Organisation questionnaire response

Privacy Setting: I agree for my response to be published with my name and position withheld.

What organisation do you represent? (required)	8020Green
Please rank the proposed options in order of preference. (optional)	Option A - 3rd, Option B - 2nd, Option C - 1st
Briefly, what are your reasons for your choice? (optional, 3000 character limit)	1. Contributes to the Australian economy as Australia has greater participation in the EV supply chain (through the mining of lithium) than it does in the IC engine supply chain. 2. Australia is introducing International Financial Reporting Standards S2 carbon reporting standards for corporations, from 1 July this year, with this to eventually include scope 3 emissions, and, by 2027, it will apply to all businesses with a turnover of greater than $50m. The scope 3 requirements of these standards is expected to have an impact through the supply chain, down to quite small companies. Tight fuel efficiency standards that follow the EU to the point of not allowing internal combustion engines by 2035 will assist businesses that use passenger vehicles reduce their carbon footprint, and better position Australian exporters. 3. Europe's very strong climate commitments, including the Carbon Border Adjustment Mechanism, (https://www.weforum.org/agenda/2022/12/cbam-the-new-eu-decarbonization-incentive-and-what-you-need-to-know/) introduced in October 2023 to prevent carbon leakage and the European Sustainability Reporting Standards (https://denkstatt.eu/esrs-standards-explained/), introduced in June 2023, applying to the entire supply chain, are rippling through supply chains the world over. Australia will be at a competitive disadvantage when parts of its supply chain are using inefficient passenger vehicles. 4. A faster uptake of EVs equipped with vehicle to grid technology, will better enable the transition to renewable energy in Australia's electricity grid – providing benefits beyond direct fuel savings. https://thedriven.io/2024/02/27/australian-evs-could-earn-12000-in-a-single-year-with-vehicle-to-grid-tech/. It will greatly reduce the amount of investment required for storage in the electricity grid needed to smooth out intermittent renewables, and help householders lower their overall energy costs. Note: We still have to get proper vehicle to grid standards! I think that this should be part of the standards – mandatory vehicle to grid capability.

	5. As we hurtle towards 82% renewables by 2030, a larger EV fleet enabled by tighter standards will reduce air pollution.
Do you support the Government's preferred option (Option B)? (optional)	No
Do you have any feedback on the analysis approach and key assumptions used? (optional, 3000 character limit)	The analysis has failed to consider the wider economic benefits outlined in the reasons for my choice, including benefits to lithium miners, the impact on reducing the cost of transitioning to renewable electricity if vehicle to grid charging is included, and the competitiveness of Australian businesses in a world which is increasingly requiring reporting of all emissions, including scope 3.
Briefly, describe how the NVES might impact your organisation (optional, 3000 character limit)	As a very light user of passenger vehicle transport, the direct organisational impact will be minimal.
Who should the regulated entity be? (optional, 3000 character limit)	NULL