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Sent: Tuesday, 21 July 2020 10:10 AM
To: secretariat.PESRAC
Subject: Contribution to medium- and long-term planning

If Tasmania produced large quantities of a valuable commodity and shipped it out raw, there would be calls for value-adding. Value-adding would generate new Tasmanian jobs and return more to Tasmania per unit of commodity.

Why, then, are we shipping raw electricity to the mainland?

Tasmania produces large quantities of renewable electrical energy and is on track to produce even more in coming years. We can add value to that production by

- * increasing the Tasmanian stock of inexpensive electric cars and trucks, and powering more of them through the grid. TasNetworks has already introduced an Electric Vehicle Fast Charger Scheme (<https://www.tasnetworks.com.au/electric-vehicle-fast-charger>) and charging installations at SME premises would support commercial fleets of electric vehicles.
- * training local vehicle-service personnel in electric vehicle maintenance. I've been told by a manager at Motors Devonport that the company is reluctant to sell electric vehicles (like the Nissan Leaf) that it can't service.
- * encouraging local businesses to design and build battery-powered electric boats and farm vehicles
- * battery technology is fast-developing, and the huge investments we've seen overseas in lithium-ion battery factories may prove unprofitable if one or more of the newer technologies becomes production-ready. Tasmania could become a centre for "new battery" development and small-scale production.

Each of these suggestions has the same goal: keeping locally produced electricity in Tasmania and getting more value from it. Shipping electricity to the mainland through BassLink and the proposed Marinus cable benefits the national grid at an opportunity cost to Tasmania. "Battery of the Nation" is fine for the nation, but "Electric Transport Technology Centre of the Nation" would be better for Tasmania.

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