

From: [REDACTED] >
Sent: Wednesday, 21 December 2016 3:51 AM
To: Frydenberg, Josh (MP)
Subject: (Support for review on vehicle emissions.)

Categories: Min Frydenberg Reply [REDACTED]

Dear [REDACTED]

[REDACTED]

After reading that you have launched a review on vehicle emissions I felt compelled to write to you to offer my support for such an initiative.

I am not the type of person who normally writes into his Member of Parliament but I feel this is a wonderful opportunity to make a significant improvement to our air quality and reliance on imported energy for generations to come; a real landmark opportunity. I believe it's the responsibility of a good Government to implement policies which steer consumer and corporate behaviour to cause a beneficial change. I have brain-stormed a few suggestions to help influence our vehicles becoming cleaner and more fuel efficient. It's a bit wordy so please bear with me.

-Introduction of an extra fuel-efficient vehicle class:

With passenger vehicle manufacture soon to cease in Australia, this is a great time to implement policies to incentivise vehicle importers to choose to import more fuel efficient vehicles and make them available to the Australian consumers.

It has been noted that since the introduction of the increased Luxury Car Tax threshold for fuel-efficient vehicles (using less than 7.0L/100Km of fuel), vehicle manufacturers have introduced more technologically advanced engines to the Australian market due to consumers seeking out these 'better value for money' vehicles. With the advances in engine technology and with the lower cost of hybrid and plug-in hybrid technology, it may be time to introduce a second tier of 'extra fuel-efficient' vehicles which consume less than 5.0L/100km of fuel with some sort of further incentive (revenue neutral for the Government would be ideal as I know the budget is pretty tight at the moment).

-Introduction of a fleet average fuel economy benchmark for new vehicles with incentives and penalties attached:

Another method to incentivise/mandate vehicle importers to bring in more fuel-efficient and less polluting vehicles is to introduce a fleet average fuel economy/emission benchmark; similar to the Corporate Average Fuel Economy (CAFE) regulation in the United States of America. This ensures that vehicle manufacturers and importers make fuel efficient and clean vehicles are made available in the market place. Manufacturers which do better than the benchmark limit can gain credits which they can sell to manufacturers which exceed the set limit. The idea is that the cleaner manufacturers can make their cars cheaper by discounting their vehicles due to income from selling of the clean credits while manufacturers who exceed will have to increase the average price of their vehicles as they have to purchase these credits from other manufacturers. This naturally adjusts prices in favour of cleaner and more fuel efficient vehicles. It is also cost neutral for the Government to implement which is a big plus.

-Incentivise fleet and business owners to choose more fuel efficient and cleaner vehicles through mildly accelerated depreciation (with flow on benefits):

The best place to start to influence consumer behaviour is to target fleet operators and business owners. I believe many more fuel efficient vehicles will be purchased by fleets and businesses if there was a depreciation benefit for them such as slightly accelerated depreciation for a 'fuel-efficient' vehicle (less than 7L/100km) or 'extra fuel-efficient' vehicle (less than 5L/100km). The flow on effect of this accelerated depreciation for business owners is that it will make these fuel-efficient vehicles cheaper to purchase for personal buyers on the second-hand market and over time will change the mix of the vehicle of the population to be overall lower fuel consumption and lower emission. The additional upside is that it should also decrease the average vehicle age on the road which results in more modern vehicles with better safety features.

-Our contribution to cleaning up our emissions by adopting a fully electric delivery vehicle:

Our pharmacy has recently retired our diesel delivery van in favour of a fully electric vehicle. After sitting down and calculating the costs associated with the 2 vehicle choices, it just made economic sense for our business to change over to the fully electric vehicle and that's before all the environmental, health and energy benefits. Our Nissan Leaf does around 150kms per charge, our local delivery round is only around 40Kms and it is either recharged either at work or at home when not being used so the idea of 'running out of charge' just doesn't happen as we have never had to drive more than 150Kms in one stint in metropolitan Melbourne. I have driven the electric delivery car for 2500Kms and it has cost us around \$75 in electricity where it would have cost us around \$350 in diesel fuel. And whilst the car is operating, it has no emissions. Our business will also save money on servicing as the electric car as the electric motor has no moving parts and therefore minimal servicing is required. We have chosen clean electricity from our electricity provider which generates the power we consume from hydro-generation.

-Installing a network of electric car chargers to break the chicken-egg cycle of electric vehicle ownership:

May I request a consideration of the Government rolling out a network of electric vehicle chargers to give current and future electric vehicle owners more use of their zero emission vehicles and low-emission plug-in hybrids? Electric car owners like myself do not expect the service for free so charging a fee for using the charging facilities to recoup the cost would be very reasonable. It would be even cheaper if the Government entered into the public-private partnership to speed up the roll out process whilst minimising cost for the Government. Electric car ownership has always been a chicken and egg argument where not many people buy electric vehicles due to the lack of charging infrastructure and no one builds charging infrastructure because no one buys electric cars. The Government will be showing great leadership by rolling out charging infrastructure and removing the hurdle to electric car adoption. It's even better if a private sector partner can be found to make it happen quicker and cheaper. Cheaper and longer range fully electric vehicles are due to arrive from 2018 onwards, it would be great if Australia has the infrastructure to support such a great technology and over time, the economic, environmental, health and energy benefits will be obvious.

-Protecting our environment takes strong leadership and determination amid vocal opposition:

Australia is blessed with wonderful natural resources and one of the best air quality in the world. We must do our utmost to ensure this is still the case in the generations to come, the current air pollution situation in Beijing, China and surrounding cities is a nightmare scenario and a clear demonstration of what can result due to inadequate environment polices. A cleaner environment will mean healthier people and healthier people will be less of a burden on the health system and be more productive and contribute to society. I am sure there are a multitude of factors and stakeholders which would argue very loudly to keep the situation as status quo. This review is a wonderful opportunity for the Government to show leadership and determination to make a real difference to our environment in the years to come and I sincerely hope this opportunity is not squandered.

I would love the opportunity to have to chat with you regarding this topic and if you are interested, I would be happy to demonstrate our electric vehicle to you (it's nothing fancy but totally revolutionary in the concept of energy consumption and energy independence).

Best regards,

[Redacted signature]

[Redacted address]
[Redacted address]
[Redacted address]
[Redacted address]
[Redacted address]

