

From: Department of Infrastructure, Transport, Regional Development, Communications and the Arts <infrastructure.noreply@govcms.gov.au> on behalf of infrastructure.noreply@govcms.gov.au
Sent: Friday, 16 August 2024 1:47 PM
To: CleanerCars
Subject: submission to: Proposed New Vehicle Efficiency Standard (Exempt Vehicles) Determination 2024 [SEC=OFFICIAL]

Follow Up Flag: Follow up
Flag Status: Completed

Categories: NFA

Submitted on 16 August 2024

Submitted by: Anonymous

Submitted values are:

Step 1: Your submission

Remain Anonymous

No

Private Submission

No

Published name

Adam Wightwick

Short comment

One aspect I have not seen discussed in any of the NVES reform is the impact on existing roads users and toll road operators. I must use toll roads to access some work sites and facilities, because of where I can afford to live and the locations I have to travel there is simply is no way around it.

I purchased a vehicle in 2023 for the specific purpose of not attracting light-commercial tolls. With the current cost of living crisis, this reform will reclassify my Wagon to Light-Commercial and is an easy cash-grab for big business toll operators. Any tolls captured for reclassified vehicles mean owners will pay double what they are required to now. I believe vehicles purchased prior January 1st 2025 should be exempt from NVES, to protect road users from being taken advantage of by Toll operators.

Let new vehicle purchasers from 2025 onwards make informed decisions about the type of vehicle they wish to purchase going forward and don't punish existing road users who made the best decision they could at the time. My vehicle was already more expensive due to it's Euro compliance and Adblue systems forced on the manufacturer to make it more efficient and now for some reason I'm staring down the barrel of getting slapped with a 100% toll hike as a result of this new Act.

Please, please consider this for the many road users, average workers and families that are going to suffer at the hands of toll operators as unintended victims of this new legislation. If we're going to slug Wagons and 4WD's for being too powerful and too heavy, there must be equal consideration for the extremely powerful electric vehicles and their heavy battery systems which will undoubtedly be having impacts on road infrastructure as well. If the

NVES is not considering that and it is serious about making reform to provide more choice for low/zero-emissions vehicles, then retrospective reclassification as proposed is irrelevant and vehicles purchased before 2025 should be exempt.

Step 2: Contact details

First name

Adam

Last name

Wightwick



Email notification

CleanerCars@infrastructure.gov.au

Consultation name

Proposed New Vehicle Efficiency Standard (Exempt Vehicles) Determination 2024