Light Vehicle CO2 Emissions Standards - Public submission

Q1 Do you support the setting of staged short and medium term targets?

Yes because the medium term target is needed by the auto industry which has a 3-5 year lead time.

Q2 If yes, do you consider 2020 is the logical date for a firm second stage target?

Yes - plenty of time for manufacturers to adjust.

Q3 Do you consider it is appropriate to set a target beyond 2020 at this stage

Yes - set a longer term target at 2025 so manufacturers know they must keep improving their technology. In 2020 review the technology and decide if the 2025 target must be further tightened due to advances in technology.

Q4 Do you consider 2010 is the appropriate base year for determining the targets

Yes

Q5 What rate of CO2 emissions reduction do you consider is achievable by 2015 and 2020 in Australia?

2015 - 183g = 3% drop p.a.
2020 - 141g = 5% drop

Q6 What do you think is a reasonable CO2 target for the Australian new light vehicle fleet in 2015 and 2020?

2015 - 183g
2020 - 141g

Q7 Are there any impediments to Australia achieving the more ambitious rates of reduction embodied in Scenarios 5 and 6 above

Car manufacturers will whinge and carry on. But set the targets now and give them plenty of advance notice. This is achievable - just look at Europe.

Q9 Should Australia set a single set of CO2 targets for all light vehicles, or is there merit in establishing separate targets for passenger vehicles (cars and SUVs) and for LCVs (utes and vans)
Set a single target due to so much overlap of categories.

10 Do you support the idea of bonus credits for new technology vehicles (such as EVs), flex fuel vehicles and other technologies, or should the CO2 standard be purely performance based, treating all vehicles on the same basis (using the CO2 emissions result on the standard ADR test)?

I support the use of credits provided the credits are not too big.

Q11 If you support credits, what vehicle types do you consider qualify for a credit and why

EV's - because they are the way of the future and we need to assist manufacturers to move away from the internal combustion engine.

Q17 Do you also agree that data collected for the purposes of the standard should be made publicly available on an annual basis

This is absolutely essential.

Q24 Do you agree that financial penalties are the most effective way to address non-compliance

Yes - a combination of both fining and also name and shame