

Climate Rescue of Wagga Inc.

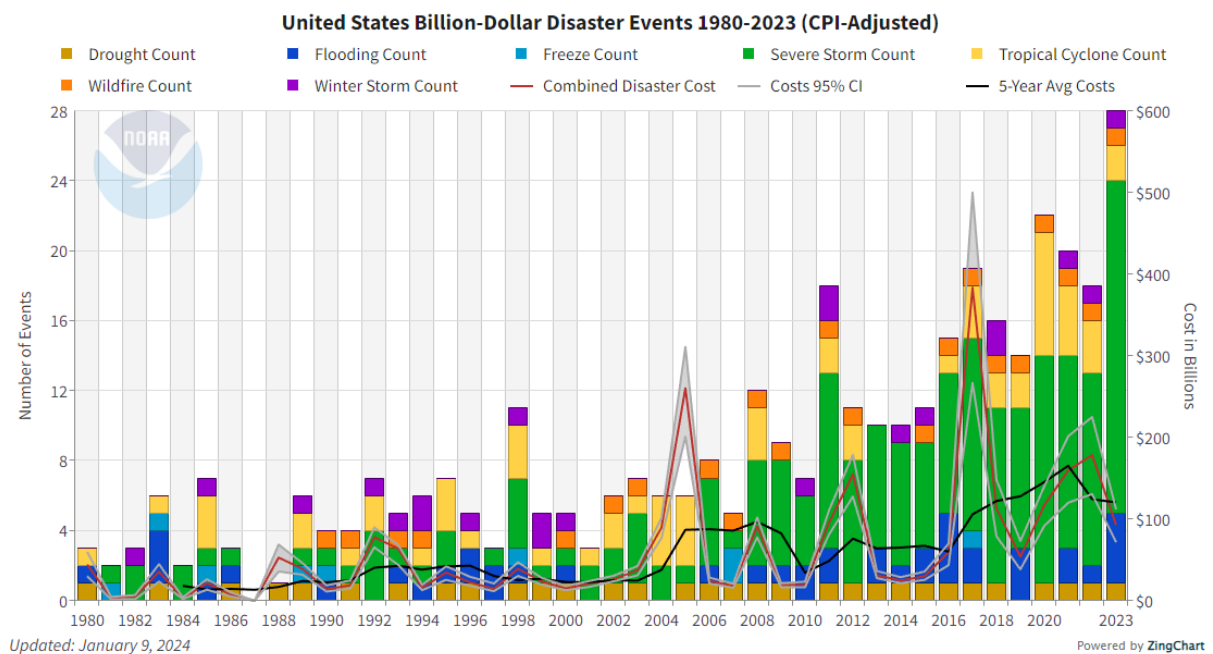
Submission on New vehicle efficiency std (NVES)

March 2024

The following data illustrates the urgency to reduce greenhouse gas emissions.

In the USA and probably worldwide, numbers of major disasters are rising. The consequences for livelihoods, businesses and insurance are severe:

<https://www.ncei.noaa.gov/access/billions/time-series>

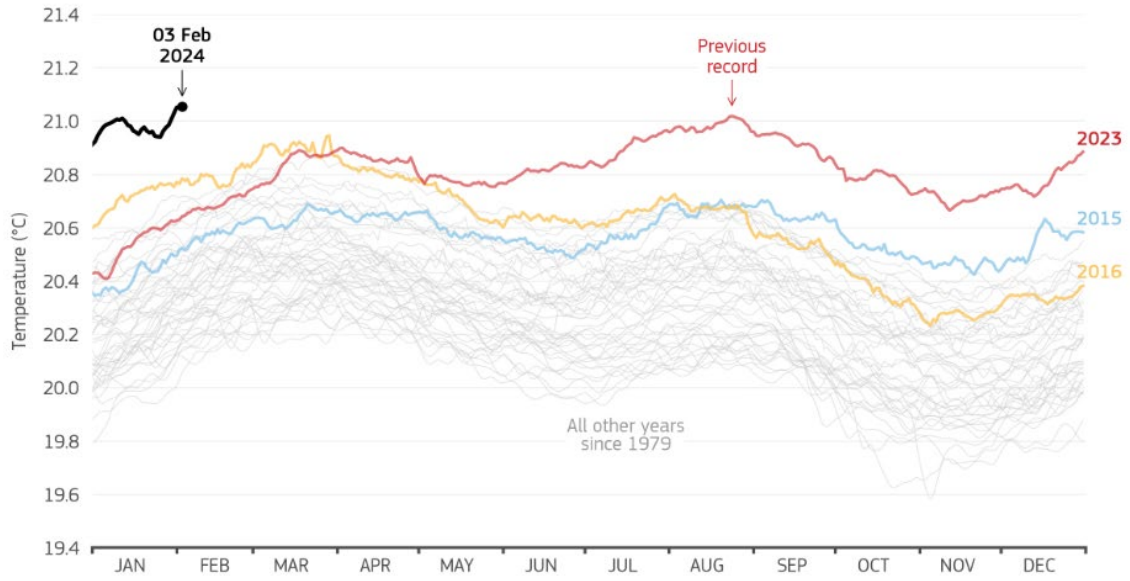


Global temperatures have been trending upwards for decades but appear to be spiking upwards above the rising trend in the last year.

<https://climate.copernicus.eu/warmest-january-record-12-month-average-over-15degc-above-preindustrial>

DAILY SEA SURFACE TEMPERATURE 60°S–60°N

Data: ERA5 1979–2024 • Credit: C3S/ECMWF



Daily sea surface temperature (°C) averaged over the extra-polar global ocean (60°S–60°N) for 2015 (blue), 2016 (yellow), 2023 (red), and 2024 (black line). All other years between 1979 and 2022 are shown with grey lines. Data source: ERA5. Credit: Copernicus Climate Change Service/ECMWF.



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)	Climate Rescue of Wagga Inc
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)	<p>For a few decades now, academies of science and climatology research institutes the world over have pleaded for the urgent reduction of emissions of anthropogenic greenhouse gasses. The science has been clear about the reasons for this since the 1960s. In recent years numbers of extreme weather events, warming of air and oceans, seasonal shifts, coral bleaching events, sea level rise and acidification have been become alarming. Australia has belatedly joined international accords to reduce emissions. Regarding Australia's GHG emissions using FY 21/22 data: - About 18% are from the transport sector. - Of that sector, about 65% are automotive. This is greater than from all other transport modes together - road freight, buses, motorcycles, rail and aviation. Automotive emissions are thus substantial, being about 12% of Australia's emissions. Curbing them is therefore essential.</p> <p>A strong NVES would bring other benefits besides emission reduction: - savings on fuel costs for motorists, - encourage the availability of a wider range of efficient vehicles in Australia, - reduce local air and noise pollution by encouraging the use of efficient vehicles, - reduce dependence on imports of petrol and diesel fuel, and consequent issues regarding national security. Option C is favoured in order to bring these benefits as soon as possible. Option B would be better than nothing. Option A is particularly weak in exempting SUVs and 4WDs to use the less strict standard for light commercial vehicles. Option A would provide minimal emissions reductions compared to a business-as-usual scenario so should not be adopted.</p>
Do you support the Government's preferred option (Option B)? (optional)	NULL
Do you have any feedback on the analysis approach and key assumptions used?	A weakness in all the options is that utes are classified as light commercial vehicles and may be allowed to use the less strict standard for that class of vehicle. However utes are purchased in large numbers, frequently used for suburban transport but rarely used to



<p>(optional, 3000 character limit)</p>	<p>carry loads judging by the immaculate state of the paintwork in many of their trays. Dual cab utes can be particularly large and heavy. They typically have a high front bumper bar with sharp edges so are a severe danger to pedestrians, cyclists and occupants of lighter vehicles. The danger to other road users presented by large, high utes and 4WDs should be dealt with under Australian Design Rules but it would seem they are unfortunately exempt. An NVES should address the dangers of large utes and 4WDs in suburban areas because these vehicles discourage walking, cycling and smaller lighter vehicles. The issue is therefor within the remit of NVES rules to reduce emissions from the transport sector.</p>
<p>Briefly, describe how the NVES might impact your organisation</p> <p>(optional, 3000 character limit)</p>	<p>The members and supporters of Climate Rescue of Wagga Inc. already tend to purchase small, light ICE vehicles, hybrids or electrics so we anticipate minimal burden even from option C NVES. Regarding benefits we look forward to a strong NVES for - a rapid and continuing reduction of greenhouse gas emissions from passenger vehicles in Australia in line with our organisation’s aims, - less local air and noise pollution from heavy ICE vehicles, - a larger and better range of models of electric, hybrid and high efficiency ICE vehicles available for purchase in Australia to offer reduced vehicle running costs, - fewer large utes and 4 WDs on suburban roads posing danger to pedestrians, cyclists and occupants of smaller vehicles, - less pressure to enlarge parking spaces to accommodate large utes and 4 WDs in CBD and suburban car parks with consequent loss of urban amenity. Overall, we anticipate a strongly positive impact for our organisation particularly with NVES option C.</p>
<p>Who should the regulated entity be?</p> <p>(optional, 3000 character limit)</p>	<p>It appears standard and effective that the regulated entities be the vehicle manufacturers.</p>