* or *Subordinate Legislation Act 1992*.

**Clause 51      Regulations**

Allows the Governor to make regulations for the purposes of this Act.

**Clause 52      Ministerial standards**

Allows the Minister to make standards for the operation of landfill facilities and resource recovery facilities for the purpose of this Act, including in relation to stockpiling of waste.

Subclause 8 requires the standard to be Gazetted and makes it a disallowable instrument to be Tabled in Parliament by adopting those provisions of the *Acts Interpretation Act 1931*.

**Clause 53      Director may issue guidelines**

Allows the Director to make guidelines for the purpose of this Act by publishing them in the Gazette.

<b>Clause 54</b>	<b>Administration of the Act</b>  The administration of the Act is assigned to the Minister for Environment and Parks, and the Department responsible is the Department of Primary Industries, Parks, Water and Environment (DPIPWE).
<b>Clause 55</b>	<b>Consequential Amendments</b>  Allows the legislation listed in Schedule 3 to be amended as specified.
<b>Schedule 1</b>	<b>MEMBERSHIP OF THE TASMANIAN WASTE AND RESOURCE RECOVERY BOARD</b>
<b>Clause 1</b>	<b>Term of office</b>  An appointment is not to exceed 4 years and a member may not serve more than 2 consecutive terms.
<b>Clause 2</b>	<b>Holding other office</b>  Unless the contrary intention appears, the holder of an office is not disqualified from being a member of the Board or from accepting any remuneration payable.
<b>Clause 3</b>	<b>State service employment</b>  A state service employee may be a member of the Board.
<b>Clause 4</b>	<b>Remuneration and conditions of appointment</b>  Remuneration and allowances of members is as determined by the Minister.  The conditions of appointment, other than those specified in this Act, are as per the instrument of appointment.
<b>Clause 5</b>	<b>Vacation of office</b>  Specifies the circumstances for vacation of office and the powers of the Minister to remove a member from office.
<b>Clause 6</b>	<b>Filling of vacancies</b>  The Minister may appoint a member if an office becomes vacant.
<b>Clause 7</b>	<b>Validation of proceedings, &amp;c.</b>  Acts or proceedings of the Board are not invalidated because the office of a member is vacant or because a defect in appointment is subsequently discovered.
<b>Clause 8</b>	<b>Presumptions</b>  In any proceeding, proof is not required (unless there is evidence to the contrary) of the constitution or the Board or appointment of any member.
<b>Schedule 2</b>	<b>MEETINGS OF THE TASMANIAN WASTE AND RESOURCE RECOVERY BOARD</b>

<b>Clause 1</b>	<b>Convening of meetings</b>  Specifies how meetings are to be convened by the chairperson or the process in the chairperson's absence.
<b>Clause 2</b>	<b>Presiding at meetings</b>  Specifies that the chairperson is to preside over meetings, or a member elected by the members present if the chairperson is absent.
<b>Clause 3</b>	<b>Quorum and voting at meetings</b>  To conduct business the Board must have a quorum (a majority of members appointed and not excluded from considering a matter due to a conflict). Votes are determined by a majority of members present.
<b>Clause 4</b>	<b>Conduct of meetings</b>  The Board may regulate the conduct of business at its meetings.
<b>Clause 5</b>	<b>Absences</b>  A member must take reasonable steps to inform the chairperson if they will be absent from a meeting, and must not be absent from more than 3 consecutive meetings without permission from the chairperson (or they may be removed from office by the Minister – see Schedule 1 Clause 5).
<b>Clause 6</b>	<b>Minutes</b>  Requires accurate minutes of meetings to be kept.
<b>Clause 7</b>	<b>Disclosure of interests</b>  Makes it an offence for a member to fail to disclose that they have a direct or indirect pecuniary interest in a matter being discussed.  Unless the Board otherwise determines, a member with such a pecuniary interest must not be present during the deliberation or take part in a determination of that matter.
<b>Clause 8</b>	<b>General procedure</b>  The Board may regulate its own proceedings.
<b>Clause 9</b>	<b>Presumptions</b>  In any proceedings, proof is not required (unless there is evidence to the contrary) of any resolution of the Board or the presence of a quorum at any meeting of the Board.
<b>Schedule 3</b>	<b>CONSEQUENTIAL AMENDMENTS</b>
<i>Environmental Management and Pollution Control (Waste Management)</i>	<b>Amends regulation 18(2) by omitting paragraph (a).</b>  This clause deletes clean fill as an exception to the requirement for an authority or approval to dispose of to land.

**Regulations)  
2020**

The rationale for this is that clean fill is a resource and should not be disposed of at all. If you are discarding it, then you must have a permit or authority to do so and it will attract the waste levy.

**Environmental  
Management  
and Pollution  
Control Act  
1994**

**Section 3 is amended to substitute a new definition for clean fill – defined as type 1 or type 2 material.**

The meaning of clean fill is clarified in two new definitions, “clean fill type 1” and “clean fill type 2”. Clean fill type 1 will mean natural materials. Clean fill type 2 will consist of common demolition materials. Provision will be made for the Director to specify maximum levels of chemical contaminants or maximum proportions of other inert materials such as wood, plastics and metals. Provision will also be made for the Director to specify maximum dimensions for pieces of material within clean fill.

The rationale for this amendment is to provide a more workable definition of clean fill for regulating how this waste material is recovered.







**Department of Primary Industries, Parks, Water and Environment**

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**6.5 Hobart Energy Use and Greenhouse Gas Emissions Annual  
Reports: 2018 - 2019 & 2019 - 2020  
File Ref: F20/114066**

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Report of the Senior Climate Change Officer and the Manager Smart & Sustainable City of 19 February 2021 and attachments.

Delegation: Committee

**REPORT TITLE: HOBART ENERGY USE AND GREENHOUSE GAS EMISSIONS ANNUAL REPORTS: 2018 - 2019 & 2019 - 2020**

**REPORT PROVIDED BY:** Senior Climate Change Officer  
Manager Smart & Sustainable City

**1. Report Purpose and Community Benefit**

1.1. This is the final report for the City's 2010 – 2020 corporate energy and greenhouse gas program and the successful achievement of its reduction targets. It also provides the updates for the 2018 - 2019 and 2019 – 2020 annual reporting periods (**Attachment's A & B**).

1.2. It has been prepared in response to a City Infrastructure Committee resolution made at its meeting of 19 September 2018, being:

*"That a further report be provided in 12 months on the City's corporate greenhouse gas emissions and energy use."*

1.3. The reporting was delayed due to the Council's restructure and reallocation of roles and responsibilities associated with the City's energy and greenhouse gas emissions program, followed by the Covid public health emergency in early 2020.

**2. Report Summary**

2.1. The 2019 - 2020 Annual Report (**Attachment B** to this report) shows that the City achieved its corporate energy and greenhouse gas emissions targets, from 2010 levels by 2020, reducing its:

2.1.1. Energy use by 40.4% exceeding its 35% target;

2.1.2. Greenhouse gas emissions by 19.9% exceeding its 17% target.

2.2. Annual cost savings to the City, over the duration of the program, have resulted in savings of \$1.2 million per annum.

**Corporate Energy Use**

2.3. The corporate energy target measured energy use (electricity and liquid fuel: petrol, diesel and gas) from across the councils corporate assets and services.

2.4. The 2019-2020 report showed that the Council reduced its energy use by 40.4% from 2010 to 2020. This has resulted in savings of 263,331 GJ over the decade.

### Corporate Greenhouse Gas Emissions

- 2.5. The corporate emissions-target measured emissions from waste decomposition in the McRobies Gully Landfill, along with emissions associated with energy use: consumption of electricity; and fuels -petrol diesel and gas; across the Council's assets and services.
- 2.6. The 2019-2020 annual report shows that the City exceeded its emissions target of 17% by reducing its corporate emissions by 19.9% (4,424 tonnes of carbon dioxide equivalent (tCO<sub>2</sub>-e)) from the 2009-2010 baseline year.

### Energy Savings Reporting

- 2.7. Activities required to achieve the corporate targets were guided by the Energy Action Plans that are produced biannually, with annual update reports provided to measure progress towards its targets. Copies of the Energy Action Plans and Annual Reports are available on the City's website <https://www.hobartcity.com.au/City-services/Environment/Sustainable-Hobart/Reducing-the-City-of-Hobarts-energy-use>.
- 2.8. The City's program was widely recognised by local government across Tasmania and nationally, with knowledge and information on its actions learnings shared through Energy Tours with other southern councils. The program also informed the City's corporate reporting requirements to the Global Covenant of Mayors for Climate and Energy using the Carbon Disclosure Project reporting platform.
- 2.9. On the 23 November 2020, the City of Hobart endorsed a 20% reduction in corporate greenhouse gas emissions by 2030 as part of the Sustainable Hobart Action Plan.
- 2.10. It is proposed that a further report be provided by April 2021 that identifies the next Energy Savings Action Plan measures to reduce greenhouse gas emissions and meet the associated target.

### 3. Recommendation

#### ***That:***

- 1. ***A further report be provided by April 2021 that identifies the next Energy Savings Action Plan measures to reduce corporate greenhouse gas emissions by 20% on 2020 levels by 2030.***
- 2. ***Opportunities for positive media about the City's achievements in regard to greenhouse gas emissions and energy use be sought.***

#### 4. Background

- 4.1. The City, in 2014, established strategic and evidence-based corporate targets for its energy use and greenhouse gas emission of 35% and 17% respectively from 2010 levels by 2020. Energy Action Plans were produced to identify biannual tranches of actions and Annual Update reports were prepared to measure progress towards the targets.
- 4.2. The Energy Action Plans identified specific activities to reduce corporate energy use and associated greenhouse gas emissions, while the City's Waste Management Strategy 2015-2030 incorporates actions to minimise greenhouse gas emissions related to waste.
- 4.3. The corporate emissions target built on an earlier target whereby the City's emissions were successfully reduced by over 60% from 2000 levels by 2010; demonstrating a long-term commitment to continual improvement of its operations, sustainable and best practice action.
- 4.4. There was no previous corporate energy target (for the 2000 to 2010 period). However the inclusion of an energy target as part of the 2010-2020 corporate targets enabled a deep dive into actions that have successfully resulted in improved energy performance across council assets and services significant cost savings to the Councils on its energy bills. It focused on the reduction of consumption of electricity and liquid fuels (diesel, petrol, gas) across corporate assets including: fleet, buildings, recreational assets, pumps and streetlights etc.
- 4.5. In terms of Council's corporate emissions these are measured across two areas of emissions, those:
  - 4.5.1. Directly emitted (Scope 1) from Council activities: methane (CH<sub>4</sub>) from the long term decomposition of waste in McRobies Gully Landfill (CH<sub>4</sub> is 25 times more potent greenhouse gas than carbon dioxide); and carbon emissions associated with combustion of fuels (petrol and diesel) for vehicles and fleet; and natural gas used in facilities; and
  - 4.5.2. Resulting from the processes of generating, transmitting and distributing electricity (Scope 2) that is consumed across the Council's assets: buildings, streetlights and pumps etc.
- 4.6. The 2018-2019 reporting cycle was delayed due to the restructure of the Council's Divisions and the reallocation of roles and responsibilities combined with the effects of the public health emergency.
- 4.7. The annual reporting is also used to inform the Council's annual reporting requirements to the Global Covenant of Mayors for Climate & Energy, for which it is a member.

**Key actions and savings**

- 4.8. Greenhouse gas emissions from the McRobies Gully Waste Management Centre continue to decrease due to the higher amounts of waste diversion away from landfill, in part due to the new Food Organic Green Waste Organic (FOGO) Services introduced in November 2019. This was the main contributor to the reduction in emissions compared to the previous year.
- 4.9. Cogeneration of landfill emissions continues to show a progressive decline as legacy emissions are destroyed.
- 4.10. The City's energy use also continued to decline and was 8.1% lower than the previous year. Since 2009-2010 use has been reduced by 40.4% achieving the energy reduction target of 35% in 2019-2020.
- 4.11. A number of energy efficiency and renewable energy projects were completed in the 2019-2020 year, though less than in previous years due to COVID19. The most significant works were heating upgrades at the Council Centre and the Town Hall, alongside Argyle Street Carpark toilet facility upgrades and LED lighting upgrades in the Elizabeth Street Mall.
- 4.12. The total cost of building upgrades was \$143,500. This investment is expected to return \$559,000 in energy savings, 780 tCO<sub>2</sub>e in greenhouse gas savings to City of Hobart over the next decade.
- 4.13. The City's corporate Energy Action Plan for the period 2018 to 2020 was endorsed by the Council in October 2017. Of the actions listed in this Plan, 36 have been completed or are in progress and 28 are yet to be commenced. In addition, a further eight projects not listed in the Plan were completed.

**5. Proposal and Implementation**

- 5.1. A further report be provided by April 2021 that identifies the next Energy Savings Action Plan measures to reduce corporate greenhouse gas emissions by 20% on 2020 levels by 2030. The Energy Savings Action Plan's outlines the actions over the next three years to achieve the target and annual update reports measure the City's progress towards its new target each year.
- 5.2. The information provided in the annual report (**Attachment A** to this report) will be finalised in line with corporate branding requirements and be published on the City's website.

**6. Strategic Planning and Policy Considerations**

- 6.1. The projects undertaken to reduce energy use and greenhouse gas emissions support the Capital City Strategic Plan 2015 – 2025, specifically;

- 6.1.1. Objective 6.3.4: Pursue corporate and community environmental sustainability.
- 6.1.2. Objective 6.3.3: Extend the City's sustainability leadership in energy and closed loop resource systems.
- 6.1.3. Objective 6.4.1: Adopt a holistic approach to climate change mitigation and adaptation across all pillars of the strategic plan.
- 6.1.4. Objective 7.3.2 Enhance asset management practices, to ensure assets meet future needs and respond to the impacts of climate change.

## **7. Financial Implications**

### **7.1. Funding Source and Impact on Current Year Operating Result**

- 7.1.1. In 2019-2020 the funding of greenhouse gas emission and energy use reduction projects was provided from several sources, including the Greenhouse Gas Reserve Fund (which is set at \$100,000 per annum), an amount of \$100,000 per year to implement capital projects listed in the Energy Savings Action Plan and more significantly from project specific budget allocations.

### **7.2. Impact on Future Years' Financial Result**

- 7.2.1. The primary source of energy efficiency investment is a nominal allocation of \$300,000 in the Sustainable Hobart Action Plan.
- 7.2.2. As projects are implemented savings in energy and maintenance costs are identified and incorporated into forward budgets.
- 7.2.3. Where significant further cost effective projects are identified and cannot be accommodated within available budget allocations, reports will be provided to the Council seeking funding approval on a project by project basis.

### **7.3. Asset Related Implications**

- 7.3.1. Asset related considerations and life cycle costs are taken into account in the assessment of each project.

## **8. Legal, Risk and Legislative Considerations**

- 8.1. There are no legislative requirements in regard to energy use or greenhouse gas emissions, with the City's facilities being below national greenhouse gas reporting thresholds.
- 8.2. Reduction in energy use lowers the financial risk to the City in regard to any future increases in energy charges.

**9. Environmental Considerations**

- 9.1. In addition replacement of mercury vapour and fluorescent lights with LED technology is reducing the waste and recycling issues associated with mercury.
- 9.2. Energy and greenhouse gas emissions are continuing to be lowered as the result of projects and operational improvements and thus reducing the City's environmental footprint.

**10. Marketing and Media**

- 10.1. There is potential for positive media on the City's successful achievement of its corporate energy and greenhouse targets.
- 10.2. The annual report, provided as **Attachment A**, will be published on the City's website.

**11. Delegation**

- 11.1. This is a matter for the City Infrastructure Committee to consider.

*As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.*





Katrina Graham  
**SENIOR CLIMATE CHANGE OFFICER**



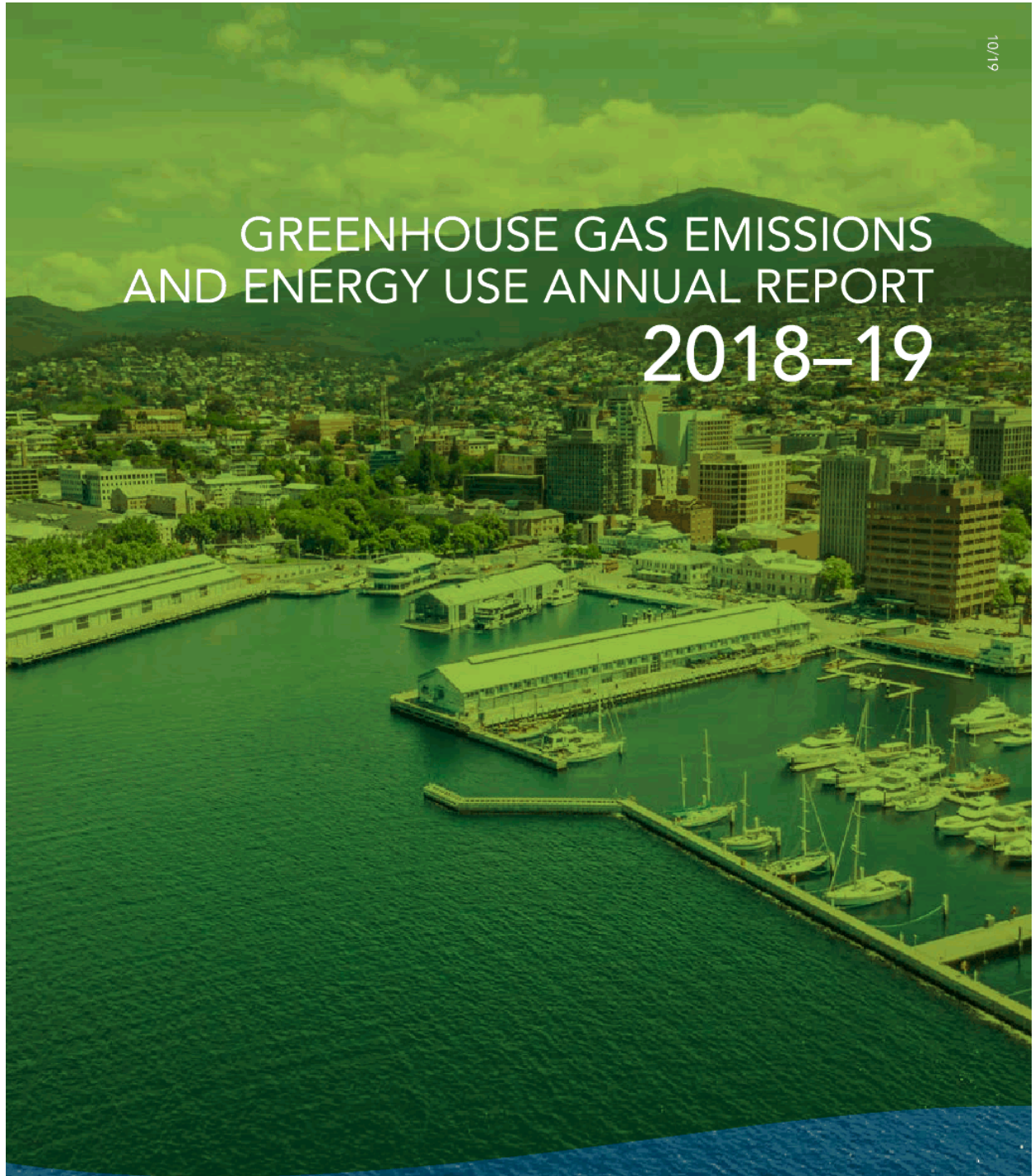
Robert Stevenson  
**MANAGER SMART & SUSTAINABLE CITY**

Date: 19 February 2021  
File Reference: F20/114066

Attachment A: 2018/2019 Annual Report ↴   
Attachment B: 2019/2020 Annual Report ↴ 

10/19

# GREENHOUSE GAS EMISSIONS AND ENERGY USE ANNUAL REPORT 2018–19



City of **HOBART**





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## 1. SUMMARY

The City of Hobart has strategic objectives to improve its corporate environmental sustainability and to show leadership in addressing and responding to the impacts of climate change.

As part of its measurement systems, the City of Hobart monitors its corporate greenhouse gas (GHG) emissions and energy use. This report provides a summary of emissions and energy information for the 2018-2019 financial year.

In 2014 the City of Hobart set revised targets for GHG emissions and energy use. The emissions target is for a 17% reduction from 2010 levels by 2019-2020, and the target for energy use is for 35% lower usage over the same timeframe.

In 2018-2019 the City's emissions were reduced to a total of 18,453 tCO<sub>2</sub>-e or 879 tonnes CO<sub>2</sub>-e lower than the previous year. A reduction of 17.2% has been achieved since 2009-2010. The City remains on track to meet the revised 2020 target of 18,508 tCO<sub>2</sub>-e.

Energy use was reduced by 5.9% in 2018-19 to 63,384 gigajoules and is now 34% below that consumed in 2009-2010. This remains on track to meet the reduction needed to achieve the 35% reduction target for 2020.

The City of Hobart has endorsed a second Energy Savings Action Plan (for the period 2018 to 2020) to support work towards these targets, along with other plans and strategies in regard to waste management and climate change mitigation.

As a result of changes, internationally the global warming potential of methane was

revised upwards from 21 to 25 in the National Greenhouse Accounts Factors in 2015. This has affected the City's reported greenhouse gas emissions. Values for past years have been adjusted in this report in line with this change, along with the emissions target and are thus not directly comparable with information provided in reports prior to the 2015-2016 year.

Nine solar system installations occurred in 2018-19, adding an additional 214kW of renewable energy capacity on City of Hobart buildings. This, including energy efficiency upgrades such as building management control systems in the Town Hall, optimisation of newly installed heating and related mechanical plant works at the DKHAC and further upgrade of lights with energy efficient LED technology in City owned buildings and public lighting will lead to over \$500,000 in energy savings over the lifetime of the measures. The total cost was \$205,000 and expected yearly savings \$52,000.

The Doone Kennedy Hobart Aquatic Centre (DKHAC), the largest building energy user (over 50%), included the installation of numerous mechanical plant and valve changes, and some modifications to control systems to reduce pumping costs and improve heat transfer efficiency. The outdoor lighting has been upgraded to LED with other infrastructure works.

Several energy efficiency projects were undertaken in the Town Hall including improved heating systems in several meeting rooms and the main Ballroom, along with



better stairwell lighting. Fourth floor and stairwell lighting at the Hobart Council Centre building was upgraded with more energy efficient LED lighting. Heating of offices in the Hobart Central Car Park was upgraded to heat pump technology. A project to upgrade the public space lighting in Elizabeth Mall to LED technology finished completion in July 2019 (and as such is recorded in FY 2019-2020).

In addition to this work, further upgrading of building lighting to LED technology was undertaken in the Hobart Council Centre offices and Town Hall.

Further projects to reduce energy use and emissions are planned for 2019-2020, including assessing the feasibility of energy efficiency improvements to the new works proposed at the Doone Kennedy Hobart Aquatic Centre and the installation of an extra 70 kilowatts of solar panels on the City's buildings.

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Town Hall an additional - 12kW, Hobart Central Car Park -20kW, Mornington Nursery an additional - 8kW, Bushland Depot an additional - 27kW, City Hall an additional 32kW, Cleary's Gates an additional - 35kW, City Hall an additional - 32kW, Mathers House an additional- 10.75kW, North Hobart Oval an additional - 38kW



## 2. INTRODUCTION

As part of its environmental management and strategic measurement systems, the City of Hobart monitors its corporate greenhouse gas (GHG) emissions and energy use. This report provides a summary of emissions and energy information for the 2018-19 financial year.

The City has been measuring and undertaking projects to reduce its greenhouse gas emissions since 1999. During this period the City was involved in the Cities for Climate Protection™ program until the Program's closure in 2008. Since then the City has developed its own program to continue reducing emissions and saving energy, which is coordinated by its Energy Management Team.

The City uses 2009-2010 as the baseline year for reporting as water and sewerage assets and operations were transferred to what is now TasWater on 1 July 2009. The operation of water and sewerage assets previously comprised a significant proportion of the City's greenhouse gas emissions and about 25% of energy use.



### GREENHOUSE GAS EMISSIONS

The City measures both its Scope 1 and Scope 2 greenhouse gas emissions.

Scope 1 emissions are those directly emitted including combustion products from fuel use such as vehicles (diesel and petrol) or facilities using reticulated natural gas, along with those emissions from the City's McRobies Gully Waste Management Centre, consisting of landfill gas emissions (methane) and from composting operations (methane and nitrous oxide).

The Scope 2 emissions are related to those emissions created in the processes of generating, transmitting and distributing electricity consumed by the City.

Scope 2 emissions are based on a standardised emissions coefficient for electricity of 0.2 tCO<sub>2</sub>-e per kilowatt-hour (kWh). This has been chosen to eliminate fluctuations resulting from annual changes in the coefficient for Tasmania. These fluctuations are caused by variations in its energy generation mix of renewable hydro and wind, natural gas (Bell Bay) and largely coal based electricity imported via Bass Link and can have a very significant impact on comparing one year's emissions with another.

Greenhouse gas emissions are measured in tonnes of carbon dioxide equivalent (tCO<sub>2</sub>-e). For comparison a typical sized car being driven 15,000 kilometres per year emits about 4 tCO<sub>2</sub>-e/yr.

### ENERGY USE

Various sources of energy are used by the City including liquid and gaseous fuels, along with electricity. The unit of energy used in this report is the gigajoule (GJ) or 1,000 million joules. For comparison a medium sized car travelling the distance noted above uses about 40 GJ/year, while a 4 person household using electricity for heating and hot water consumes about 25-30 GJ/year.

### 3. BACKGROUND

When the City joined the Cities for Climate Protection™ program in 1999, its emissions were almost 70,000 tCO<sub>2</sub>-e per annum, of which about 10,000 tCO<sub>2</sub>-e/yr were from water and sewerage operations. These values are based on a global warming potential (GWP) factor of 21 for methane.

Between the years 2000 and 2010 the City reduced its greenhouse gas emissions by over 60%. This was achieved primarily through improvements to its solid waste facilities, which involved capturing landfill gas for electricity generation and diversion of green waste to reduce future emissions, along with use of digester gas from its wastewater treatment plants (since transferred to TasWater).

Only limited further improvements can be made in reducing landfill gas emissions as landfill gas capture has been extended across all suitable areas of the McRobies Gully site. Waste can generate emissions for over 30 years after it has been landfilled, so reducing waste in any given year has a minor impact on that year's emissions as most are generated from waste disposed previously.

Given the limited potential for further waste related savings, the primary focus to lower the City's carbon footprint has shifted to reducing emissions from energy use. In 2014, the Council set targets to reduce GHG emissions by 17% and energy use by 35% by 2019-2020 from 2009-2010 levels.







## 4. GREENHOUSE GAS EMISSIONS IN 2018–19

In regard to greenhouse gas emissions, internationally there was agreement to adjust the global warming potential (GWP) factors for some greenhouse gases in 2015, based on better understanding of their impacts. The most significant of these changes was the increase in the GWP for methane from 21 times that of CO<sub>2</sub> to 25 times. The reporting of the City's emissions has been adjusted to allow for these changes to the GWP factors for greenhouse gases.

Using this revised basis, the City's corporate greenhouse gas emissions for the 2018–2019 year were 18,453 tCO<sub>2</sub>-e, a reduction of 879tCO<sub>2</sub>-e on the previous year and 3,847tCO<sub>2</sub>-e or a 17.25% drop since 2009–2010.

The graph below displays emissions data over the past 10 years, with the emissions related to the waste activities at McRobies Gully Waste Management Centre and those resulting from the City's other operations and facilities shown for each year.

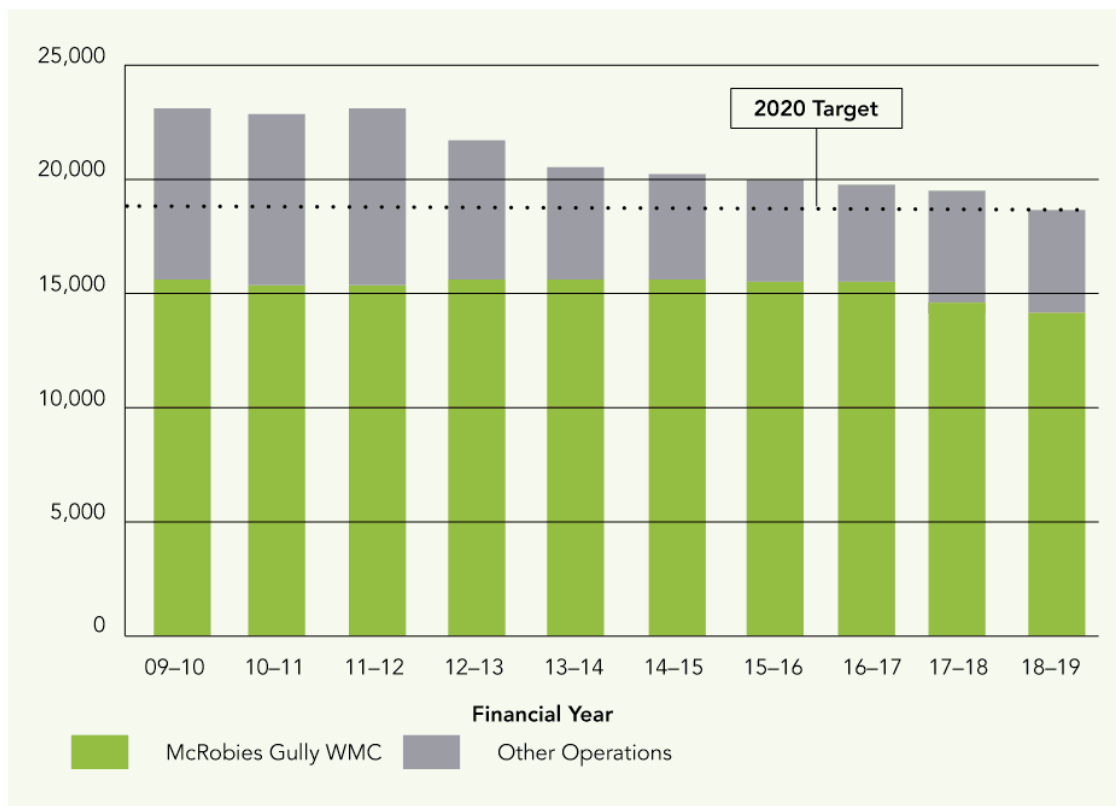


Figure 1: Corporate greenhouse gas footprint tracking against the 2020 target

The following table lists the emissions amounts as displayed in the graph.

GREENHOUSE GAS EMISSIONS (TONNES CO <sub>2</sub> -E/YR)			
YEAR	TOTAL	MCROBIES GULLY WMC	OTHER OPERATIONS
2009–10	22 285	15 984	6 301
2010–11	21 986	15 997	5 989
2011–12	22 092	16 043	6 049
2012–13	21 757	16 218	5 539
2013–14	21 160	15 887	5 272
2014–15	20 621	15 750	4 701
2015–16	20 018	15 432	4 587
2016–17	19 723	15 267	4 456
2017–18	19 105	14 697	4 408
2018–19	18 453	14 579	3 874

The emissions from McRobies Gully Waste Management Centre have been relatively stable since 2009-2010 though decreasing over the past 4 years, while emissions from energy use and other operations have been dropping more significantly in percentage terms.

The largest source of the City's greenhouse gas emissions is the McRobies Gully landfill. Refuse takes more than 30 years to fully decompose once it is buried. So even though the amount of waste being landfilled has dropped by 16% over the past four years, emissions have only dropped by 9% from its peak as most of the emissions are generated by waste previously disposed at the site.

Landfill gas collection has been extended across all suitable areas of the site to minimise these emissions, but there is a limit to the proportion of gas that can feasibly be extracted. Without gas collection the emissions from the buried waste would be over 50,000 tCO<sub>2</sub>-e per year.

The lower emissions in 2018-19 resulted from the continuing reduction in the quantities of

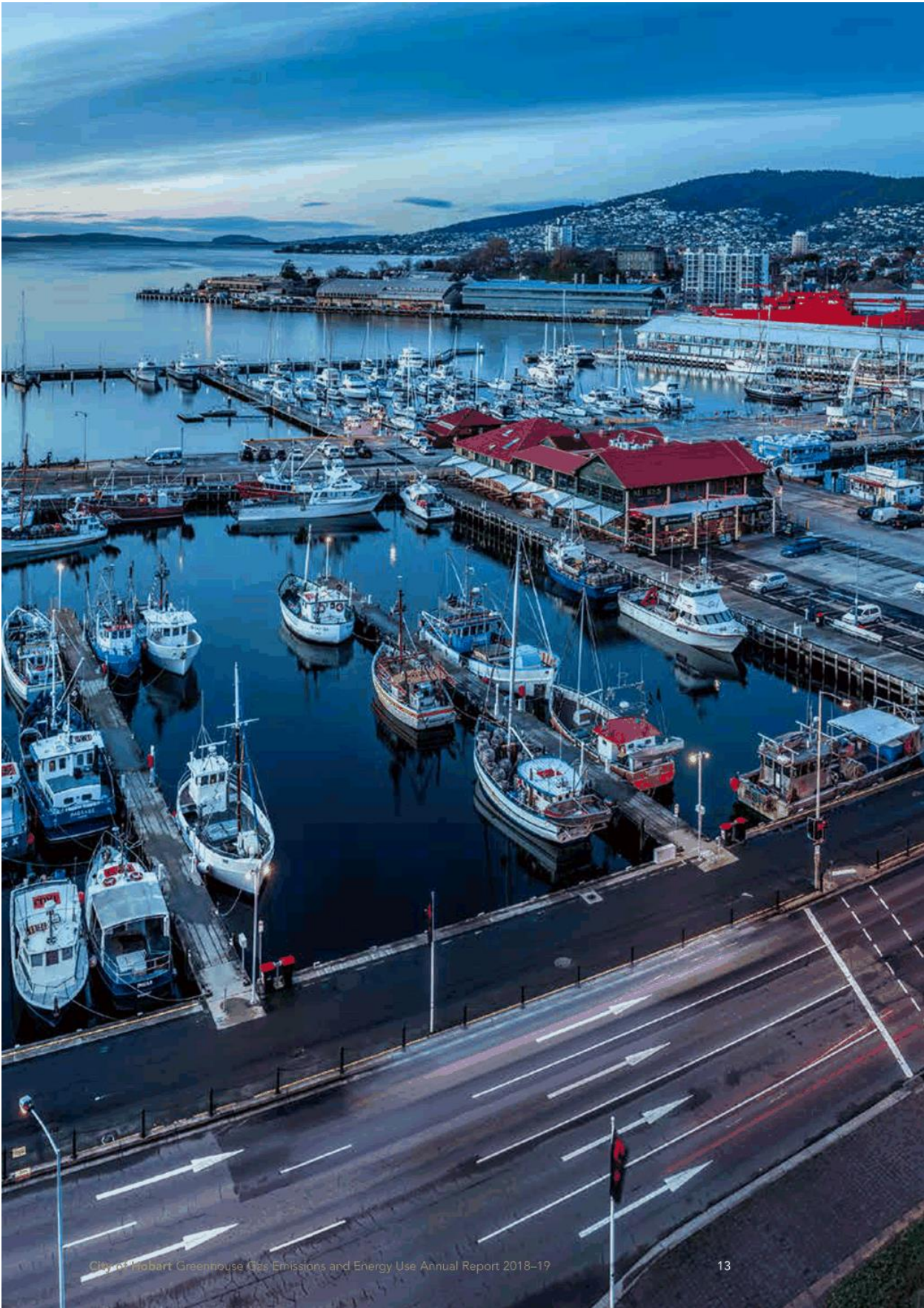
waste being received and a change to the emissions factor for composting operations.

Emissions from the City's other operations have been lowered over recent years. A reduction of 549tCO<sub>2</sub>-e was achieved in 2018-19 compared to the previous year for these "other operations", and these have been reduced by about 2,442tCO<sub>2</sub>-e (or 39%) since 2009-2010.

The emissions from the City's fleet of vehicles and plant in 2018-19 was virtually the same as that in the previous year. Fleet related emissions are trending lower over time, with some fluctuations. Fleet emissions are largely dependent upon the available technology, i.e. vehicle manufacturers. A graph showing these emissions since 2009-2010 is provided in Appendix A.

The City's target for reduction in greenhouse gas emissions between 2009-10 and 2019-20 is 17% and with a 17.1% reduction by 2018-19 the target has been achieved.









## 5. ENERGY CONSUMPTION IN 2018–19

The major energy source used by the City is electricity, which comprised 57% of the total energy use in 2018-19. Liquid fuels, including diesel and petrol and bottled LPG, used in vehicles and mobile plant make up about 39%, with the remaining 4.5% is natural gas used in CNG trucks and in facilities connected to the reticulated natural gas system.

The City's energy use has been reduced over recent years, largely as a result of energy efficiency measures and installation of solar panels producing renewable energy. The amount of energy used in the 2009-2010 year was close to 97,700 GJ. In 2018-2019 use had declined to about 63,384 GJ or a 34% reduction over nine years. The reduction has been relatively broad based, though there have been increases at some sites, where additional infrastructure has been installed, or there has been increased utilisation of a facility.

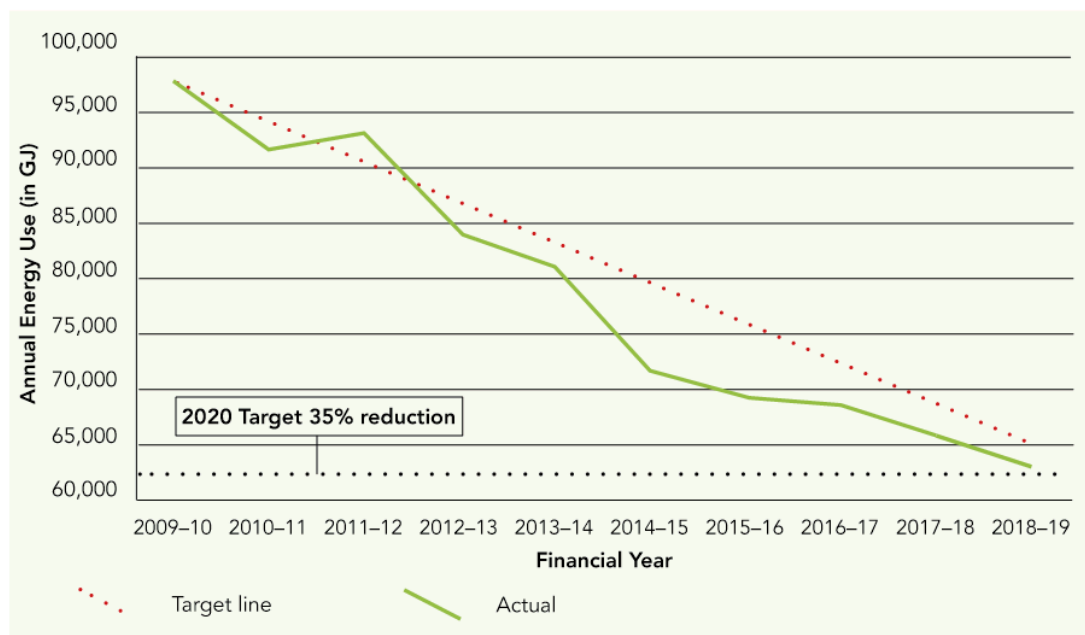
The building average energy intensity has been reduced from 374 MJ/m<sup>2</sup>/yr to 205 MJ/m<sup>2</sup>/yr (ie 45% since 2009-2010). A graph showing the trend in building energy use is provided in Appendix A.

Fuel use has also declined significantly, with a reduction of over 32% since 2009-2010.

The graph below shows energy use since 2009-2010 with the dashed target line showing the straight line trajectory that the City would have to follow to meet its 35% reduction target by 2019-2020. The actual result is tracking ahead of the target line, though savings are becoming more difficult to achieve as the more cost effective and larger scale energy efficiency works are completed. It is anticipated that the 35% target may be achieved in 2019-2020 as the full year impacts of projects completed over the past couple of years are realised.

The reduction in 2018-19 was greater than in 2017-18, with energy savings measures implemented in 2017-18 for the City's largest single energy using facility, the Doone Kennedy Hobart Aquatic Centre, being realised, alongside many other heating and solar energy investment returns.

Figure 2: Corporate energy use footprint tracking against the 2020 target



The cost of energy to the City in 2018-2019 was about \$3.6 million or about 2.4% of the City's overall annual budget. Projects have generated significant maintenance cost savings, which are difficult to attribute to a single year of savings.

The major energy using activities are building operations, street lighting and vehicles and plant. The following table lists broad categories of uses and amount of energy used by each category. A comparison with usage in 2018-2019, 2017-2018 and the baseline year of 2009-2010 is also included.

Table 1: Corporate energy use by type of asset over time

CATEGORY	ENERGY USE 2009-2010	ENERGY USE 2017-2018	ENERGY USE 2018-2019	17-18 TO 18-19 CHANGE
Vehicles and Plant	34 516 Gj	25 757 Gj	25 959 Gj	0.8%
Hobart Aquatic Centre	19 604 Gj	14 967 Gj	12 654 Gj	-15.5%
Street Lighting	13 500 Gj	9 961 Gj	9 401 Gj	-5.6%
Civic & Administration Buildings	10 958 Gj	6 945 Gj	6 736 Gj	-3.0%
Multi-Storey Car Parks	4 762 Gj	3 636 Gj	3 300 Gj	-9.2%
Community Halls and Parks	2 493 Gj	3 318 Gj	2 638 Gj	-20.5%
Depots, Waste & Nursery	9 345 Gj	1 330 Gj	1 104 Gj	-17.0%
Public Space Lighting & Fountains	1 482 Gj	1 476 Gj	1 592 Gj	7.9%
<b>Total</b>	<b>97 747 GJ</b>	<b>67 704 GJ</b>	<b>67 267 GJ</b>	<b>-0.6%</b>

The following sections provide information on factors affecting energy use and projects completed during 2018-2019. A table summarising the more significant projects is provided in Appendix B.

## VEHICLES AND PLANT

Vehicle and Plant is the largest single category with 41% of the City's 2019-2020 energy use. Much of the use is by trucks and heavy plant, including refuse and recycling collection, civil maintenance, civil construction, parks maintenance and Waste Management Centre operations activities. Fuel use in 2018-2019 was slightly higher than the previous year, and is trending downwards over the longer term. Work has continued to be undertaken to reduce fuel use, including:

- Increasing fuel efficiency standards of new vehicles and plant, with fuel efficiency being part of the selection criteria for purchases;
- Driver education programs have continued with the aim of more fuel efficient driving techniques;
- Investigation of alternative technologies, such as electric vehicles; and
- Identifying areas where plant and vehicle use can be reduced, such as through the use of Global Positioning System units

In terms of plant operations a full electric self-vacuuming unit and a Toro all terrain vehicle cleaning unit have been purchased. In 2018-2019 vehicle fuel use has reduced by a quarter of what it used to be in 2009-2010.

## DOONE KENNEDY HOBART AQUATIC CENTRE

The Hobart Aquatic Centre is a high energy use site due to long opening hours, significant heating requirements and the various mechanical plant systems such as circulating pumps and fans.

There has been a 35% energy use reduction at the Hobart Aquatic Centre, from 2009-2010 to 2018-2019. A 15% reduction in electricity use was achieved in 2018-19 compared to the previous year. As well as significant reductions from energy efficiency measures the 400kW solar PV system, which is one of the largest commercial systems in the State, provided over 500,000 units (kWhrs) of solar electricity in 2018-19.

Several measures were taken during the year to improve efficiency at the site including:

- More efficient air conditioning system upgrades, such as modern Building Management System installation;
- Air leak reduction from wall near 25m pool area;
- External lights including façade lighting

converted to LED; and

- Air conditioning dampers installed to prevent air leakages through vents.

Variable speed drives on pumps installed in 2018-19 were tested to be reconfigured to match demand, based on feedback loops through the system. The electric backup boiler was decommissioned and a natural gas boiler system installed, and while natural gas use doubled from 2017-18 to 2018-19, this is due to the fact natural gas was installed part way through the 2017-18 year. While natural gas combustion will increase greenhouse gas emissions, this boiler is only expected to be used occasionally (back-up to main heating system) and impact on the City's emissions will be small.

## STREET LIGHTING

Street lighting in the City of Hobart area is largely managed and operated by TasNetworks and includes about 5,000 lights on roads around Hobart. In addition, there are several hundred street lights on metered supplies, which are owned and operated by the City.

Approximately 20 lights were upgraded to more energy efficient lights during the year in areas such as Sandy Bay and the Elizabeth St Mall reducing street lighting electricity consumption by 0.5% from 2017-2018 to 2018-2019. The transfer of 230 lights on Davey, Macquarie and Brooker streets to the Department of State Growth, Tasmanian Government in December 2018 also impacts total street lighting use.

TasNetworks have recently tendered for supply of lights for the next five years and a range of LED alternatives have been chosen for replacing major category lights. The availability of an LED options for these lights will result in more significant savings over coming years. The conversion of existing streetlights to LED since 2009-2010 has reduced energy use by a third in the street lighting sector.

## CIVIC AND ADMINISTRATIVE BUILDINGS

In the City's civic and administrative buildings, including the Town Hall, Hobart Council Centre and Tasmanian Travel Information Centre, a reduction of 3% in energy use was achieved in 2018-19.



Significant projects completed in these buildings during the year included:

- New building management systems implemented in the Town Hall to enable improvements to optimise control of heating systems;
- A number of lights in the Town Hall ball room/auditorium up lighting and lighting in stairwells were upgraded to LEDs;
- Council Centre upgraded lighting to LED on level 4 hallway;
- Additional 12kW solar panel system installed on non-heritage roof section of the Town Hall Macquarie Wing;
- Annex heating, ventilation and air conditioning systems in the Town Hall recirculated and variable speed drives installed on the AC compressors to better deliver cooled tempered air temperatures; and
- Air conditioning units replaced with more efficient versions in the Tasmanian Travel Information Centre.

#### MULTI-STOREY CAR PARKS

The City owns or leases several multi-storey car parks being the Argyle St, Centrepont, Salamanca, Hobart Central and Trafalgar Car Parks. Energy consumption has been reduced by a third since 2009-2010 and a 9.2% reduction occurred from 2017-2018 to 2018-2019.

Heating systems in the Hobart Central Car Park were reviewed, and the electric panel heating system was replaced with a heat pump in the staff room. A 20kW solar panel system was installed in Hobart Central Car Park and a 31kW solar panel system at Centrepont Car Park.

LED upgrades were made to Trafalgar St Car Park fluorescent lighting.

#### COMMUNITY HALLS AND PARKS

The category of community halls and parks is very diverse, including the City Hall, local community halls, sporting facilities, local and historic parks.

Energy use decreased by 20% in this category in 2018-2019 compared to the previous year, primarily as a result of a full year's production from solar panels installed in the previous year. An additional 32kW was installed at the City Hall late 2018, in addition to the existing 5kW

system.

Some public conveniences were upgraded during the year. Works at each facility included the upgrade of lights to energy efficient LED fittings. Additional smart meter energy use was added to this category in 2018-19, with the installation of smart spots and smart meters around the City.

#### DEPOTS, WASTE MANAGEMENT AND NURSERY

The overall usage at these sites was significantly lower, with a reduction of 17% compared to the previous year, with savings achieved at a number of locations.

The Plant Workshop underfloor electric heating system was upgraded at the Clearys Gates Depot with a more efficient centralised AC system during 2018-19, which included air ventilation filtering and fresh air purging for air quality benefits.

An additional 35kW solar system was installed at Clearys Gates Depot and 27kW at the Bushland depot (October 2018).

Solar panels installed during the previous year at Clearys Gates Depot, McRobies Gully Waste Management Centre, Mornington Nursery and the Bushland Works Depot on Huon Road contributed savings from a full year of operation.

#### PUBLIC SPACE LIGHTING AND FOUNTAINS

The public space lighting and fountains category includes lighting of walkways, squares and other non-street public spaces and fountains such those in Salamanca Square and the Railway Roundabout.

Usage was marginally higher (7.9%) than in 2017-2018 with savings from the upgrade of the Mawson Place Cardinal Lights and some of the lights in the Elizabeth St Mall, offset by additional energy use from a full year's operation of Morrison Street streetlights, new lights in the Franklin Square bus stops and at the new Sandy Bay Retail Precinct lighting.



## 6. WORKS PLANNED FOR 2019–20

The following describes some of the works planned for 2019-20 to reduce energy use by the City's fleet and facilities.

There is 70kW of solar electricity systems planned across a range of sites. Feasibility studies undertaken in 2018-19 will determine which locations have optimal solar access, pricing frameworks and a positive return on investment.

Work to switch City of Hobart energy use to low emission sources continues alongside energy conservation works to improve how well buildings use energy, via energy efficient heating (in for example, the heating basement direct electric upgrade to air conditioning at Council Offices), lighting and draught proofing upgrades.

### VEHICLES AND PLANT

An electrical vehicle charging station is to be installed on the Town Hall car parking deck, suitable for charging future City fleet electric vehicles and for use by members of the public.

No other specific projects have been identified for this category, however, work will continue on:

- identifying ways to reduce plant usage and kilometres travelled by the City's fleet;
- improving the energy efficiency of plant and fleet through replacing equipment with more fuel efficient technology;
- monitoring the availability of new technology such as electric, hybrid and fuel cell vehicles and plant (it appears that

availability in Australia will likely increase in the next 2-3 years); and

- providing driver and operator training in more fuel efficient techniques.

An additional hybrid is expected to be purchased in the vehicle fleet – the Toyota Corolla hybrid. Electric vehicle fleet options are limited by the State procurement policies, however, this is changing with the addition of the Hyundai ionic and Toyota Corolla hybrid.

### DOONE KENNEDY HOBART AQUATIC CENTRE

As the DKHAC is a high energy user, this site will continue to be prioritised for energy efficiency improvements. Projects for 2019-2020 include:

- Double glazing of the windows near the 50 metre main pool hall area;
- Completing the installation of further car park lights to more efficient lighting;
- Work to optimise the plant upgrade works undertaken in 2018-2019; and
- Investigation of renovation upgrades feasibility of pool covers for new hydrotherapy pool, double glazing for gym renovations and LED lighting for new areas.

### STREET LIGHTING

Street lighting is gradually being upgraded to more energy efficient technology as lights reach the end of their lives. No major upgrades are planned for 2018-2019, though



it is likely that an LED replacement option for higher wattage lights for standard street lighting will be available in the coming years. When these lights are to be upgraded smart controls will also be installed.

#### CIVIC AND ADMINISTRATIVE BUILDINGS

A solar PV 10 kW system will be installed on Council Centre. This is part of the 70kW project.

The Council Centre basement heating will be upgraded to efficient air conditioning from a direct electric existing system.

#### MULTI-STOREY CAR PARKS

A review of ventilation fan operations including the use of carbon dioxide sensors to control flowrates is to be undertaken at Argyle Street, Centrepoint and Salamanca car parks to identify potential savings.

The new toilets at the Argyle Street Car Park will have energy efficient lighting and hot water systems.

#### COMMUNITY HALLS AND PARKS

Fluorescent lights will be replaced with LED alternatives in several buildings in this category during 2019-2020, including a number of public toilets throughout the City. Hot water service improvements are being considered at community halls and parks as replacement opportunities arise.

#### DEPOTS, WASTE MANAGEMENT AND NURSERY

In the 2019-2020 year there are no significant works planned for the depots and nursery. Measures such as the upgrade and replacement of energy efficient whitegoods to be investigated.

#### PUBLIC SPACE LIGHTING AND FOUNTAINS

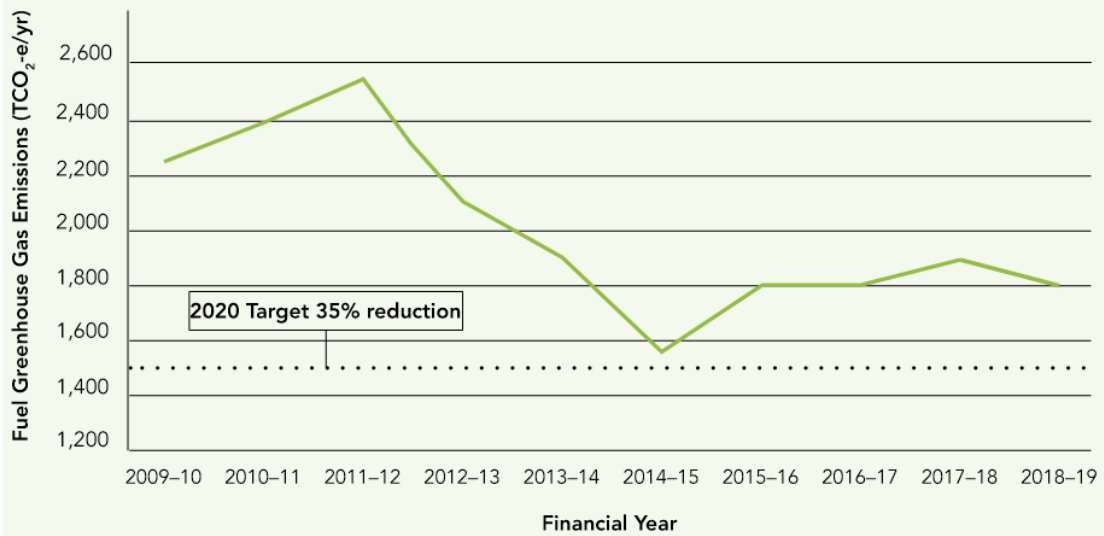
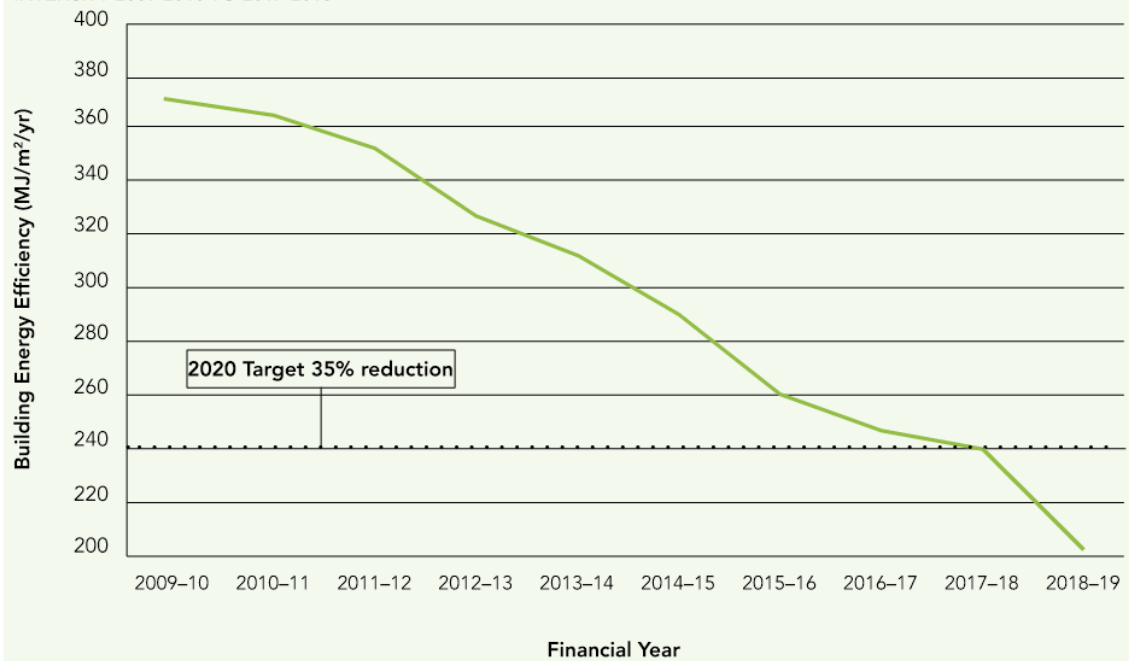
The upgrade of area lighting in Elizabeth Street Mall is to be completed. A range of public space lighting services such as in Wellington Court, North Hobart and along Castray Esplanade are to be reviewed to identify further opportunities to reduce energy use. The operations of the fountain in Franklin Square are to be reviewed for opportunities to reduce energy use.

#### ENERGY SAVINGS ACTION PLAN

The City of Hobart's Energy Savings Action Plan 2018-2020 was endorsed by the Council in 2017, and will be reviewed and updated in 2019-2020. This Plan is guiding the continuing work to reduce the City's energy use. Of the actions listed in this Plan, 31 have been completed or are in progress and 33 are yet to be commenced. In addition, a further eight projects not listed in the Plan have been completed.

## **APPENDIX A:**

### **STRATEGIC MEASURES: FLEET GREENHOUSE GAS EMISSIONS AND BUILDING ENERGY EFFICIENCY 2009-2010 TO 2017-2018**

FIGURE A1: CITY OF HOBART FUEL RELATED GREENHOUSE GAS  
EMISSION 2009-2010 TO 2017-2018FIGURE A2: CITY OF HOBART BUILDING AVERAGE ENERGY  
INTENSITY 2009-2010 TO 2017-2018

**APPENDIX B:**  
SIGNIFICANT GREENHOUSE GAS EMISSION  
AND ENERGY REDUCTION PROJECTS –  
SUMMARY LIST 2017-2018

PROJECT TITLE	COST	SAVINGS*	GHG SAVINGS	ENERGY SAVINGS
Fleet – Ongoing replacement with more fuel efficient vehicles	In vehicle cost	\$10 000	15	125
Hobart Aquatic Centre – Variable Speed Drives for pumps	\$10 000	\$4 500	6.4	115.2
Council Centre – Stairwell and Floor 4 hallway lights to LED	\$7 000	\$1 202	1	21.6
Town Hall – Solar Panels (12kW system)	\$11 000	\$1 875	3	54
Town Hall – Building Management System Upgrade	\$10 000	\$2 000	2.4	43.2
Town Hall – Lighting upgrade to LED in Ballroom	\$20 155	\$2 000	0.8	14.4
Hobart Central Car Park – Solar Panels (20kW system)	\$25 000	\$3 300	5.2	93.6
Clearys Gates Depot – Solar Panels (35kW system)	\$26,000	\$7 800	8.9	160.2
City Hall – Solar Panels (32kW system)	\$23 000	\$6 500	8.2	147.6
Mathers House – Solar Panels (10.75kW system)	\$10 900	\$2 300	2.6	46.8
Bushland Depot – Solar Panels (27kW system)	\$22 000	\$3 500	5.6	100.8
Mornington Nursery – Solar Panels (8kW system)	\$8 000	\$1 300	2.04	36.72
North Hobart Oval – Solar Panels (38kW system)	\$32 000	\$6 500	9.7	174.6
<b>Totals</b>	<b>\$205 055</b>	<b>\$52 777</b>	<b>71</b>	<b>1,134</b>

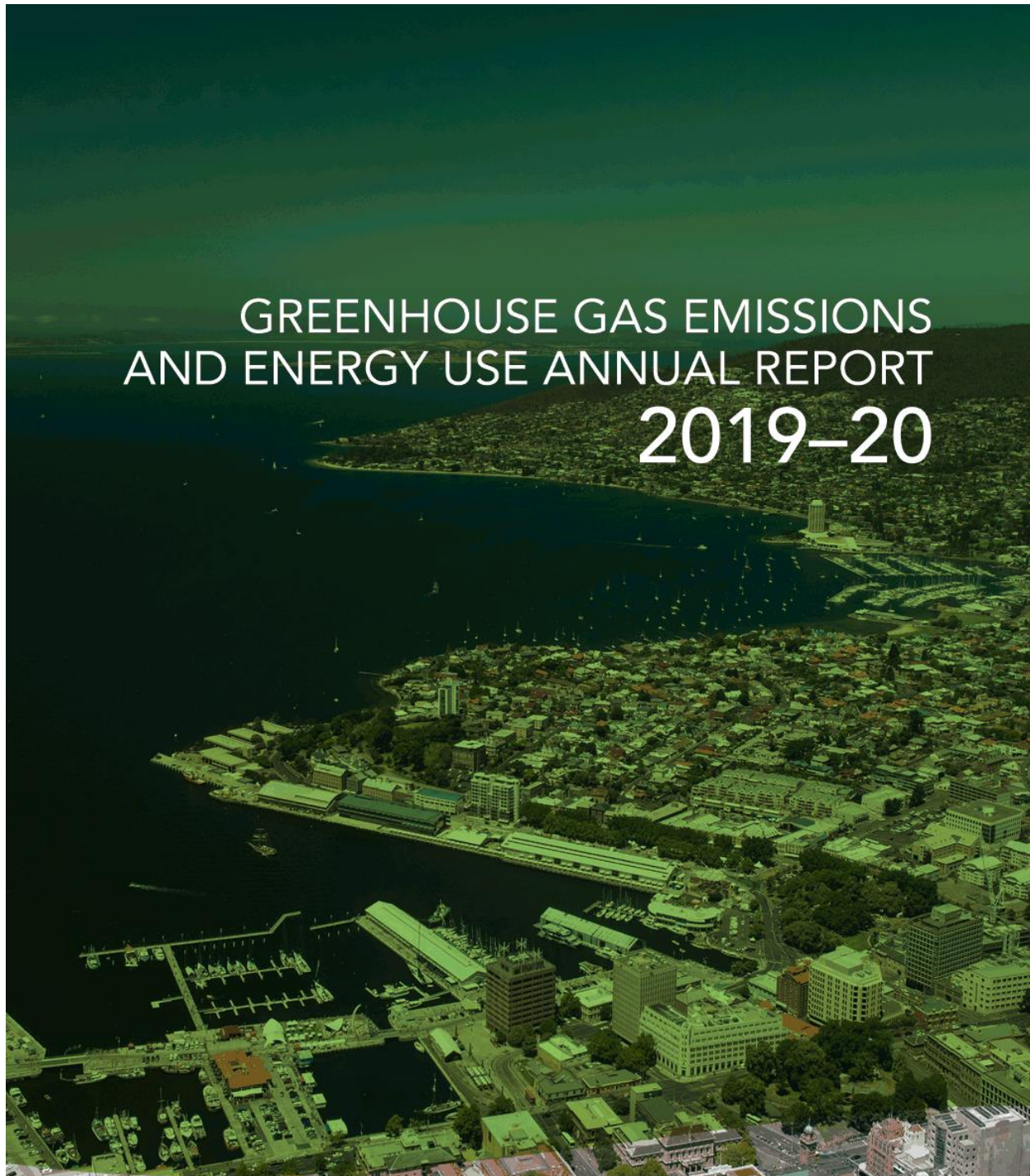
\*NB: the measures savings can be multiplied by an average of 10 years, so the total savings is 10 x annual yearly savings



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# GREENHOUSE GAS EMISSIONS AND ENERGY USE ANNUAL REPORT 2019–20



City of **HOBART**



This is the final report in the City's Corporate Energy and Greenhouse Gas Program. It identifies that the City achieved its corporate energy and greenhouse gas emissions targets, from 2010 levels by 2020, reducing its:

- energy use by 40.4 per cent, exceeding its 35 per cent target
- greenhouse gas emissions by 19.9 per cent exceeding its 17 per cent target.

Overall the energy and greenhouse program resulted in cost savings of \$1 million in 2019–20 across the City's energy bills.

Over the last decade City of Hobart has achieved:

- 85 major energy efficiency/fuel saving projects, now saving 18 391 GJ of energy each year
- \$1.2 million in cost savings (per year by 2020)<sup>1</sup>
- 1209 tonnes of carbon dioxide saved each year
- Halving energy use (per square meter) of its building assets
- 2691 solar panels (742 kW) installed across 13 rooftops generating 2.4 million units of electricity since 2016
- 61 per cent waste reduction to landfill, reducing/diverting 232 000 tonnes over 10 years<sup>2</sup>

Significant achievements across Council managed assets include a:

- 45 per cent reduction in Doone Kennedy Hobart Aquatic Centre energy use
- 42 per cent reduction in vehicle and plant fuel use
- 33 per cent reduction in street lighting energy use
- 68 per cent reduction in Nursery and depots' energy use
- 47 per cent reduction in civic and administration buildings energy use
- 23 per cent reduction in car park energy use
- 8 per cent reduction in sporting and recreation energy use
- 7 per cent reduction in public space lighting and fountain energy use

<sup>1</sup> Including maintenance savings since 2014

<sup>2</sup> Compared to a baseline year of 2010 and 50 000 tonnes of landfill



Cost Savings from Greenhouse Gas Emission and Energy Reduction Projects – Summary List  
2010 to 2020

FINANCIAL YEAR	NUMBER OF MAJOR PROJECTS (MINOR NOT INCLUDED)	SAVINGS*/ YR	GHG SAVINGS TCO2-E/YR (EST)	ENERGY SAVINGS GJ/YR (EST)
2014–15	13	\$459 000	468	6906
2015–16	15	\$194 200	218	3185
2016–17	18	\$230 900	238	3627
2017–18	20	\$120 300	136	2287
2018–19	13	\$205 055	71	1134
2019–20	6	\$55 900	78	1252
<b>Total savings</b>	<b>85</b>	<b>\$1 265 355</b>	<b>1209</b>	<b>18 391</b>

**Table 1:** City of Hobart cost saving measures 2010 to 2020. Source: City of Hobart greenhouse accounts 2020

**\*NB:** Cost savings include maintenance savings as well as energy bill savings

**Corporate energy efficiency and greenhouse gas reduction efforts in 2019–20 resulted in further energy and financial savings, building on a decade of smart energy management.**

Energy saving activities resulted in an overall 8.1 per cent reduction or 5149 gigajoules (GJ) in 2019–20 from 2018–19. Energy savings from the City's streetlights, parks, sports facilities and the corporate vehicle fleet, in 2019–20 are equivalent to powering 117 homes for a year.

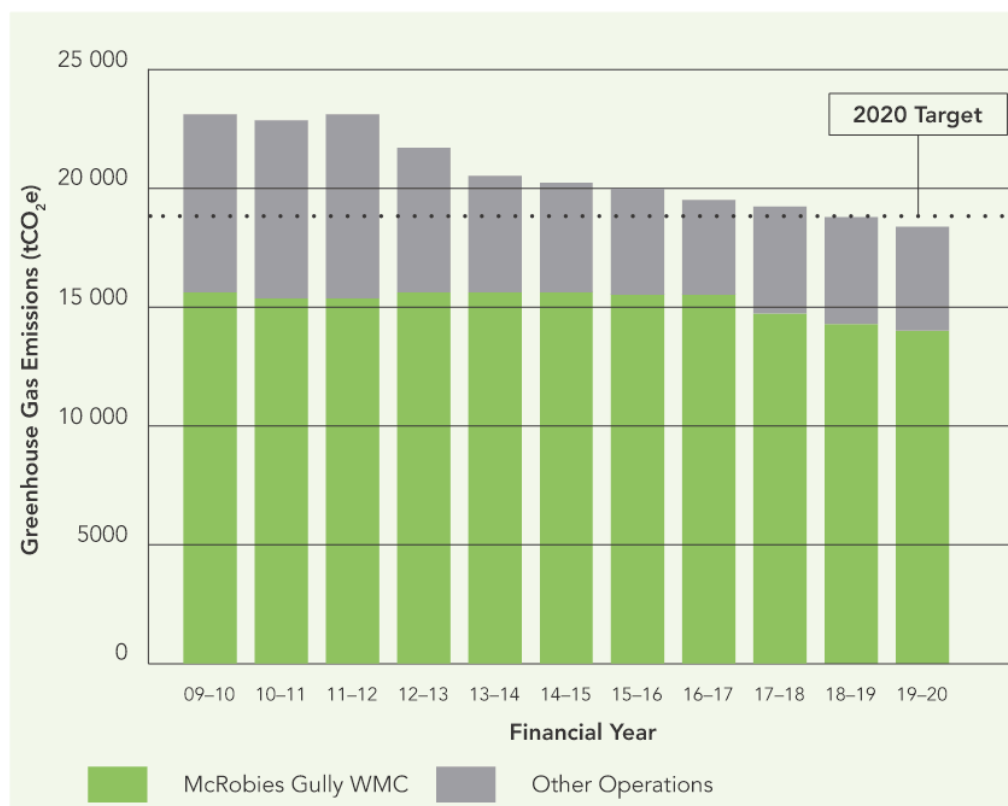
Over the same year this resulted in emissions savings of 592 tonnes of carbon dioxide equivalent (tCO<sub>2</sub>e), the equivalent of burning 1371 barrels of oil.

City of Hobart's energy bills were \$1 million less in 2019–20 than in 2018–19.

The Covid-19 crisis shutdown played a minor part in reducing energy use across City of Hobart's buildings, and contributed to a 3.7 per cent reduction in vehicle fleet fuel use (see Appendix A).

**City of Hobart was on track to meet its energy and greenhouse gas emission targets before Covid-19, and has since achieved the final targets set for 2020 as savings continued to accrue from previous energy investments.**

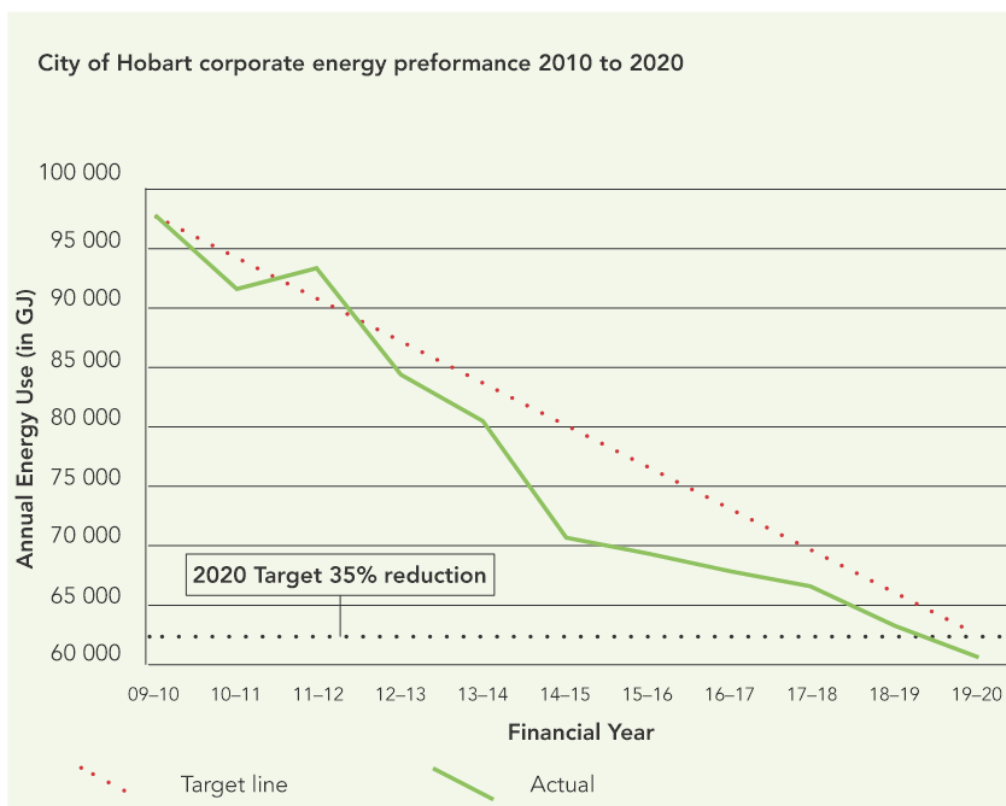
City of Hobart achieved the target set in 2010 to reduce GHG emissions by 17 per cent (down to 18 497 tCO<sub>2</sub>e annually) in 2020, recording an all-time low Corporate greenhouse gas emission level of 17 861 tCO<sub>2</sub>e in 2019–20.



**Figure 1:** City of Hobart greenhouse gas reductions 2010 to 2020. Source: City of Hobart greenhouse accounts 2020

**\*NB:** Waste releases emissions over 30 years, so some emissions from landfill remain due to historical waste to landfill

In addition, the City of Hobart achieved the energy reduction target of a 35 per cent reduction in 2020, down to 58 235 GJ in 2019–20. See Appendix B for further details.



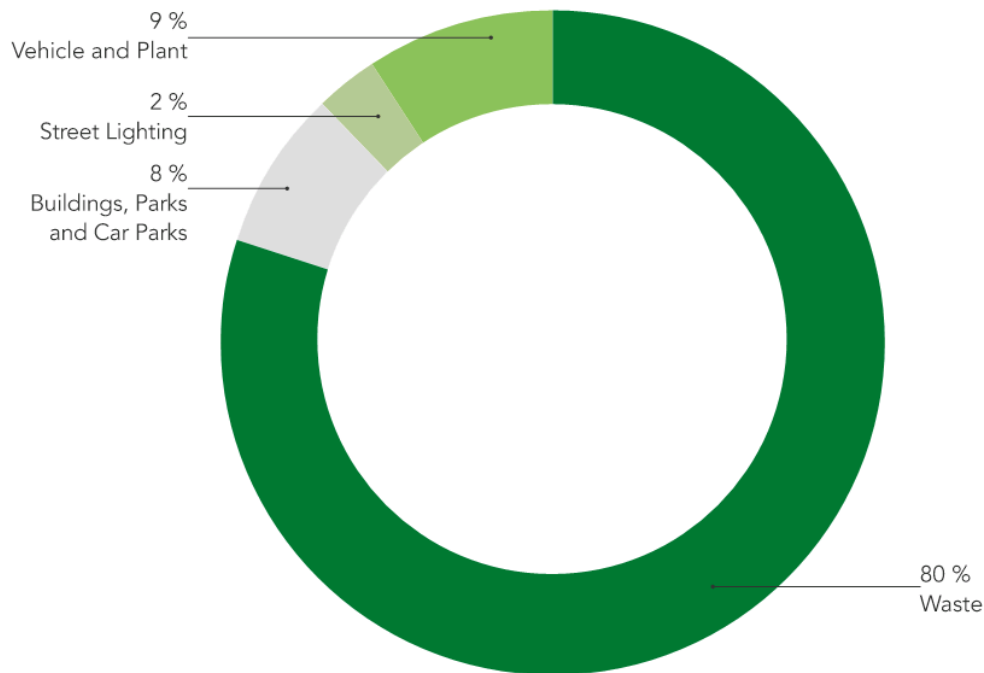
**Figure 2:** City of Hobart energy reductions 2010 to 2020. Source: City of Hobart greenhouse accounts 2020

**City of Hobart's overall aim of the emission reduction program has been to make the greatest emissions savings per dollar investment through improved waste management.**

Waste is the source of 80 per cent of the City of Hobart emissions footprint, while burning fuels such as petrol, diesel, gas and using electricity represent 20 per cent.

Waste to landfill, which was over 50 000 tonnes in 2010 dropped to 19 997 tonnes in 2020. Waste emissions from landfill decreased by 2 per cent from 2018–19, from 14 579 tCO<sub>2</sub>e down to 14 288 tCO<sub>2</sub>e to 2019–20.

Waste releases emissions over a 30 year period. This means the City of Hobart is managing the impacts of legacy waste of up to 30 years ago.



**Figure 3:** City of Hobart greenhouse gas emissions by asset area. Source: City of Hobart greenhouse accounts 2020

MCROBIES GULLY WASTE TRANSFER STATION STATISTICS					
Time period	Total waste to landfill tonnes	Waste composted tonnes	Emissions savings from waste composting (tCO <sub>2</sub> e)*	Landfill gas electricity generation (MWh)	Landfill gas emissions (tCO <sub>2</sub> e) saved through gas burning
2019–20	19 997	7 866	10 600	5 071	32 201
Cumulative 2010 to 2020	328 365	74 006	99 982	700 287	426 275

**Table 2:** City of Hobart waste statistics. Source: City of Hobart greenhouse accounts 2020

\*NB: compared to a Business as Usual baseline of 2010, if green waste had gone to landfill (taking into account minor emissions from compost)

While the total amount of waste delivered to landfill rose by 240 tonnes<sup>4</sup> over the last year, there was also an increase in composting from 7721 tonnes to 7866 tonnes over the last year diverted away from landfill.

32 201 tonnes of equivalent carbon dioxide emissions from methane, captured in underground pipework at the McRobies landfill in the previous 12 months, was destroyed for renewable energy generation. The electricity generated was 5071 MWh, enough to power 690 homes for a year.

Savings of 10 600 tCO<sub>2</sub>e in 2019–20 from composting 7866 tonnes of organic waste away from landfill (includes the new foodwaste service FOGO).

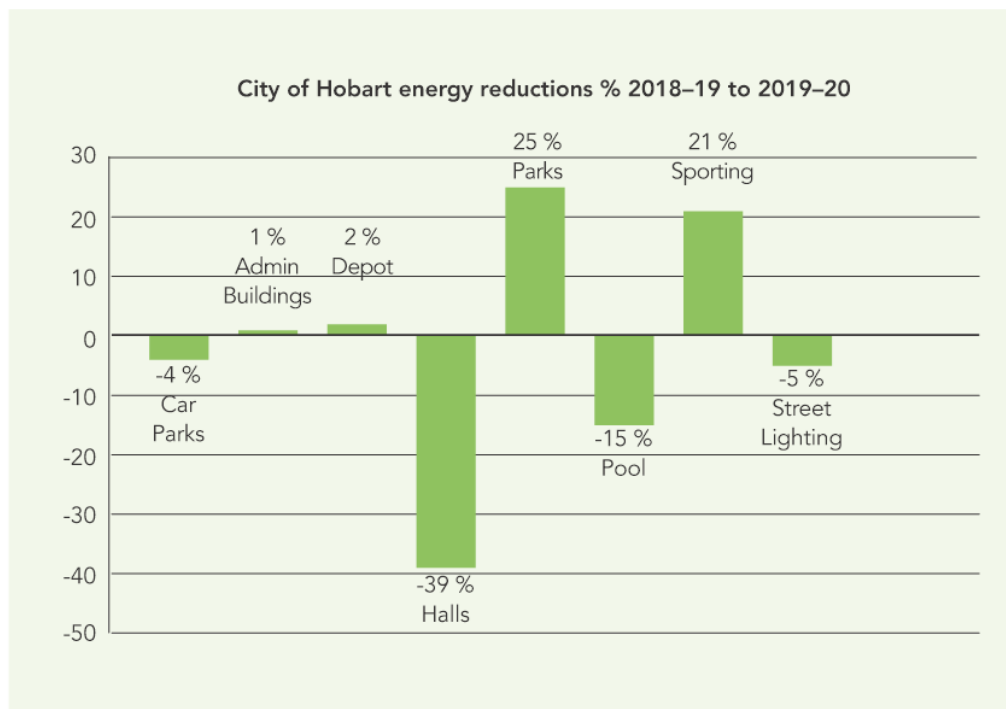
**Following significant waste emission reduction achievements, in 2012–13 City of Hobart expanded investments to fuel and energy efficiency improvements with favourable financial returns. In 2019–20 emissions reductions of 3.2 per cent were achieved across City of Hobart operations; mainly due to a 8.1 per cent reduction in energy use across street lighting, parks and buildings assets.**

Lighting changeovers to LEDs, insulation upgrades, heating improvements and smarter building management systems have reduced average asset energy use by 8 per cent per m<sup>2</sup> between 2018–19 and 2019–20, halving energy use over the course of the decade (374 MJ/m<sup>2</sup> down to 189 MJ/m<sup>2</sup>).

Vehicle fuel use decreased with high fuel efficiency standards, driver training, GPS route tracking, the acquisition of hybrid electric vehicles and behaviour change with Covid-19 shutdown. City of Hobart currently has four electric vehicles as part of the fleet, including:

- 1 x full electric Volt
- 2 x Toyota corolla hybrid; and
- 1 x Mitsubishi Outlander Plug In Electric Vehicle (PHEV)

Road street lighting energy use reduced by 5 per cent due to a combination of newer LED lighting upgrades (such as Elizabeth Street Mall) and lighting removals.



**Figure 4:** City of Hobart energy reductions by asset area. Source: City of Hobart greenhouse accounts 2020

**Total bill savings from actions implemented in 2019–20 are estimated to be \$559 000, over the next decade.**

Two additional systems were implemented at Centerpoint Car Park (31 kW) and Mawson Place (20 kW) in 2019–20 at a cost of \$63 500 and are estimated to save City of Hobart \$178 000 over the systems' lifetimes.

Council Centre – basement air conditioning upgraded from an electric heater to a heat pump, saving an estimated \$32 000 a year in heating costs.

Town Hall Annex air conditioning upgrade to increase air recycling and reduce heating costs, saving an estimated \$2000 a year in heating costs.

Argyle Street Car Park toilets lights and hot water service successfully upgraded.

Elizabeth mall street lighting LED upgrades. Energy cost the City \$2.5 million in 2019–20, a reduction of \$1 million compared to the energy bills for 2018–19.

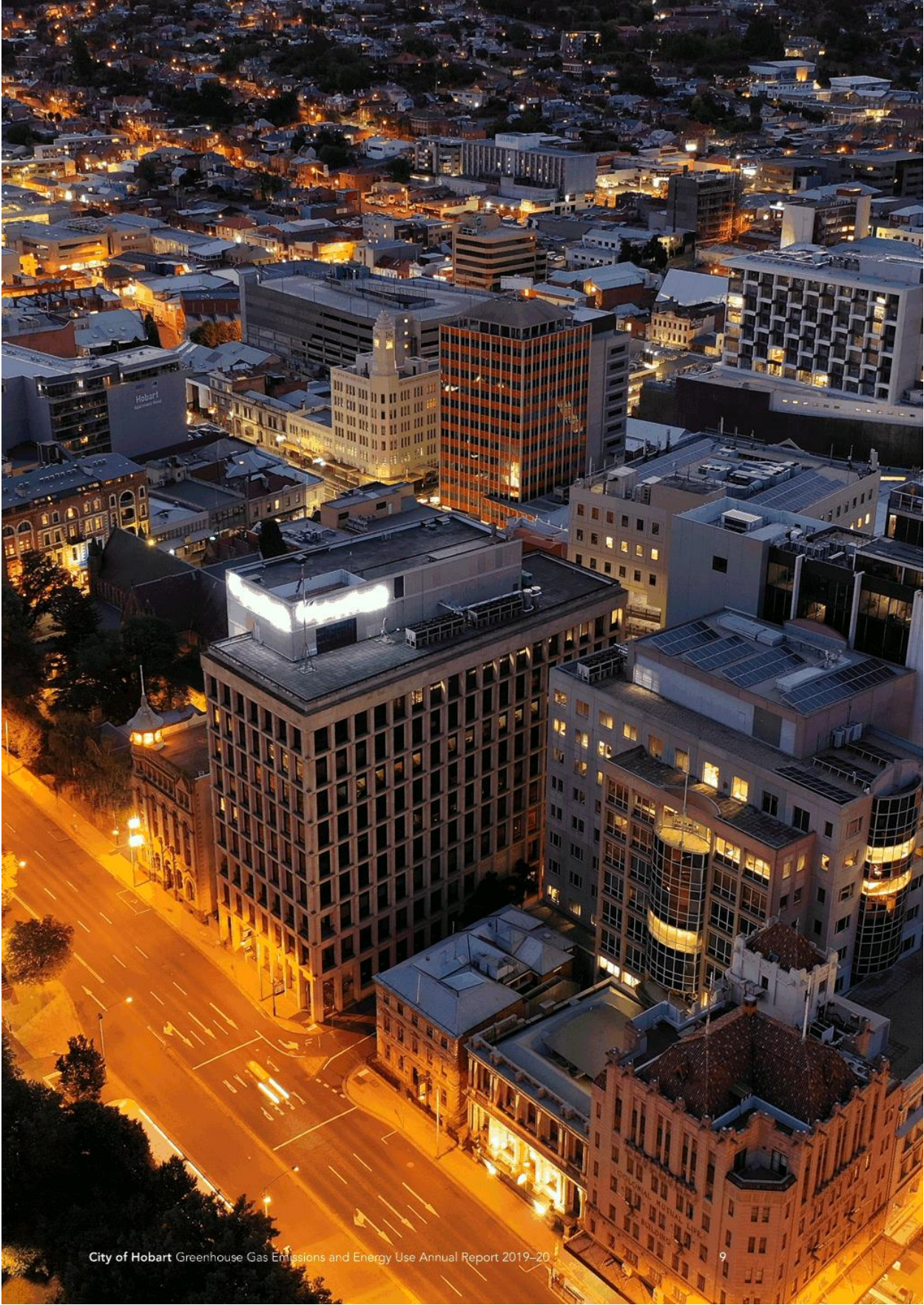
**Investments with over 10–20 year lifetimes continued to deliver in 2019–20, including:**

Energy efficiency upgrades included the building management control systems in the Town Hall, optimisation of newly installed heating and related mechanical plant works at the Doone Kennedy Hobart Aquatic Centre and further upgrade of lights with energy efficient LED technology in City-owned buildings and public lighting.

13 solar rooftop systems (over 2600 panels) have delivered City of Hobart annual bill savings of \$142 019 in 2019–20. See Appendix C for further details.

Since installation in 2016, solar savings are over \$610 194 with 2.4 million units of solar electricity generated.







## APPENDIX A: COVID19 IMPACT ON ENERGY USE ANALYSIS

In response to the Covid-19 pandemic the City of Hobart shutdown various facilities, programs, community events and change to work practices with staff working from home. This led to a change in energy consumption patterns compared to business as usual. City of Hobart facility use changed during the following periods.

- City of Hobart staff began working from home from late February, with the bulk of employees working from home from 30 March to 1<sup>st</sup> May, returning to work by 30 June. This impacted vehicle fuel use, with fewer trips and reduced load on some Council offices, particularly at the Clearys Gates depot
- Council Centre ran on 100 per cent fresh air, instead of finding energy savings using recycled air (typically a heat exchanger is used to preheat air, saving the energy required to heat air from a lower temperature)
- Town Hall closed to public events, and had the centralised air conditioning on for offices during shutdown
- Doone Kennedy Aquatic Centre closed, (March 17 to 18 June) with the equipment on to cycle through cleaning the pools and the use of some offices. One pool was out of use due to refurbishments.
- Car parks experienced much lower occupancy; Hobart Central was at half use, Argyle Street stayed open, Salamanca car park stayed open with fewer spaces and Centre point closed.
- Observation shelter on Mt Kunanyi closed
- Salamanca Market (reopened 8 August), Town Hall and Council Office customer service centre closed temporarily. Other events such as Long Beach markets reduced electricity use
- Mathers House was busy providing information to the public
- City Hall was used to accommodate the homeless through YouthArk
- Closure of the Travel and Information Service Centre
- Mornington Nursery operating hours were as usual minus contact with the public
- Public conveniences used relatively similarly as despite lockdown many people were out walking and riding

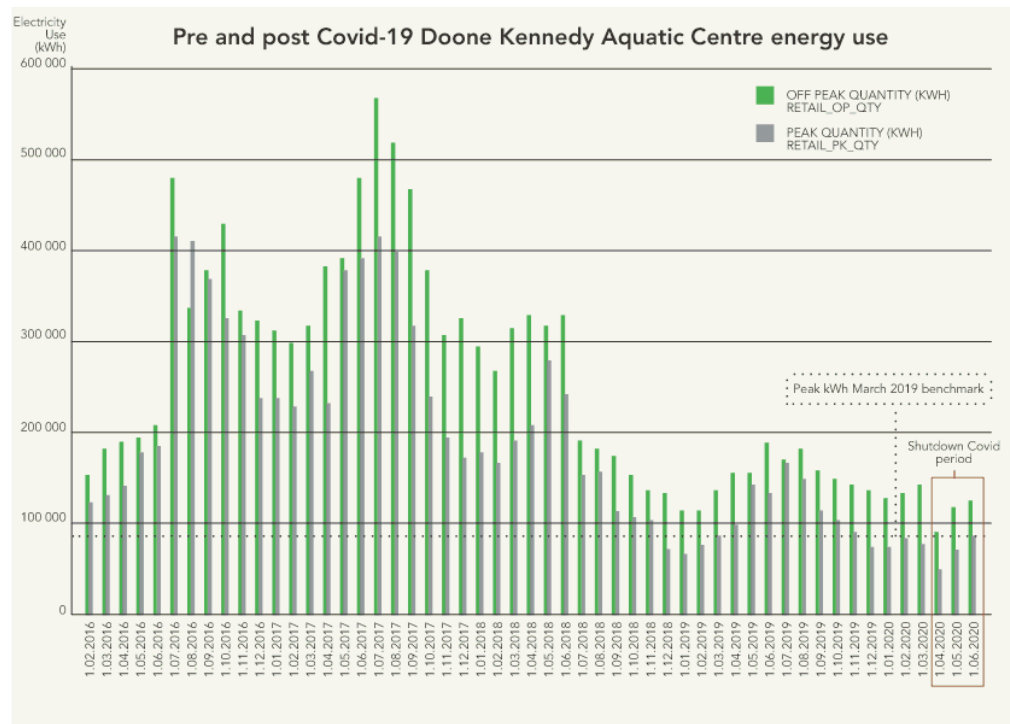


Asset type	Address	Greater or less energy use in March/April 2020 vs 2019 (benchmark year)
Vehicle fleet	Fuel use across vehicle fleet and plant	3.7 per cent reduction (23 795 L) of vehicle fuel use. Mathers House Gas use increased slightly over the year
Pool	Doone Kennedy Hobart Aquatic Centre	13 per cent less electricity use than in 2018–19. Pool gas use halved from 1200 GJ in 2018–19 to 505 GJ in 2019–20, due in part to energy management changes
Halls	Town Hall and City Hall	Town Hall similar energy use, City Hall use increased by 5400 kWh
Information	Kiosk Elizabeth st	Greater -100 kWh
Toilets	Salamanca place slightly less	Less – toilet energy use unlikely to change much based on visitor numbers
Car parks	Hobart Central Car Park	Slightly more in March and a 1787 kWh decrease in April

**Table 3:** City of Hobart Covid-19 impacts by asset area. Source: City of Hobart greenhouse accounts 2020; Sources: Caltex fuel summary as well as gas summaries of BBQ and sporting grounds and Aurora and ERM bill comparison for buildings



For example, DKHAC pool showed a reduction of 126 000 kWh of peak electricity use comparing March, April and May 2018–19 results with 2019–20 results.

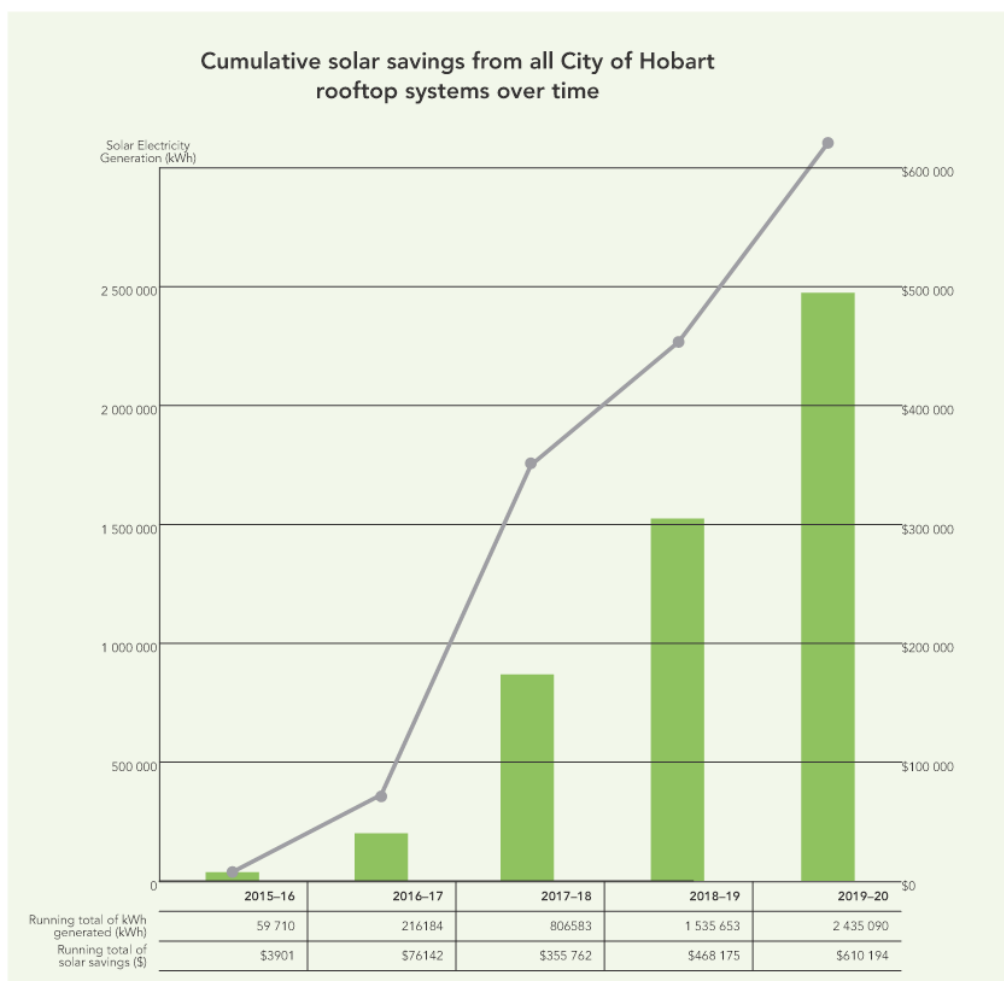


**Figure 5:** City of Hobart Doone Kennedy Hobart Aquatic Centre energy use 2016 to 2020. Source: City of Hobart greenhouse accounts 2020

## APPENDIX B: GREENHOUSE GAS EMISSION AND ENERGY SNAPSHOT 2019–20

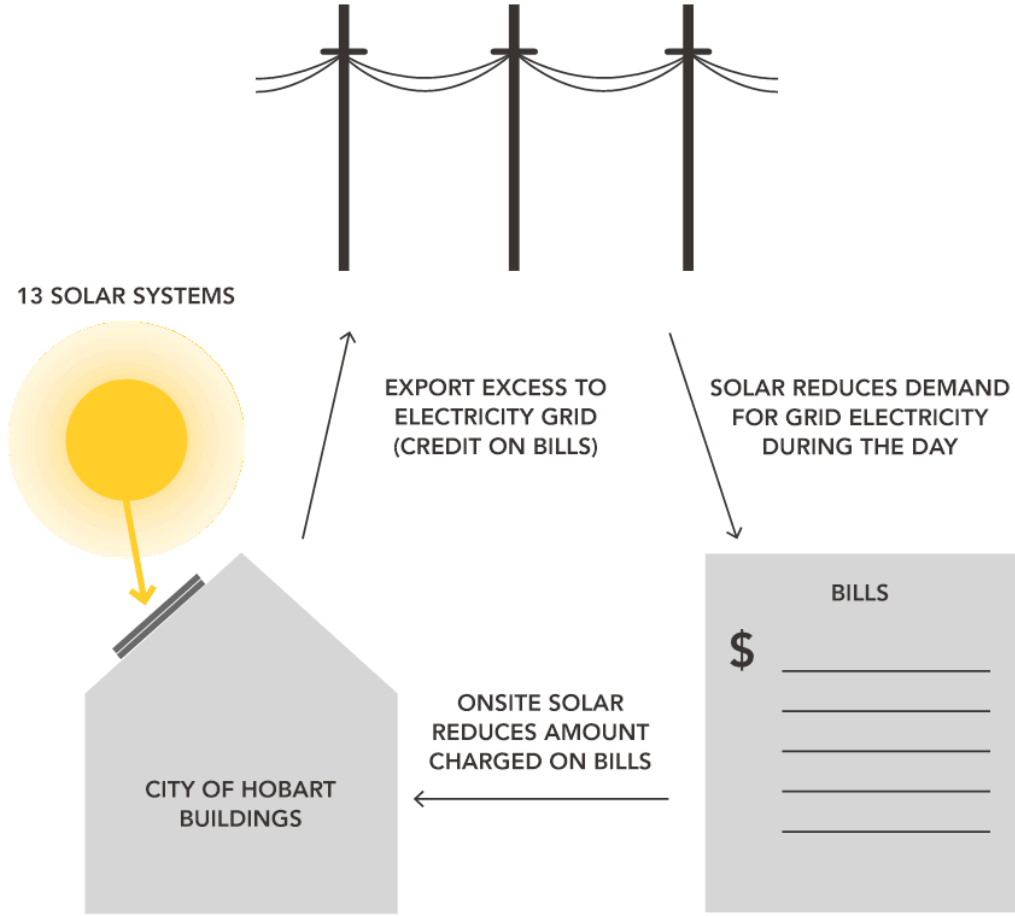
Year	Greenhouse Gas Emissions (tCO <sub>2</sub> e-)	McRobies Gully Waste Management Centre tCO <sub>2</sub> e-	Other Operations tCO <sub>2</sub> e-	Annual Energy Use GJ
2009–10	22 285	15 984	6301	97 747
2010–11	21 986	15 997	5989	91 878
2011–12	22 092	16 043	6049	93 388
2012–13	21 757	16 218	5539	84 566
2013–14	21 160	15 887	5272	80 467
2014–15	20 621	15 750	4701	71 960
2015–16	20 018	15 432	4587	69 680
2016–17	19 723	15 267	4456	67 704
2017–18	19 105	14 697	4408	67 267
2018–19	18 453	14 579	3874	63 384
2019–20	17 861 (Target 18 497)	14 288	3656	58 235 (Target 63 797)
Total per cent reductions over a decade (2010 to 2020)	-19.9%	-10.6%	-42%	-40.4%
Total cumulative reductions over a decade (2010 to 2020)	20 074	5682	14 479	263 331
Difference per cent between 2018–19 to 2019–20	-3.2%	-2%	-5.6%	-8.1%
Difference in total between 2018–19 to 2019–20	592	291	218	5149

## APPENDIX C: CITY OF HOBART SOLAR STATISTICS 2015–16 TO 2019–20



**Figure 6:** City of Hobart solar generation 2016 to 2020.  
Source: City of Hobart greenhouse accounts 2020





**Figure 7:** Diagram of solar savings- example City Hall 31 kW rooftop solar system in March.  
Source: City of Hobart greenhouse accounts 2020

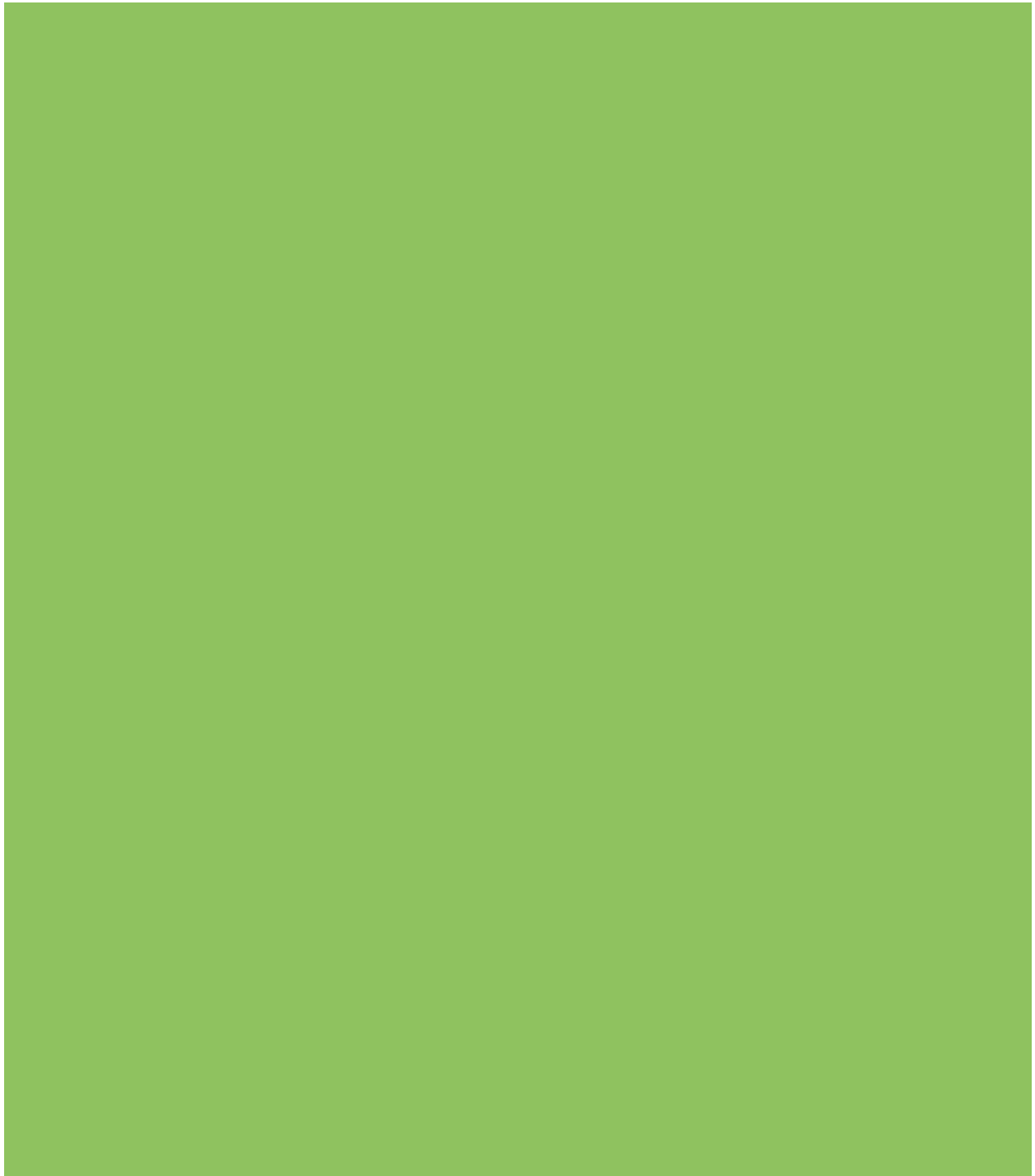
## APPENDIX D: SIGNIFICANT GREENHOUSE GAS EMISSION AND ENERGY REDUCTION PROJECTS – SUMMARY LIST 2019–20

Project Title	Cost	Savings/yr	GHG Savings tCO <sub>2</sub> -e/yr (est)	Energy Savings GJ/yr (est)
Fleet – Ongoing replacement with more fuel efficient vehicles	In vehicle cost	\$10 000	15	125
Council Centre – basement air conditioning upgraded to more efficient heat pump	\$60 000	\$32 000	42	756
Town Hall – Annex Recycled Air Upgrade	\$10 000	\$2000	2.4	43.2
Argyle St Toilet lights upgraded and hot water system	\$10 000	\$3000	5	90
Mawsons Place – Solar Panels (20 kW system)	\$20 000	\$3700	5.2	93.6
Centrepont Car Park – Solar Panels (31 kW system)	\$43 500	\$5200	8	144
Totals	\$143 500	\$55 900	78	1252

NB: Savings includes any associated increase or reduction in maintenance costs







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## **7. COMMITTEE ACTION STATUS REPORT**

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### **7.1 Committee Actions - Status Report**

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A report indicating the status of current decisions is attached for the information of Elected Members.

#### ***RECOMMENDATION***

***That the information be received and noted.***

Delegation: Committee

Attachment A: Committee Action Status Report

<p style="text-align: center;"><b>CITY INFRASTRUCTURE COMMITTEE – STATUS REPORT</b>  <b>OPEN PORTION OF THE MEETING</b>  <b>November 2014 to January 2021</b></p>				
Ref	Title	Report / Action	Action Officer	Comments
1	<p><b>221A LENA VALLEY ROAD, 2-16 CREEK ROAD, LENA VALLEY – SUBDIVISION (86 RESIDENTIAL LOTS, 8 ROAD LOTS, 7 PUBLIC OPEN SPACE LOTS) – PLN-14-00584-01</b></p> <p>Council 22/9/2014, item 9.2</p>	<p>That the Council undertake an urgent review of the Lenah Valley Traffic Management Plan with particular reference to the management of traffic in Augusta, Creek, Alwyn and Chaucer Roads and Monash Ave.</p>	<p>Director City Planning</p>	<p>The draft Transport Strategy addressed this matter and was presented to 9 July 2018 Council meeting.</p> <p>The Draft Transport Strategy was subject to community engagement in July/August 2018 and a report detailing the results of the community engagement was presented to 8 October 2018 Council meeting.</p> <p>At this meeting the Council adopted the 9 themes and position statements in the draft strategy.</p> <p>The Council also resolved that the actions contained in the draft strategy be reviewed in light of the feedback received and a further report be provided.</p> <p>As an action of the Hobart Transport Strategy 2030, Council proposes to engage with the Lenah Valley Community Feb-April 2021 where the traffic issues can be considered in a strategic transport plan for the catchment mobility.</p>
2	<p><b>IMPROVEMENTS TO PEDESTRIAN CROSSINGS</b></p> <p>Council 13/4/2015, item 10</p>	<p>A report be prepared looking at other opportunities for improvements to pedestrian crossings on key pedestrian</p>	<p>Director City Planning</p>	<p>Consideration has been given to pedestrian crossings in the Local Retail Precincts Plan, the Salamanca upgrade</p>

Ref	Title	Report / Action	Action Officer	Comments
		routes in the City, including consideration of zebra crossings.		<p>and in the development of the Transport Strategy.</p> <p>The draft Transport Strategy addressed this matter and was presented to 9 July 2018 Council meeting.</p> <p>A key action of the strategy is the development of a walking (pedestrian) plan for the City of Hobart.</p> <p>The Draft Transport Strategy was subject to community engagement in July/August 2018 and a report detailing the results of the community engagement was presented to 8 October 2018 Council meeting.</p> <p>At this meeting the Council adopted the 9 themes and position statements in the draft strategy.</p> <p>The Council also resolved that the actions contained in the draft strategy be reviewed in light of the feedback received and a further report be provided.</p> <p>As an action of the Hobart Transport Strategy 2030, Council proposes to engage with the Lenah Valley Community Feb-April 2021 where the traffic issues can be considered in a strategic transport plan for the catchment mobility.</p> <p>Zebra crossings have been installed as part of the Salamanca project and a wombat crossing trial (Zebra crossing on a</p>

Ref	Title	Report / Action	Action Officer	Comments
				speed hump) is in place in West Hobart (Hill Street)
3	<b>SANDY BAY RETAIL PRECINCT – STREETSCAPE REVITALISATION</b> Council 7/9/2015, item 10 Open CIC 26/2/2020, Item 6.5 Open Council 6/7/2020, item 10	<p>The speed limit on Sandy Bay Road between Osborne Street and Ashfield Street, Sandy Bay, be reviewed following completion of the works and the Lord Mayor be requested to write to the Minister for State Growth regarding any planned speed limit changes for the main retail precinct on Sandy Bay Road.</p> <p><b>Extract of 6 July 2020 Council resolution:</b></p> <p>The Council endorse engagement with key stakeholders and the preparation of supporting documentation to allow a submission to the Transport Commissioner for the following speed limit changes in the Suburban Retail Precincts between the hours of 7:00am until 7:00pm Monday to Thursday and 7:00am until 10:00pm Friday to Sunday....</p>	Director City Planning	Retail precinct speed limit changes will be made progressively as funding, resourcing and implementation issues are resolved.
4	<b>PEDESTRIAN ACCESS AND SAFETY ON HOBART STREETS</b> Council 12/10/2015, item 14	<ol style="list-style-type: none"> <li>Following the development and implementation of a suitable engagement strategy, the current Highways By-law (3 of 2008) be enforced with particular emphasis on the Elizabeth Mall, Wellington Court and Salamanca Square (including Woobys Lane and Kennedy Lane).</li> </ol>	Director City Planning	<p>Work to implement the Council's resolution with regard to the reconstructed sections of Liverpool Street, Morrison Street, Salamanca Place and Sandy Bay shopping centre is complete.</p> <p>Planning is underway for implementing the other elements.</p>



Ref	Title	Report / Action	Action Officer	Comments
		<ol style="list-style-type: none"> <li>2. The General Manager be authorised to modify the management of commercial furniture and infrastructure on public footpaths towards a best practice model approach, where such furniture and signage is only permitted if it does not interfere with the safe and equitable movement of pedestrians along that public footpath.</li> <li>3. A further report be prepared that identifies how the Council may achieve a clear building line with minimum footpath widths in the future, in order to best satisfy the provision of an accessible path as required by the Disability Discrimination Act 1992.</li> <li>4. During the review and renewal of the current Highways By-law, appropriate amendments be made to ensure that signboards are prohibited from being placed immediately adjacent to buildings.</li> <li>5. As part of the review of signage, alternative options to sandwich boards, such as sign posts be investigated.</li> <li>6. Officer hold discussions with relevant stakeholders in relation to the hazards potentially created through application of the Disability Discrimination Act 1992 with regard to the setbacks required from building frontages.</li> </ol>		<p>A further report addressing clause 3 will be presented to an upcoming Committee meeting.</p>

Ref	Title	Report / Action	Action Officer	Comments
5	<b>ESTABLISHMENT OF AN ADVISORY COMMITTEE FOR THE IMPLEMENTATION OF A SULLIVANS COVE WATERFRONT PRECINCT PLAN</b> Council 6/6/2016, item 13	<ol style="list-style-type: none"> <li>1. A Waterfront Precinct Plan be developed as part of the Hobart Transport Strategy and an Advisory Committee be established to assist in the development of the plan.</li> <li>2. The Sullivans Cove Tripartite Steering Committee and the Waterfront Business Community to consider increasing their membership in order to increase communication.</li> </ol>	Director City Planning	<p>The draft Transport Strategy addressed this matter and was presented to 9 July 2018 Council meeting.</p> <p>The Draft Transport Strategy was subject to community engagement in July/August 2018 and a report detailing the results of the community engagement was presented to 8 October 2018 Council meeting.</p> <p>At this meeting the Council adopted the 9 themes and position statements in the draft strategy.</p> <p>The Council also resolved that the actions contained in the draft strategy be reviewed in light of the feedback received and a further report be provided.</p> <p>The Sullivans Cove Tripartite Steering Committee invited representatives of the Waterfront Business Community to attend future meetings.</p>
6	<b>CITY OF HOBART TRANSPORT STRATEGY – ENGAGEMENT REPORT</b> Council 8/8/2016, item 14 Council 8/10/2018, item 14	<ol style="list-style-type: none"> <li>1. The report of the Manager Traffic Engineering and the Director City Infrastructure titled <i>Draft Transport Strategy - Engagement Report</i> marked as item 6.1 of the Open City Infrastructure Committee agenda of 19 September 2018 be received and noted.</li> </ol>	Director City Planning	<p>At this meeting the Council adopted the 9 themes and position statements in the draft strategy.</p> <p>The Council also resolved that the actions contained in the draft strategy be reviewed in light of the feedback received and a further report be provided.</p> <p>A report is now scheduled to be provided in 2021.</p>

Ref	Title	Report / Action	Action Officer	Comments
		<ol style="list-style-type: none"> <li>The Council adopt the 9 themes and position statements in the draft strategy.</li> <li>The actions contained in the draft strategy be reviewed in light of the feedback received and a further report be provided.</li> </ol>		
7	<b>AP14 SALAMANCA PEDESTRIAN WORKS – UPDATED CONCEPT DESIGN</b> Council 10/10/2016, item 11 Council 9/4/2018, item 11 Council 9/7/2018, item 15	<ol style="list-style-type: none"> <li>Subject to detailed design and planning approval, the next stage of the Salamanca Pedestrian Works, generally as shown on the figure 'Concept Plan – Final (7/6/2018)' in Attachment C and the figure 'Concept Plan – Materials (7/6/2018)' be constructed at an estimated cost of \$3.5M, with \$1M to be allocated in the 2018 / 2019 Capital Works Program and the remaining \$2.5M funded over the 2019 / 2020 and 2020 / 2021 financial years.</li> <li>The General Manager ensure that Aldermen are updated on any significant changes to the concept design that may occur through the detailed design and construction process.</li> </ol>	Director City Planning	Stage 2A of the works are complete. Stage 2B of the works are complete. Detailed planning is being finalised for commencement of the next stage of works, between Montpelier Retreat and Kennedy Lane.
8	<b>ICAP AP14 - SALAMANCA PLACE BETWEEN KENNEDY LANE AND WOOBYS LANE -</b>	<ol style="list-style-type: none"> <li>Consideration of the future management of the section of the Salamanca Place southern footpath between Kennedy Lane and Woobys</li> </ol>	Director City Planning	<ol style="list-style-type: none"> <li>The consultation necessary to report to the Committee has been held back so as not to complicate the consultation occurring for the wider Salamanca</li> </ol>

Ref	Title	Report / Action	Action Officer	Comments
	<b>FOOTPATH REVIEW</b> Council 3/4/2017, item 26	<p>Lane, occur once the 'Stage 1' footpath widening works have been completed and in operation for a minimum of six months.</p> <p>2. The General Manager develop and implement a suitable guide for the style and placement of outdoor dining barriers and umbrellas to be utilised on Salamanca Place and Hunter Street.</p> <p>3. A concept design addressing the pedestrian issue occurring on the northern side of Salamanca Place during periods when the footpaths on Castray Esplanade are inaccessible due to special events be developed and included for consideration in future budget preparations.</p>		<p>Pedestrian works that occurred in 2018.</p> <p>It is expected that consultation will occur in 2020 with reporting to Committee to follow.</p> <p>2. A Style Guide for outdoor dining barriers and umbrellas will be developed.</p> <p>3. The provision of a footpath using temporary materials has been undertaken successfully during the Taste and Dark Mofo events. A detailed design will now be prepared.</p>
9	<b>PARKLET POLICY</b> Council 24/10/2016, item 10 Council 5/6/2017, item 13 Committee 21/6/2017, item 6.4	That the matter be deferred to a subsequent City Infrastructure Committee meeting to enable further public consultation.	Director City Planning	<p>A report addressing this matter is being finalised and will be presented to an upcoming Committee meeting.</p> <p>This will be informed by the current work of the City of Hobart to support business operators as they move along the Roadmap for a COVID-safe Tasmania, including complying with the physical distancing requirements and occupation limits.</p> <p>This has included allowing operators can apply to amend their existing permits or apply for a new permit to occupy a public</p>

Ref	Title	Report / Action	Action Officer	Comments
				<p>space within the Hobart municipal area, where possible, to give them more space to trade.</p> <p>The City of Hobart is delivering the Midtown Expanded Outdoor Dining Trial, supported by the Tasmanian Government through the Ready for Business Program.</p> <p>The program will provide temporary expanded outdoor dining and street seating space, greening and bicycle racks in Elizabeth Street between Melville Street and Brisbane Street, for a 12-month trial period.</p> <p>Installation commenced on Monday 15 February 2021, and will be completed in stages over approximately two weeks.</p>
10	<p><b>SANDY BAY ROAD WALKING AND CYCLING PROJECT - REQUEST TO MODIFY DESIGN TO REMOVE PEDESTRIAN CROSSING</b></p> <p>Council 3/4/2017, item 29 Committee 21/11/2018, item 6.4</p>	<p>That the matter be deferred to a subsequent City Infrastructure Committee meeting for the purpose of attaining costings for the survey to be undertaken of the local community in relation to the installation of a pedestrian facility.</p>	<p>Director City Planning</p>	<p>Officers are progressing the matter.</p>
11	<p><b>COLLINS COURT REDEVELOPMENT - STAGE TWO</b></p> <p>Council 3/7/2017, item 17</p>	<p>That:</p> <ol style="list-style-type: none"> <li>1. The Council endorse the design shown in Attachment A to item 6.3 of the Open City Infrastructure Committee meeting of 25 November</li> </ol>	<p>Director City Planning</p>	<p>The Council decision is being actioned.</p>

Ref	Title	Report / Action	Action Officer	Comments
	Council 7/12/2020, item 14	<p>2020 for the purpose of stakeholder and wider public engagement, noting that the Council is not in a position to make a capital investment in the project at this time.</p> <p>2. The outcomes of the stakeholder and wider public engagement process, be the subject of a further report to the Council in 2021.</p>		
12	<b>CITY TO COVE CONNECTIONS</b> Council 3/7/2017, item 18	<p>1. That widening the footpaths in Elizabeth Street, from Collins Street, to Franklin Wharf be considered as an integral component of the Elizabeth Street Bus Mall Improvement project.</p> <p>2. That community engagement be conducted on the proposed Brooke Street to Franklin Square link.</p> <p>3. The outcomes of the community consultation in 2 above be the subject of a further report to the Council.</p>	Director City Planning	<p>This project needs to be considered in light of the recent State Government announcement concerning the major upgrade of the bus mall and the Council's recent resolution concerning the consideration of a master plan for the blocks bordered by Murray, Macquarie, Campbell and Davey Streets.</p> <p>City officers and the State Government have met to discuss its planning of its vision for the Elizabeth Street Transit Centre.</p> <p>The State Government has appointed a consultant to investigate the feasibility of an underground Elizabeth Street Transit Centre.</p> <p>City officers have met with the consultant and provided a range of information to assist with their report.</p>



Ref	Title	Report / Action	Action Officer	Comments
13	<b>PETITION - SANDY BAY SHOPPING PRECINCT FOOTPATHS - OPPOSING CHANGE TO OUTDOOR DINING AREAS AND BUS STOP LOCATIONS</b> Council 7/8/2017, item 10 Council 4/9/2017, item 14	<ol style="list-style-type: none"> <li>The General Manager proceed with the implementation of the Council resolution of 12 October 2015, by progressing the relocation of occupation licence areas and signboards away from the building line in the Sandy Bay Shopping Precinct.</li> <li>The Council develop a new formal policy, building on the Council resolution of 12 October 2015, which provides guidance on the placement of outdoor dining in Hobart streets, taking into consideration the width of footpaths and traffic speed suitable for outdoor dining.               <ol style="list-style-type: none"> <li>Further options such as parklets, be explored for outdoor dining in narrow footpath areas.</li> </ol> </li> </ol>	Director City Planning	<ol style="list-style-type: none"> <li>Complete – change occurred from 1 November 2017.</li> <li>Officers are progressing the matter.</li> <li>(i) A report addressing this matter will be provided.</li> </ol>
14	<b>PETITION - UPGRADE OF THE SCHOOL CROSSING IN FORSTER STREET, NEW TOWN</b> Council 21/8/2017, item 6 Council 18/12/2017, item 6.2	<ol style="list-style-type: none"> <li>The following recommendations to further improve the safety of the children's crossing in Forster Street at New Town Primary School be endorsed:               <ol style="list-style-type: none"> <li>The Department of State Growth be requested to ensure that the renewal of the line marking in Forster Street, New Town be prioritised to be completed prior to the commencement of the 2018 school year;</li> </ol> </li> </ol>	Director City Planning	<ol style="list-style-type: none"> <li>1(a) Complete</li> <li>1(b)(c) Officers are progressing the other matters in liaison with the Department of State Growth.</li> <li>2. Offer extended to New Town Primary School by Bicycle Network to participate in an Active Routes to School workshop.</li> <li>3. Complete.</li> </ol>

Ref	Title	Report / Action	Action Officer	Comments
		<p>(b) Work with the Department of State Growth to review and revise the operating times of the variable 40 km/h school zone signage to ensure that it is consistent with the start and finish times of the school; and</p> <p>(c) Continue to work with the Department of State Growth's Road Safety Branch to improve the conspicuousness of the children's crossing through either improved signage or the trialling the use of flashing lights as an alternative to the flags.</p> <p>2. An offer be made to New Town Primary School giving them the option of participating in an Active Routes to School workshop.</p> <p>3. The organiser of the petition be advised of the Council's decision.</p>		
15	<p><b>NEW TOWN RETAIL PRECINCT - PROPOSED STREETSCAPE CONCEPT</b></p> <p>Council 18/12/2017, item 6.1</p> <p>Council 4/6/2018, item 11</p>	<p>1. The streetscape upgrade be implemented, based on the concept design proposal, with detailed design to be undertaken in 2018 and construction to commence in early 2019.</p> <p>2. In the event the consultation process results in an increase in costs, the details be advised to the Council.</p>	Director City Planning	<p>Construction on Stage 1 of the New Town Retail Precinct is complete.</p> <p>Given the financial impact of COVID-19, the next stages of this project can now only proceed in full if external funding can be secured.</p> <p>External funding has been sought.</p>

Ref	Title	Report / Action	Action Officer	Comments
16	<b>99 STEPS, WEST HOBART</b> Council 8/10/2018, item 12 Council 6/5/2019, item 14	<ol style="list-style-type: none"> <li>1. Works be undertaken to improve the amenity and safety of the small set of steps at the top of 99 Steps, West Hobart including the installation of a seat and fence, along with a ramp and new steps on the opposite side of Liverpool Street at an estimated cost of \$25,000 in 2019-2020 to be funded from the City Laneways Access and Lighting Upgrades budget allocation.</li> <li>2. Stormwater works including extension of a stormwater main along Liverpool Street and installation of drainage pits be constructed in 2020-2021 as part of a road and stormwater upgrade project to address flooding issues, subject to funding approval in the 2020-2021 budget.</li> <li>3. Works to fully upgrade the 99 Steps walkway to full compliance with engineering standards and installation of bicycle channel be considered in the development of a City Laneways Strategy and Action Plan.</li> </ol>	Director City Amenity	Works are scheduled to commence shortly
17	<b>71 LETITIA STREET, NORTH HOBART - PARTIAL DEMOLITION, SUBDIVISION (ONE ADDITIONAL LOT) AND ALTERATIONS TO CAR PARKING</b>	The City Infrastructure Committee be requested to address on-street parking in the area of the development.	Director City Planning	The Council decision is being actioned.

Ref	Title	Report / Action	Action Officer	Comments
	Open Council 17/6/2019, item			
18	<p><b>ELIZABETH STREET MIDTOWN RETAIL PRECINCT UPGRADE</b></p> <p>Open Council 8/7/2019, item 12</p> <p>Open Council 12/10/2020 item 15</p> <p>Open Council 7/12/2020, item 13</p>	<p>That:</p> <ol style="list-style-type: none"> <li>1. The draft concept design for Elizabeth Street Midtown Retail Precinct project (marked as Attachment A to item 6.2 of the Open City Infrastructure Committee agenda of 25 November 2020), be generally endorsed as a framework for future streetscape development in the project area, noting that the Council is not in a position to fund the implementation at this time.</li> <li>2. That any decision on the final uphill bike lane treatment be determined following the trial of uphill bike lane as part of the 12 month 'Ready for Business' pilot project.</li> <li>3. A further report be provided to the Council in the first quarter of 2021, outlining an implementation plan including cost estimates, financial impacts, funding source/s and proposed timing.</li> <li>4. A detailed report addressing the potential loss of car parking within the Elizabeth Street Precinct be referred to the Finance and Governance Committee at the appropriate time.</li> </ol>	Director City Planning	The Council decision is being actioned.

Ref	Title	Report / Action	Action Officer	Comments
19	<b>CAMPBELL STREET (BETWEEN LIVERPOOL STREET AND COLLINS STREET) - TRIAL TRAFFIC MANAGEMENT ARRANGEMENTS FOR ROYAL HOBART HOSPITAL K-BLOCK</b> Council 9/9/19, item 15	<p>That a trial of the traffic and parking arrangements for Campbell Street between Liverpool Street and Collins Street be approved for an initial period of at least 12 months from the opening of the Royal Hobart Hospital K Block.</p> <p>A report on the operation of the traffic management and parking arrangement be provided following the 12 month trial to enable Council to consider a more permanent arrangement in Campbell Street.</p> <p>The Council authorise the General Manager to negotiate with the Royal Hobart Hospital administration for a contribution towards upgrading the reinstated footpath (in Campbell Street adjacent to the Royal Hobart Hospital) from asphalt to unit paver materials.</p>	Director City Planning	<p>The installation of traffic and parking arrangements for Campbell Street between Liverpool Street and Collins Street has been completed.</p> <p>Trial assessment scheduled to commence May 2021.</p>
20	<b>INSTALLATION OF TRAFFIC SIGNALS - INTERSECTION OF COLLINS STREET AND MOLLE STREET</b> Council 9/9/2019, item 17	<p>That the installation of traffic signals at the intersection of Molle Street and Collins Street to improve the safety and amenity of pedestrians and cyclists be supported.</p> <p>(i) Subject to the proposed bulbing in Molle Street being reduced in length to accommodate a further two car parking spaces.</p> <p>The General Manager be authorised to negotiate with the landowner of 40-50 Molle Street for the incorporation of the</p>	Director City Planning	<p>Detail design under preparation.</p> <p>Land transfer agreed and legal process underway with private property owner for the area required to signalise the junction.</p> <p>Funding has been secured through Australian Government programs for the majority of the project costs.</p>

Ref	Title	Report / Action	Action Officer	Comments
		<p>existing driveway and associated 'right of way' utilised by pedestrians and cyclists into the proposed traffic signals, including the transfer of any land necessary to facilitate that installation.</p> <p>A further report be provided on the possible use of different surface treatments to highlight the pedestrian crossings.</p>		
21	<p><b>LIVERPOOL STREET, HOBART - EMBANKMENT REMEDIATION</b></p> <p>Open Council 7/10/2019, item 11</p>	<p>Remediation works of the flood damaged section of 367-377 Liverpool Street, Hobart retaining the existing Liverpool Street road geometry, addressing drainage issues and rehabilitating the road pavement, at an estimated cost of \$370,000, be approved.</p> <p>Funding of \$92,000 be allocated from the City's Roads Strategy and Projects Budget Function in the 2019-20 Annual Plan to augment the funds to be provided by the Federal Government Natural Disaster Relief arrangement.</p>	Director City Amenity	<p>The flood remediation works have been delayed due to hold up with the TasWater approval process.</p> <p>Revised project plan is currently being developed and further advice will be provided on the anticipated commencement date.</p>
22	<p><b>454-462 CHURCHILL AVENUE, SANDY BAY - SHARED ACCESS</b></p> <p>Open Council 4/11/2019, item 11</p>	<ol style="list-style-type: none"> <li>1. The report titled '454-462 Churchill Avenue, Sandy Bay - Shared Access' be received and noted.</li> <li>2. The following works be implemented on the shared access servicing 454 to 462 Churchill Avenue, Sandy Bay:</li> </ol>	Director City Amenity	Civil works are complete, with surface treatment scheduled to be applied in early 2021.



Ref	Title	Report / Action	Action Officer	Comments
		<ul style="list-style-type: none"> <li>(i) Installation of a skid/slip resistant surface on the shared access;</li> <li>(ii) Construction of a small (~16m<sup>2</sup>) area of concrete hardstand within the road reservation opposite the driveways to 454 and 456 Churchill Avenue to provide extra turning/manoeuvring area for vehicles at the top of the shared access;</li> <li>(iii) Removal of steps leading into 456 Churchill Avenue located within the highway reservation;</li> <li>(iv) Installation of traffic markers (flexible bollards) near the driveway entrance to 454 Churchill Avenue to assist drivers when manoeuvring in and out of this driveway; and</li> <li>(v) Installation of a small 200mm high retaining structure at the edge of driveway and minor regrading of the driveway entrance to 454 Churchill Avenue to provide some improvement to the cross fall of the driveway.</li> </ul> <p>3. Further detailed design to be carried out for construction documentation.</p>		

Ref	Title	Report / Action	Action Officer	Comments
		<p>4. The General Manager be delegated authority to negotiate an occupation licence to allow for a fence and gate at the rear of 462 Churchill Avenue, in a location that does not impact on the turning manoeuvring of vehicles in the road reservation.</p> <p>5. The General Manager be delegated authority to negotiate the relocation of the rear driveway of 462 Churchill Avenue, subject to the provision of a suitable area adjacent to the driveway entrance of 462 Churchill Avenue for placement of wheelie bins for 454, 456, and 458 – 460 Churchill Avenue.</p> <p>6. The costs associated with the proposal, estimated at \$90,000 be funded from the City's Road Strategy and Projects Budget Function within the 2019-20 Annual Plan.</p> <p>7. The owners of 454, 456, 458-460, and 462 Churchill Avenue, Sandy Bay to be notified of Council resolution.</p>		
23	<p><b>HUON ROAD - UPHILL BICYCLE PASSING OPPORTUNITY PROJECT</b></p> <p>Open Council 16/12/2019, Item 12</p>	<p>1. The General Manager be authorised to sign and attach the common seal of the City of Hobart to the grant deed when received for the provision of passing opportunities for vehicle drivers to safely pass uphill bicycle riders on Huon Road.</p>	Director City Planning	Construction underway.

Ref	Title	Report / Action	Action Officer	Comments
		2. On completion of part 1 of the recommendation, the City of Hobart proceed to procurement of the proposed works for the provision of passing opportunities for vehicle drivers to safely pass uphill bicycle riders on Huon Road between Stephenson Place and 432 Huon Road, as detailed in the concept design drawings provided as Attachment A to item 6.3 of the Open City Infrastructure Committee agenda of 11 December 2019.		
24	<b>CAMPBELL STREET AND ARGYLE STREET BICYCLE CONNECTIONS</b> Open Council 16/12/2019, Item 13	1. The initial concept design for bicycle facilities on Argyle Street, Campbell Street, Liverpool Street and Bathurst Street, including sections of separated cycleways is provided as Attachment A to item 6.4 of the Open City Infrastructure Committee agenda of 11 December 2019 be used as the basis to commence public engagement with key stakeholders in early 2020.  (i) That consultation occur with relevant stakeholders, in particular, property owners, land owners, residents and lease holders of the affected streets.  (ii) The facilities be trialled for a one year period.	Director City Planning	Community engagement with key stakeholders and property owners/operators has commenced along the route of the proposed trial extension of the inner city cycling network (Campbell, Argyle, Liverpool and Bathurst Streets).  Detail design and traffic modelling under finalisation with funding pending discussions with Department of State Growth.

Ref	Title	Report / Action	Action Officer	Comments
		<ol style="list-style-type: none"> <li>2. A further report detailing the proposal be provided to the Council following the public engagement with key stakeholders.</li> <li>3. A report be provided on the feasibility of introducing priority car pool and bus lanes on Campbell and Argyle Streets.</li> </ol>		
25	<b>BROOKE / DESPARD STREETS - CONGESTION REDUCING INITIATIVE - THREE-MONTH TRIAL</b> Open Council 10/3/2020, item 16	<ol style="list-style-type: none"> <li>1. Approval be given to implement a three-month trial congestion reducing initiative that would:               <ol style="list-style-type: none"> <li>(i) Close Brooke Street at Morrison Street to taxi and rideshare vehicles on Friday and Saturday evenings from 11.00 pm to 5.00 am;</li> <li>(ii) Create a taxi holding area in the CSIRO car park in Castray Esplanade on Friday and Saturday evenings between 11.00 pm and 5.00 am;</li> <li>(iii) Create a nominated waiting location for ride share vehicles in Salamanca Place between Davey Street and Gladstone Street; and</li> <li>(iv) Create four pick-up locations for ride share passengers across the waterfront precinct.</li> </ol> </li> <li>2. The Lord Mayor write to the State Treasurer seeking co-funding of the trial congestion reducing initiative and</li> </ol>	Director City Planning  Deputy General Manager	The Council decision is being actioned.

Ref	Title	Report / Action	Action Officer	Comments
		<p>potential ongoing funding should the trial be successful.</p> <p>3. Funding of \$17,483 to implement the three-month trial will be allocated to the Special Events Traffic Management budget allocation in the Traffic Strategy and Projects function area of the 2019-20 annual plan.</p>		
26	<p><b>NETWORK OPERATING PLAN (NOP) – BRIEFING</b></p> <p>Open CIC 24/6/2020, item 6.1</p>	<p>That that the briefing be received and noted.</p> <p>A further report on the progress of the inner Hobart Network Operation Plan (NOP) be provided at the appropriate time.</p>	Director City Planning	The Council decision is being actioned.
27	<p><b>REQUEST FOR SPEED LIMIT REDUCTION IN HOBART CENTRAL BUSINESS DISTRICT AND RETAIL PRECINCTS</b></p> <p>Open Council 6/7/2020, item 10</p>	<p>That:</p> <p>1. The Council endorse the engagement with key stakeholders and the preparation of supporting documentation to allow a submission to the Transport Commissioner requesting the following speed limit changes in Hobart's Central Business District indicatively proposed as:</p> <p>a) Elizabeth Street between Melville and Morrison Streets (excluding the Elizabeth Street Mall and Macquarie and Davey Street crossing points) from 50 km/hour to 40km/hour. (Note: Elizabeth Street</p>	Director City Planning	<p>Clause 1 complete.</p> <p>Clause 2(b)</p> <p>Application to reduce speed has been approved by Commissioner for Transport with funding secured to implement the changes.</p>

Ref	Title	Report / Action	Action Officer	Comments
		<p>between Collins and Davey Streets is currently 30km/hr).</p> <p>b) Collins and Liverpool Streets between Murray and Argyle from 50 km/hour to 40km/hour (Note: Criterion Lane and Liverpool St between Elizabeth Street and Murray Street is currently 30km/hr).</p> <p>c) Melville and Bathurst Streets between Harrington and Campbell Streets from 50 km/hour to 40km/hour.</p> <p>d) Harrington, Murray, Argyle and Campbell Streets between Melville and Davey Streets (excluding the Davey and Macquarie Street crossings), from 50 km/hour to 40km/hour.</p> <p>e) Liverpool and Collins Streets between Harrington and Murray Streets, and between Argyle and Campbell Streets from 50 km/hour to 40km/hour. (Note: Collins Street from Argyle to Elizabeth Street is currently 30 km/hour)</p> <p>f) Market Place, Kemp Street, Trafalgar Place, Purdys Mart, Wellington Court, Harrington Lane, Watchorn Street, Victoria Street, Bidendopes Lane from 50 km/hour to 40km/hour.</p>		

Ref	Title	Report / Action	Action Officer	Comments
		<p>2. The Council endorse engagement with key stakeholders and the preparation of supporting documentation to allow a submission to the Transport Commissioner for the following speed limit changes in the Suburban Retail Precincts between the hours of 7:00am until 7:00pm Monday to Thursday and 7:00am until 10:00pm Friday to Sunday indicatively proposed as:</p> <p>a) North Hobart between Burnett Street and Tasma Street from 50km/hour to 40km/ hour (Note: Extending the existing 40km/hour zone between Federal Street and Burnett Street).</p> <p>b) Lenah Valley between Giblin Street and Greenway Avenue from 50km/hour to 40km/ hour.</p> <p>c) South Hobart from Excell Lane and the Southern Outlet Junction from 50km/hour to 40km/ hour.</p> <p>d) Sandy Bay along Sandy Bay Road from Osborne Street and Russell Crescent, and including King Street between Grosvenor Street and Princes Street, Gregory Street between Grosvenor and Sandy Bay Road, Princes Street between King Street and Sandy Bay Road, and Russell Crescent between Sandy</p>		



Ref	Title	Report / Action	Action Officer	Comments
		<p>Bay Road and King Street from 50km/hour to 40km/ hour.</p> <p>e) New Town: New Town Road from Marsh Street to the Pirie Street intersection, and Risdon Road between New Town Road and Swanston Street from 50km/hour to 40km/ hour.</p>		
28	<p><b>The North Hobart Retail and Entertainment Precinct Place Vision and Access and Parking Plan Project</b></p> <p>Open Council 23/11/2020, Item 17</p> <p>Open Council 7/12/2020, item 18</p>	<p>That:</p> <ol style="list-style-type: none"> <li>The Council approve the 10 questions for community engagement marked as Attachment A to item 3.1 of the Special Meeting of All Council Committees agenda of 7 December 2020 with the following amendments: <ol style="list-style-type: none"> <li>Questions 2,3 and 4 be answered in order of priority (from 1 to 5)</li> <li>Question 4 action 4 be amended to read: <p>“The current operation of Condell Place as a car park be maintained and include long term car parking options and / or multi-storey purpose uses.”</p> </li> </ol> </li> <li>Taking account of the busy period leading up to the end of the current calendar year, particularly for businesses and the post New Year holiday period, the public engagement process be undertaken for an eight (8)</li> </ol>	<p>Director City Planning</p> <p>Director City Innovation</p>	The Council decision is being actioned

Ref	Title	Report / Action	Action Officer	Comments
		<p>week period, commencing on Monday 1 February 2021, in line with the methodology detailed in this report.</p> <p>3. A further report detailing the outcomes of the engagement process and proposed project action plan, including the associated capital and operating cost implications, be submitted to a Council meeting in the second quarter of 2021.</p>		
29	<p><b>McRobies Gully Good Neighbour Agreement - Working Group - Draft Terms of Reference</b></p> <p>Open Council 7/12/2020, item 15</p>	<p>PART A</p> <p>That the Draft Terms of Reference for the McRobies Gully Waste Management Centre Good Neighbour Agreement Working Group, dated November 2020 and marked as Attachment A to item 6.4 of the Open City Infrastructure Committee agenda of 25 November 2020, be approved.</p> <p>PART B</p> <p>That:</p> <ol style="list-style-type: none"> <li>1. An invitation be extended to the Resource Recovery Centre to ascertain if the Centre wish to nominate a representative to partake in the McRobies Gully Good Neighbour Agreement Working Group.</li> <li>2. Should the Resource Recovery Centre accept the invitation and</li> </ol>	<p>Director City Amenity</p>	<p>The Council decision is being actioned.</p>

Ref	Title	Report / Action	Action Officer	Comments
		nominate a representative to join the McRobies Gully Good Neighbour Agreement Working Group, the General Manager be authorised to amend the Terms of Reference accordingly.		
30	<b>H-TRAMS Request to Store Historic Tram - Queens Domain Quarry</b> Open Council 7/12/2020, item 16	That: 1. Approval be given to H-TRAMS to store a heritage tram at the City's Queens Domain Depot subject to the following conditions: (i) All costs associated with the transportation of the tram to the Queens Domain Depot be at the tram owners cost; (ii) Ongoing access to the tram by the owners, when stored in the depot, are to be arranged by contacting the relevant City of Hobart staff; (iii) Should the City require use of the depot space occupied by the tram, the owners must relocate the heritage tram to an alternative location at no cost to the City upon receiving at least 3 months' notice; (iv) The tram owners shall insure the tram or indemnify the City against any future claim;	Director City Amenity	The Council decision is being actioned.

Ref	Title	Report / Action	Action Officer	Comments
		<p>(v) The tram owners are to provide evidence of public liability insurance;</p> <p>(vi) The City accepts no responsibility or liability for any damage to the tram; and</p> <p>(vii) An agreement be put in place between the City and the tram owner confirming the above requirements.</p> <p>2. In accordance with the Council Policy Grants and Benefits Disclosure, the benefit attributed to H-TRAMS by the provision of free storage of its trams at the City's depot (estimated at \$1,200 per annum each) be disclosed in the City's Annual Report.</p> <p>3. The General Manager be delegated authority to finalise arrangements and determine any future storage matters relating to H-TRAMS.</p>		

**8. RESPONSES TO QUESTIONS WITHOUT NOTICE**

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Regulation 29(3) *Local Government (Meeting Procedures) Regulations 2015*.  
File Ref: 13-1-10

**The General Manager reports:-**

"In accordance with the procedures approved in respect to Questions Without Notice, the following responses to questions taken on notice are provided to the Committee for information.

The Committee is reminded that in accordance with Regulation 29(3) of the *Local Government (Meeting Procedures) Regulations 2015*, the Chairman is not to allow discussion or debate on either the question or the response."

**8.1 City of Hobart Fleet Vehicles****File Ref: F20/95884; 13-1-10**

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Memorandum of the Manager Projects & Support Services and the Director City Amenity of 19 February 2021.

**8.2 Tip Shop Infrastructure****File Ref: F20/131691; 13-1-10**

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Memorandum of the Director City Amenity of 3 February 2021.

Delegation: Committee

*That the information be received and noted.*



City of **HOBART**

**Memorandum:** Lord Mayor  
Deputy Lord Mayor  
Elected Members

## **Response to Question Without Notice**

### **CITY OF HOBART FLEET VEHICLES**

**Meeting:** City Infrastructure Committee

**Meeting date:** 26 August 2020

**Raised by:** Lord Mayor Reynolds

**Question:**

- (a) What is the utilisation of the City's car fleet and what would be considered as under-utilisation?
- (b) Is there consideration of shrinking the fleet in line with budget cuts?

**Response:**

The City of Hobart owns a wide range of fleet to support operations and comprises of light vehicles, trucks, major plant and minor plant.

The light vehicle fleet includes cars, utilities and small motorbikes/scooters.

These vehicles are used for a range of duties including:

- Inspection and transport of staff to worksites and projects;
- Inspection of the City's assets (roads, stormwater, waste, building etc);
- Inspection of commercial food-related businesses by Health Officers;
- Inspection of sites associated with development applications and building works by developers;
- Meeting with the public and other authorities;
- Works at the City's various parks, bushland, sporting facilities, ovals and other sites;
- Investigation of traffic issues and parking compliance matters; and

- Many other operational issues that require use of a vehicle.

Utilisation of these light vehicles is reviewed on a regular basis with the aim to have vehicles achieve annual mileage of 20,000km year. The vehicles are then due for renewal after a 5-year period (or having 100,000km). Vehicles identified as not having travelled the estimated annual distance are swapped within the fleet with vehicles which have exceeded the travelling distance. This process helps to ensure appropriate utilisation of the light vehicle fleet.

Mileage significantly less than 10,000km per year would be considered under-utilisation with the retention of any such vehicle actively explored.

The organisational restructure of 2019 resulted in a number of fleet management efficiencies to occur, as well as the recent departure of several management positions resulting in a further 15% decrease in the number of light fleet vehicles.

This reduction in numbers will subsequently increase utilisation of the remaining vehicles.

Light vehicle usage and numbers continue to be reviewed, particularly following the resignation of staff and organisation restructures.

*As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.*



Geoff Lang  
**MANAGER PROJECTS & SUPPORT  
SERVICES**



Glenn Doyle  
**DIRECTOR CITY AMENITY**

Date: 19 February 2021  
File Reference: F20/95884; 13-1-10





City of **HOBART**

**Memorandum:** Lord Mayor  
Deputy Lord Mayor  
Elected Members

## **Response to Question Without Notice**

### **TIP SHOP INFRASTRUCTURE**

**Meeting:** City Infrastructure Committee

**Meeting date:** 25 November 2020

**Raised by:** Councillor Ewin

#### **Question:**

It is of my understanding that the building infrastructure housing the Tip Shop recently destroyed by fire is Council owned, therefore could the Director please provide an approximate timeline advising of when the damaged infrastructure will be removed and/or when the infrastructure will be replaced?

#### **Response:**

The site and buildings are owned by the City and leased to operators of the 'Tip Shop', the Resource Cooperative, accordingly, repairs and replacement of the facility will be covered by the City's insurer.

As a result of the incident a claim has been lodged and following is provided in terms of progress made to address the damage.

#### **Demolition**

Demolition of the damaged sections of the buildings was undertaken in the first week of December 2020.

The drive-through area suffered damage to the steel posts, trusses and roofing and has been partially demolished.

#### **Replacement**

The scope of works has been completed and the insurer is awaiting quotations for replacement of the storage shed up to current Australian Standards along with repairs to the open delivery area structure.

In addition, the insurer is seeking quotations and timeframes to install a meter box at the rear of the property so power could be reinstated to the office area to enable the Resource Cooperative to re-occupy the offices.

Once quotations have been obtained the repairs and replacement can be authorised by the insurer.

Due to the recent Christmas/New Year period, the work is not likely to commence for sometime and may take 9 months to complete.

A hygienist has assessed the main Resource Recovery building and deemed it safe to occupy.

It is expected that the Resource Cooperative will be able to operate for the majority of the time the repairs and replacement occur.

*As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.*



Glenn Doyle  
**DIRECTOR CITY AMENITY**

Date: 3 February 2021  
File Reference: F20/131691; 13-1-10

## **9. QUESTIONS WITHOUT NOTICE**

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Section 29 of the *Local Government (Meeting Procedures) Regulations 2015*.  
File Ref: 13-1-10

An Elected Member may ask a question without notice of the Chairman, another Elected Member, the General Manager or the General Manager's representative, in line with the following procedures:

1. The Chairman will refuse to accept a question without notice if it does not relate to the Terms of Reference of the Council committee at which it is asked.
2. In putting a question without notice, an Elected Member must not:
  - (i) offer an argument or opinion; or
  - (ii) draw any inferences or make any imputations – except so far as may be necessary to explain the question.
3. The Chairman must not permit any debate of a question without notice or its answer.
4. The Chairman, Elected Members, General Manager or General Manager's representative who is asked a question may decline to answer the question, if in the opinion of the respondent it is considered inappropriate due to its being unclear, insulting or improper.
5. The Chairman may require a question to be put in writing.
6. Where a question without notice is asked and answered at a meeting, both the question and the response will be recorded in the minutes of that meeting.
7. Where a response is not able to be provided at the meeting, the question will be taken on notice and
  - (i) the minutes of the meeting at which the question is asked will record the question and the fact that it has been taken on notice.
  - (ii) a written response will be provided to all Elected Members, at the appropriate time.
  - (iii) upon the answer to the question being circulated to Elected Members, both the question and the answer will be listed on the agenda for the next available ordinary meeting of the committee at which it was asked, where it will be listed for noting purposes only.

## 10. CLOSED PORTION OF THE MEETING

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### RECOMMENDATION

That the Committee resolve by majority that the meeting be closed to the public pursuant to regulation 15(1) of the *Local Government (Meeting Procedures) Regulations 2015* because the items included on the closed agenda contain the following matters:

- Commercial information of a commercial nature; and
- Acquisition of land.

The following items are listed for discussion:-

Item No. 1	Minutes of the last meeting of the Closed Portion of the Committee Meeting
Item No. 2	Consideration of supplementary items to the agenda
Item No. 3	Indications of pecuniary and conflicts of interest
Item No. 4	Committee Action Status Report
Item No. 4.1	Committee Actions - Status Report LG(MP)R 15(2)(c)(iii) and (f)
Item No. 5	Questions Without Notice