



ENGINEERS
AUSTRALIA

4 March 2024

Department of Infrastructure, Transport, Regional Development, Communications and the Arts
GPO Box 594
Canberra ACT 2601
Australia

Dear Sir/Madam

Re: Cleaner, Cheaper to Run Cars: The Australian New Vehicle Efficiency Standard

Engineers Australia is the peak body of the engineering profession representing the collective voice of over 120,000 individual members. Constituted by Royal Charter, our mission is to advance the science and practice of engineering for the benefit of the community.

Engineers and engineering are indispensable contributors to Australian prosperity and lifestyles. Engineering services are embodied in almost every good or service consumed, used or traded by Australians, now and in the future. Engineers are the enablers of productivity growth because they convert "brilliant ideas" into new commercial products, processes and services. Engineers also ensure society gets the most out of existing facilities by optimising their operations and maintenance.

Engineers Australia supports the introduction of a New Vehicle Efficiency Standard (NVES). The NVES will benefit all Australians through emissions reduction, lowering the cost and increasing the choice of electric vehicles (EVs), and improving air quality. It will bring Australia into line with other countries in terms of getting access to the best quality and range of EVs available, rather than being a dumping ground for the least efficient internal combustion engine vehicles.

Engineers Australia supports Option B or preferably the more ambitious Option C. Both Options B and C include a mechanism for reviewing and tightening limits if required, and the critical point is to get a sound mechanism in place as quickly as possible. Option A is not an appropriate or ambitious enough response to the challenge.

Further, Engineers Australia supports:

- the introduction of real-world testing (World Light vehicle Testing Procedure)
- regular review and audits to ensure we are on track and that liable entities are submitting accurate data
- the proposed entities to be regulated as per p. 57
- the proposed regulatory apparatus as per p. 58.

The task of decarbonisation is urgent, and we encourage the government to move as quickly as possible. However, the timeline and transitional arrangements, including the implementation table as outlined on p. 63, are acceptable to Engineers Australia.

The target date to get emissions down to 0g per kilometre should be articulated and should be 2035 at the latest.


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Introduction of the Standard needs to be accompanied by:

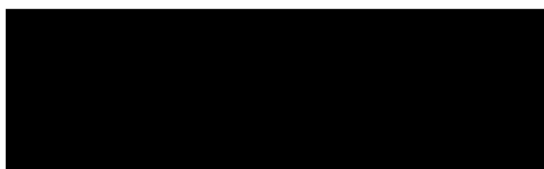
- investment in the public charging infrastructure, which is particularly important for people who do not have off-street parking, and
- continued work and modelling on integration of EVs with the grid.

EVs are subject to a lot of incorrect information being pushed into the public domain. Consumer information will be key. Government and industry should work to provide transparent information on model choice, cost savings, emission reductions and charging networks, amongst other topics.

While shifting the road fleet towards EVs is a crucial element of transport decarbonisation, a like-for-like substitution would not represent an environmentally or economically optimal path to deep emissions abatement. Public transport and active transport are exceptionally efficient alternatives for many journeys currently taken by car.

Please do not hesitate to reach out if you would like to discuss these issues further with Engineers Australia by contacting 

Yours sincerely



Jenny Mitchell
General Manager, Policy and Advocacy



Organisation questionnaire response

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

What organisation do you represent? (required)	Engineers Australia
What is your name? (required)	Grant Watt
What is your position at the organisation? (required)	Senior Policy Advisor
Please rank the proposed options in order of preference. (optional)	Option A - 0th, Option B - 2nd, Option C - 1st
Briefly, what are your reasons for your choice? (optional, 3000 character limit)	NULL
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? (optional, 3000 character limit)	NULL
Briefly, describe how the NVES might impact your organisation (optional, 3000 character limit)	NULL
Who should the regulated entity be? (optional, 3000 character limit)	NULL